



CITY OF SALMON ARM
OFFICIAL COMMUNITY PLAN

Bylaw No. 4000
Schedule A

CITY OF SALMON ARM
AMENDMENTS
to
OCP BYLAW NO. 4000

Current distribution is in Red

Amend - ing Bylaw	Date Adopted	File Number	Amendment
3909	Feb. 13/12	OCP4000-1	Edelweiss Properties / City of Salmon Arm, 220 Okanagan Ave SE & 20 & 30 2 St SE – HR to CC
Admin	Aug. 21/12	Corrections	Pages – Index, 28, 29, 50 (Environment Objectives heading amendment) (45 Avenue NE not Street)
Admin	Jan. 9/13	Higher Quality	Map A-1b Land Use and Map 6.1 Potential Hazard Areas
3982	July 30/13	OCP4000-6 Proposed Greenways	Maps 11.2(a), 11.2(b), 11.2(c) to 3451 30 Ave NE and 3610, 3820 and 3960 – 20 St NE (Upper Lakeshore east of 20 Street NE) (918 metres of new Trail)
Admin	July 30/13	Pagination Correction	Pages 27 and 28 of 5.0 Environment – replace two pages.
3985	Sept. 9/13	OCP4000-12	Section 2.1 Vision for 2010 – remove “Heart of the Shuswap”
3952	Aug. 26/13	OCP4000-7	K. Ratzlaff, 570 Okanagan Ave SE, HR to CC
3995	Nov. 25/13	OCP4000-15	City of Salmon Arm – Text amendments to accommodate detached secondary suites in residential zones
3979	Nov. 25/13	OCP4000-11	City / Hartling re Little Mtn Park, AR to PRK, portion of 221 Hwy 97B SE
3975	Jan. 27/14	OCP4000-10	0695662 BC Ltd. (Massier), 2450 – 10 Ave SE, AR to LR, add to Map 4.1 Urban Containment Boundary; Map 8.1 Residential Development Areas; A-1 & A-1b Land Use Maps
3986	Feb. 11/14	OCP4000-13	J. Muto, 481 Hwy 97B NE – AR to LR and include in Urban Containment Boundary
4017	Feb. 11/14	OCP4000-18	City of Salmon Arm – Text amendments to allow Detached Suites in areas not in the ALR
Admin	Feb. 18/14	Corrections	Map A-1b Land Use, Map 4.1 Urban Containment Boundary, Map 8.1 Residential Development Areas
Admin	Mar. 5/14	Correction	Section 5.4.11 text
3971	Apr. 14/14	OCP4000-9	R. & N. McKibbon, 1400 – 20 St SE, AR to LR, Area A and in Urban Containment (Maps A-1, A-1b, 4.1 and 8.1)
4013	Apr. 14/14	OCP4000-16	628746 BC Ltd. (W. Laird), 521 – 10 St SW, CC to HC (Maps A-1 and A-1b)
Admin	May 12/14	ALC-352 & ZON-989	BFM Holdings - Map 4.1 Urban Containment Boundary / ALR – remove 3701 – 20 Ave SE from ALR
3973	May 12/14	OCP4000-9	Appeldoorn/Belway/Grieve/Evans, 2310 – 10 Ave SE, AR to LR, add to Map 4.1 Urban Containment Boundary; Map 8.1 Residential Development Areas; A-1 & A-1b Land Use Maps
3990	May 12/14	OCP4000-14	Lakeside Manor Developments Ltd., 621 & 641 Harbourfront Dr. NE, CC to HR, A-1 & A-1b Land Use Maps
4006	June 23/14	OCP4000-19	Sec. 10.3.18 - Industrial Revitalization Tax Exemption Area and new Figure 10.2
4015	Aug. 11/14	OCP4000-17	Miller. S/Laitinen, C & P., Portion of 2451 – 30 Ave NE, include in Urban Containment Boundary (Map 4.1) & Residential Development Area C, AR to LR (Map 8.1); Land Use Map A-1, A-1a & A-1b.
4059	Nov. 10/14	OCP4000-21	City of Salmon Arm & Board of Education, 150 – 1 Ave SW & 451 Shuswap St SW, Text amendment to Delete Section 15.3.14 “Follow the Old J.L. Jackson School Site Development Guidelines, dated October 7, 2009 for general direction about the preferred development concept for the Old J.L. Jackson School site”
4068	Nov. 10/14	OCP4000-20	Treadstone 71 Ventures Inc., 1271 – 6 Ave NE, INS (Institutional) to HC (Highway Service/Tourist commercial). Amend Map A-1 & A-1b (Land Use)
4070	Nov. 10/14	OCP4000-22	Lodermeier & Ogden, 1611 – 10 SW, Delete “Proposed Neighbourhood Park” Designation, Amend Map 11.1 (Existing & Proposed Parkland)

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3921	March 9/15	OCP4000-3	Club Shuswap Golf & R.V. Ltd, 6241 & 6381 – 50 Street (TCH) NE & 6471 – 46 Street NE, Map A-1, Map A-1a Land Use Maps & Map 4.1 Urban Containment Boundary
4099	July 13/15	OCP4000-24	Garry Tomporowski Architect Ltd., 1050 & 1091 – 18 Street NE, Map A-1, Map A-1a, Map A-1b Land Use Maps
4101	July 27/15	OCP4000-25	566562 B.C. Ltd., 131 Harbourfront Drive NE, Map A-1 & Map A-1b Land Use Maps
4150	June 13/16	OCP4000-26	Chun & Bickle, Text Amendment – Add Section 7.3.31 Acreage Reserve Policy and re-number accordingly.
4192	Mar. 27/17	OCP4000-30	Laitinen, C., Text Amendment – Replace Section 7.3.16
4187	Apr. 10/17	OCP4000-28	Hostman, C. & C., 1890 – 20 Avenue NE & 1830 – 17 Street NE, A-1, A-1a, A-1b Land Use Maps, 11.1 & 11.2 Existing & Proposed Parkland Maps
4191	Apr. 10/17	OCP4000-29	Jobeck Enterprises Ltd., 2081 – 11 Avenue NE, A-1, A-1a & A-1b Land Use Maps
4177	Aug. 14/17	OCP4000-27	Eagle Homes Sales Ltd., 1190 – 51 Street NE, A-1, A-1a, A-1b, Land Use Maps, 4.1 Urban Containment Boundary
4257	May 14/18	OCP4000-32	Homecraft Construction Ltd. / Onsite Engineering Ltd., 6810 Park Hill Road NE, A-1, A-1a Land Use Maps, 11.1 & 11.1a Existing & Proposed Parkland Maps
4260	May 28/18	OCP4000-34	City of Salmon Arm, 720 – 22 Street NE, A-1, A-1a Land Use Maps & 14.1 Community Facilities Map
4286	Nov. 26/18	OCP4000-37	1160595 BC Ltd., 2690 Okanagan Avenue SE, A-1, A-1b Land Use Maps & 14.1 Community Facilities Map
4269	Mar.25/19	OCP4000-35	K & M Brautigam, 3820 – 20 Street NE, A-1, A-1a, A-1b Land Use Maps, 4.1 Urban Containment Boundary
4324	May 13/19	OCP4000-38	Cutting Edge Holdings Ltd, [Durstons, B & C], 1231 – 30 Street NE, HC (Highway Service/Tourist commercial) to R-5 (High Density Residential), 8.1 Residential Development Areas, A.1, A.1a, A.1b Land Use Maps
4263	Sept 11/19	OCP4000-33	Columbia Shuswap Regional District, 2750 – 40 Street SE ID (Industrial Development) to IN (Institutional), Land Use Maps A-1, A-1b & Amend Map 14.1 as CSRD Regional Landfill.
4348	Nov. 25/19	OCP4000-40	Cornerstone Christian Reformed Church, INC., 1161 – 22 Street NE, HC (Highway Service/Tourist to INS (Institutional Zone) Land Use Maps A-1, A-1a, A-1b.
4543	Jan 31/20	OCP4000-41	Teresa Horsting, 480 – 30 Street SE, LDR (Low Density Residential) to NC (Neighborhood Commercial) Land Use Maps A-1, A-1b
4345	April 14/20	OCP4000-39	Muto Hlds. Ltd, 130 Shuswap Street SE, INS (Institutional) to HDR (High Density Residential), Land Use Maps A1, A1b

UPDATED
August 25, 2020

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ACKNOWLEDGEMENTS

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Appreciation

Many thanks to the residents of the City of Salmon Arm, government staff, City Committees, and other organizations and community groups who provided their time and input into the Official Community Plan review process. The quantity and quality of the contributions demonstrate the commitment and passion for this community.





1.0 INTRODUCTION

1.1 Purpose of an OCP

An Official Community Plan (OCP) is a bylaw of local government that provides objectives and policies to guide decisions on planning and land use management within a community or plan area. In British Columbia, the requirements of an OCP are defined by the *Local Government Act*.

An OCP is generated with community input, and provides statements on land uses and servicing requirements in the Plan area for the future. The OCP:

- expresses a community vision, developed through the planning process;
- provides an understanding of how the City plans to work cooperatively with other jurisdictions, provincial government agencies, First Nations, developers and community groups;
- contains statements regarding the City's plans to accommodate future growth and to integrate various land uses such as: residential, commercial, industrial, agricultural, institutional and recreational uses;
- provides an outline of the City's plans for land uses and for servicing development;
- provides policies relating to the preservation and protection of the natural environment, its ecosystems and biological diversity; and
- provides policies related to avoiding hazards and promoting safety of humans and security of land improvements.

The *Local Government Act* requires the following content in an OCP:

- approximate location, type and density of residential development for 5 years; and housing policies for affordable housing, rental housing and special needs housing;
- approximate location, amount and type of commercial, industrial, institutional, agricultural, recreational and public land uses; sand and gravel deposits; and public facilities, e.g., schools, parks, and waste treatment and disposal sites;
- restrictions on land subject to hazardous conditions or environmentally sensitive to development;
- approximate location and phasing of major road, sewer and water systems;
- targets for the reduction of greenhouse gas emissions in the area covered by the Plan, and policies and actions of the local government proposed with respect to achieving those targets.

Where the City of Salmon Arm does not have jurisdiction, the OCP may only state broad objectives related to the topic.

The primary uses of an OCP are as follows:

- it guides decisions by City Council when considering applications for development;
- it guides the decisions of private landowners, developers, and other authorities;
- it provides a foundation for the City's financial planning, especially for infrastructure.

After the adoption of an OCP, all bylaws enacted and works undertaken by the local government must be consistent with the OCP, unless it is amended. Whereas the OCP indicates the existing and desired future land uses and services, the Zoning Bylaw regulates existing and permitted land uses. The Zoning Bylaw also establishes regulations such as setbacks, building heights, and parking requirements associated with the permitted land uses.

This OCP is based on 2006 census data updated by City staff for 2010, with projections to 2020. Review of the OCP is recommended every five to ten years to ensure that it appropriately reflects community trends, needs and desires.

1.2 Background Work

A critical component of the planning process is the collection and analysis of detailed background data on planning and land use management issues. This information includes both qualitative input from the public on their interests and perspectives, and quantitative analysis related to specific topics. The background information conducted for this OCP includes the following:

- Community Survey – a Web-based community survey was conducted by Points of View Research and Consulting Ltd. in the fall of 2009, and over 800 complete responses were received.

- Retail and Industrial Land Use Marketability and Impact Study – this study was conducted by Urbanics Consultants Ltd. in the summer and fall of 2009.

Analysis of Residential Lands and Development Trends and Analysis of Commercial Land and Potential Floor Areas – both of these analyses were conducted by City staff in 2010.

This work is available on the City’s Web site (www.salmonarm.ca) or documents may be reviewed at City Hall.

1.3 Review Process

Public input is extremely important to the OCP review process. The opportunities for participation and input during the OCP review process are outlined in Figure 1.1:

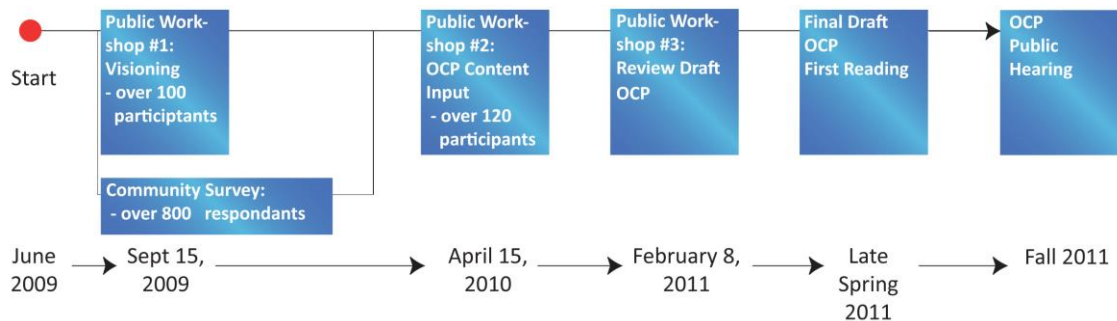


Figure 1.1: Work Plan Graphic

- Salmon Arm OCP Review Advisory Select Committee – this 12-person Committee appointed by Council included 10 community members representing a balance of economic, social/cultural, and environmental interests and expertise, plus the Mayor and one Councillor; generally meetings occurred monthly with 12 meetings held during the OCP Review process;
- Community Web survey (supplemented with hard copies) – see section 1.4;
- Public sessions – three public sessions plus a public hearing were held, with all OCP Review Bulletins (one per public session), relevant background information, and comment forms posted on the City’s website:
 - Public session #1 – visioning workshop, was attended by 108 members of the public,
 - Public session #2 – workshop on vision, goals, objectives and policy considerations, was attended by 119 members of the public,
 - Public session #3 – workshop on complete draft of OCP, was attended by 120 members of the public.

- Stakeholder consultation – numerous stakeholder groups were informed of and invited to participate in the OCP review process, including:

Government and Other Organizations

- Columbia Shuswap Regional District
- North Okanagan Regional District
- Adams Lake Indian Band
- Neskonlith Indian Band
- Fisheries and Oceans Canada
- Transport Canada
- Agricultural Land Commission
- Ministry of Agriculture and Lands
- Ministry of Environment
- Ministry of Transportation and Infrastructure
- Integrated Land Management Bureau, Ministry of Agriculture and Lands
- Ministry of Energy and Mines
- Ministry of Forests, Lands and Natural Resource Operations
- Interior Health Authority
- IHA – Shuswap Lake General Hospital
- School District No. 83 Okanagan-Shuswap
- BC Transit
- Shuswap Regional Airport Commission

City Committees

- Shuswap Regional Airport (Salmon Arm) Committee
- Design Review Panel
- Environmental Advisory Committee
- Greenways Liaison Committee
- Community Heritage Commission
- Social Issues Committee

Community Groups

- Salmon Arm and District Chamber of Commerce
- Salmon Arm Economic Development Society
- Shuswap Construction Industry Professionals
- Downtown Improvement Association
- Canadian Pacific Railway
- Fortis BC Inc.
- BC Hydro
- Telus
- Sun Country Cablevision
- Okanagan Regional Library
- Community Association for a Strong and Sustainable Salmon Arm (CASSSA)
- Okanagan College – Salmon Arm Campus
- Fletcher Park Seniors Resource Centre
- Salmon Arm Senior Citizens' Association Branch #109
- Shuswap Lake Senior Citizens
- Salmon Arm Bay Nature Enhancement Society
- Salmon River Watershed Roundtable
- Farmer's Institute
- Okanagan Historical Society, Salmon Arm Branch (OHS)
- Salmar Community Association
- Salmon Arm Folk Music Association
- Salmon Arm and Shuswap Lake Agricultural Association
- Shuswap Community Foundation
- Shuswap District Arts Council
- Shuswap Naturalists Club
- Shuswap Trail Alliance
- Salmon Arm Museum and Heritage Association
- Shuswap Art Gallery Association
- Okanagan Mainline Real Estate Board – Shuswap Division
- Shuswap Early Childhood Development Committee
- Shuswap Community Resource Cooperative



Emails were regularly sent to over 400 members of the public wanting to be informed about the OCP review process and public sessions.

The process of preparing a Greenways Strategy was conducted concurrently with the OCP review process. The community survey included some questions related specifically to greenways, and the Greenways Strategy was addressed at all of the OCP review public sessions.

1.4 Community Survey

A community survey was undertaken as one component of the public participation process (Points of View Research and Consulting Ltd., 2009). The main purpose of the survey was to obtain residents' preferences, opinions, suggestions and ideas before preparing the draft OCP. Quantitative analysis was based on the data of 823 respondents who answered all or most questions of the survey. Comments of survey respondents were extensive and totaled over 500 pages. Judging by participation alone, this was a very successful community survey. The topic of an OCP review generated a good deal of interest from many citizens who took time to consider the issues and respond to the comprehensive survey.

The following are some of the highlights of the responses:

- The things respondents like most about Salmon Arm are: 1) the natural setting of beautiful scenery, lakes and mountains, abundant greenery, birds and wildlife; 2) the comfortable town size – not too big to lose the small town feel but not too small to have all or most of the important services; 3) Shuswap Lake, McGuire Lake, and the Salmon River.
- The things respondents like least about Salmon Arm are: 1) dangerous driving conditions and pedestrian crossings, delays, noise and pollution caused by a major highway, large trucks and a railroad passing through town; 2) a lack of shopping choices, affordable shopping, no national chain stores, or high prices due to a lack of competition; 3) complaint about a particular group OR urban and highway sprawl.
- In general, survey respondents' comments on the five components of the OCP vision in the 2002 OCP were very positive (see Figure 1.2).

“Salmon Arm will be a place where residents enjoy quality, affordable services in a compact urban form. Salmon Arm will ...

- *maintain a vibrant, compact and accessible downtown with a small town feel.*
- *increase development densities and discourage urban sprawl.*
- *provide efficient transportation networks including alternatives to the car.*
- *provide a mix of land uses and densities that are sensitively integrated.*
- *support strong neighbourhood ties both within and between different areas of the community.”*

“Salmon Arm will be a diverse community with ...

- *a population representing all social, demographic, cultural and economic groups.*
- *a variety and mix of land uses.*
- *a wide range of lifestyle, employment, economic, cultural, social and recreational opportunities.”*

“Salmon Arm will recognize and value the unique natural environment, with ...

- *sustainable, planned development.*
- *planning which balances the need for protection, use and enjoyment of natural areas.”*

“Salmon Arm will be a community which provides opportunities for residents to enjoy a unique lifestyle, based on ...

- *promotion of health and safety.*
- *access to employment and economic opportunities.*
- *opportunities to include all citizens.*
- *recognition of historical and cultural values including the historical and cultural attributes of First Nations.*
- *quality of the natural environment.*
- *cultural, educational, social and recreational opportunities.*
- *lifestyle choices.”*

“Salmon Arm will be a community where members work together towards a shared vision ...

- *planning projects will be inclusive and consultative to build understanding and agreement on major issues.*
- *agencies, associations, community groups, First Nations and all members of the community will work cooperatively.*
- *the community vision will be monitored for shifts in the vision, accomplishments and challenges.”*

Figure 1.2: 2002 OCP Vision

- All nine proposed goals for the OCP update were also given a rating of 8, 9 or 10 out of 10 by a majority of survey respondents, indicating the high importance of each goal (see Figure 1.3).

- To protect and restore environmentally sensitive areas in the community
- To provide natural parks, sports fields, playgrounds, recreational facilities, and greenways / trails in the community
- To preserve and protect the rural and agricultural land in the community
- To provide an efficient motorized and non-motorized transportation network in the community
- To provide a variety of housing types to meet the needs of all residents in the community
- To maintain and enhance the economic vitality of the community
- To support arts and culture endeavours in the community
- To improve the overall appearance of the community
- To increase the City's role in addressing social planning issues in the community

Figure 1.3: Proposed OCP Goals Used in Community Survey

- Figure 1.4 indicates the potential strategies for the 2010 OCP with the highest levels of support:

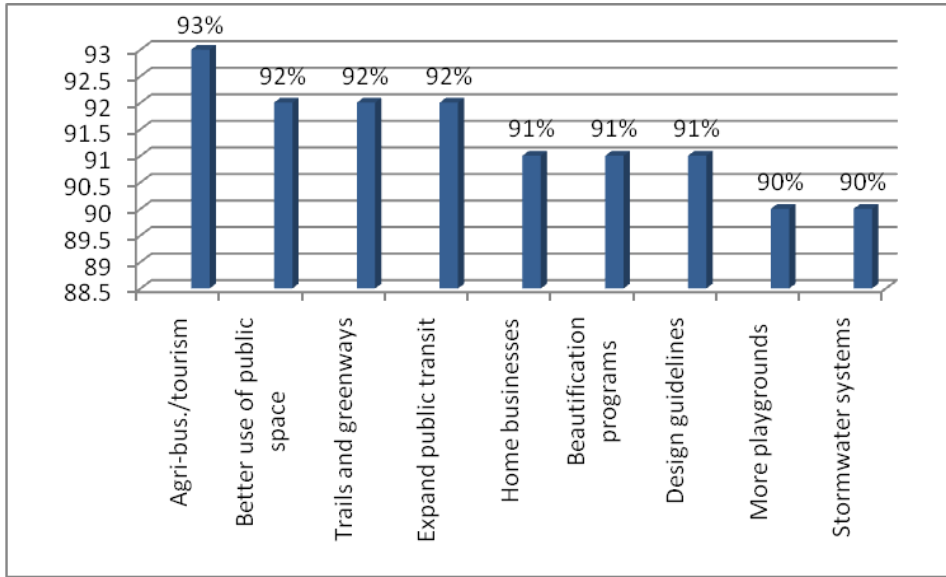


Figure 1.4: Support for Potential OCP Strategies

Source: Community Survey, 2009

- Figure 1.5 indicates the top five priorities for the new OCP.

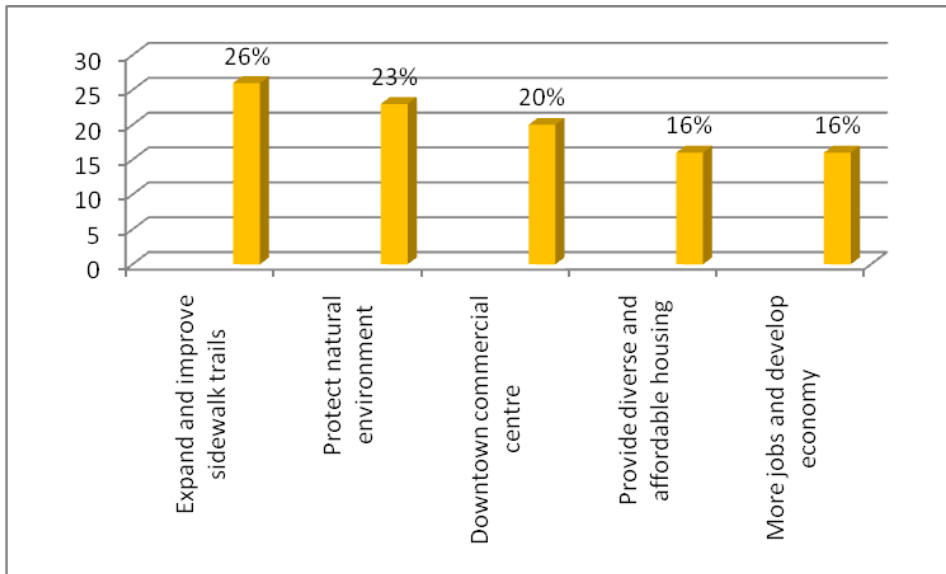


Figure 1.5: Priorities for OCP Review

Source: Community Survey, 2009

- A majority of survey respondents indicated a willingness to pay additional taxes to support their preferences for greenways improvements; 66% of those for whom property taxes apply indicated willingness to pay additional taxes. Three in ten survey respondents who are willing to pay additional taxes for greenways improvements also indicated a willingness to pay amounts of \$50 or more, 51% were willing to pay \$41 or more, and 59% were willing to pay \$31 or more.

1.5 Definitions and Acronyms

This section is provided to clarify terms and concepts used throughout the Official Community Plan.

Where used in this document, unless the text requires otherwise, the words and phrases listed below shall have the attached meanings. Where definitions are not provided, they shall have the meanings prescribed in the *Local Government Act, Interpretation Act* or other relevant Acts.

“Affordable Housing” means housing which has a market price or rent that does not exceed 30% of the income of households which have an income that is less than 80% of the median household income for the community.

“Alteration of Land” means works of any kind, including the removal or deposition of sand, gravel or soil, within hazardous and environmentally sensitive areas.

“Assisted Living Housing” means housing intended for both independent and semi-independent living in the form of either congregate housing, dwelling units, sleeping units, or any combination thereof, within which is provided for the exclusive use of the occupants, their families and guests, daily common meal preparation using commercial cooking facilities, dining area and laundry facilities. Assisted living housing may or may not accommodate health services such as nursing care, home support, rehabilitative and transportation services.

“Compact Community” is often used in conjunction with or describes development forms such as urban villages, activity nodes, transit oriented development, and/or neighbourhood centres. Typically, compact community concepts relate to a technique or particular land use form designed to prevent unchecked, expensive and unsustainable urban sprawl.

“City” means the City of Salmon Arm.

“Intensive Agriculture” means the use of land, buildings for farm businesses and farm operations as defined in the relevant provincial legislation and includes but is not limited to the confinement of poultry, livestock or fur bearing animals or the growing of mushrooms.

“Quality of Life” means the peace, quiet, enjoyment, health, safety and aesthetic character of adjoining or nearby properties.

"Sufficient Infilling" means that development of the developable land area is at least 80% complete in the context of the overall area being addressed, based on the municipality's determination.

"Sustainable" means managing the City in a way that balances the economic, social, and environmental implications of activities in order to meet the needs of people today without compromising the ability of future generations to meet their own needs.

Acronyms

- ALC - Agricultural Land Commission
- ALR - Agricultural Land Reserve
- CPTED - Crime Prevention through Environment Design
- CSRD – Columbia Shuswap Regional District
- DCC – Development Cost Charge
- DP – Development Permit
- IHA - Interior Health Authority
- LEED - Leadership in Energy and Environmental Design
- LGA - Local Government Act
- LHA - Local Health Area
- MOE – Ministry of Environment
- MOF - Ministry of Forests, Lands and Natural Resource Operations
- MOTI - Ministry of Transportation and Infrastructure
- OCP - Official Community Plan
- QEP – Qualified Environmental Professional
- RAR – Riparian Areas Regulation
- RGS - Regional Growth Strategy
- SEP – Shuswap Emergency Program
- SPEA – Streamside Protection and Enhancement Area





2.0 COMMUNITY VISION

2.1 Vision for 2020

The OCP prepared in 2002 established a vision that was supported by powerful principles (Figure 1.2). It focused on a dense compact town centre, growth and development within an urban containment boundary (UCB), and protection of the environmental resources, and the agricultural and forest lands beyond the UCB. That vision and the 2002 OCP have served Salmon Arm well, and most residents express support for retaining and updating those strategies, rather than significantly changing the approach to planning and land use management in the city.

The vision statement related to the future of Salmon Arm, based on community input, is outlined in Figure 2.1. It is expressed in the present tense since it represents how it is hoped that the City will be described in the future. The “future” per the OCP is 2020.

Salmon Arm is a community that has a comfortable, safe lifestyle and a vibrant feeling. The community deeply values the city's magnificent natural setting with its healthy ecosystems. The city is nestled between mountains and the shore of Shuswap Lake, offering beautiful scenery, greenery, rich agricultural land, and a desirable climate.

Salmon Arm has an abundance of recreational, educational, commercial, tourism, health care, and cultural opportunities and services. The strong and growing economy supports varied employment and shopping, and innovative businesses and industry.

The community is spirited, diverse and inclusive, with housing for residents of all ages and needs. Everyone works together towards a shared vision of a good quality of life for all.

In the vibrant City Centre, people live, work, visit, meet, shop and spend time enjoying diverse artistic and cultural activities. Downtown's unique urban identity combines heritage preservation, a walkable environment, and high quality, mixed-use developments.

Green space extends throughout the city, including active recreation sites, and natural parks with trails. The city abounds with safe walking and cycling opportunities, connecting neighbourhoods, the City Centre, natural areas, and parks.

#3985

Figure 2.1: OCP Vision

2.2 Goals

The following are overall goals for the OCP. These are not in order of importance.

1. **Natural Environment.** Protect and enhance the natural environment, particularly environmentally sensitive areas and all watercourses.
2. **Parks and Recreation.** Provide natural parks, sports fields, playgrounds, community gardens, and recreational facilities dispersed throughout the community.
3. **Greenways and Trails.** Provide greenways with trails and sidewalks that connect key destinations and all parts of the community.
4. **Green and Sustainable City.** Promote and support a more ecological and sustainable approach to development.
5. **Compact Community.** Retain a compact urban form by maintaining an urban containment boundary.

6. **Climate Change.** Reduce greenhouse gas emissions consistent with the City's obligations under the BC Climate Action Charter, and consider local effects of climate change.
7. **Distinct Community.** Promote quality building, site and landscape design suitable to Salmon Arm, including beautification of public spaces and streetscapes and heritage preservation.
8. **Housing Diversity.** Encourage a variety of housing types, including affordable housing, to meet the needs of all residents in the community.
9. **City Centre.** Support the continued growth and vitality of a diverse, walkable, mixed-use city centre with heritage characteristics.
10. **Economy.** Maintain and enhance the economic vitality and uniqueness of the community, which includes varied and growing business and employment opportunities.
11. **Arts and Culture.** Support community groups in the enhancement of arts and cultural activities, programs and public art.
12. **Agriculture.** Preserve and protect rural and agricultural land, and support local agri-businesses, food production, and agri-tourism.
13. **Social Support.** Continue to nurture the human-centred culture in which social interaction, quality of life, health, safety and security are celebrated.
14. **Infrastructure.** Manage the infrastructure, including potable water, stormwater, sewage treatment, and solid waste, consistent with best practices.
15. **Transportation.** Provide an efficient, connected multi-modal transportation network that includes transit and addresses the safety and comfort of pedestrians, cyclists, and other non-motorized modes of transportation.
16. **First Nations.** Improve working relationships and communication with First Nations to achieve a shared vision for the city and surrounding lands.
17. **Shared Vision.** Continue to cultivate and enhance planning processes to further empower the community and achieve consensus.





3.0 DEMOGRAPHICS

3.1 Population

The population of Salmon Arm has grown consistently even during periods of slow regional economic growth (Figure 3.1). Previous trends reflect an annual growth rate which averaged approximately 3% from 1976 to 1996. For the following decade, the annual growth rate ranged between 0.75% and 1%. Between 2005 and 2009, the annual growth rate varied between 1.0% and 2.4%.

Provincial forecasts for the CSRD are projecting an annual growth rate in the vicinity of 0.8%, however Salmon Arm traditionally has a higher rate of growth than the region. The economic downturn that affected real estate in 2009 is projected to recover somewhat, though not to the levels experienced in preceding years. Given this context, the annual growth rate for Salmon Arm for the next five years will likely be between 1% and 2%.

The estimated population by BC Stats for 2009 is 17,220. Applying the likely growth rates, the 2010 population is between 17,392 and 17,564. The population in 2015 will grow by between 890 and 1640 people, requiring between 370 and 683 new housing units (based on the City's average of 2.4 occupants per unit). By 2020, there will be another 932 to 2000 residents, requiring an additional 388 to 833 units. The total number of new units required over the next 9 years will therefore be between 758 and 1,516.

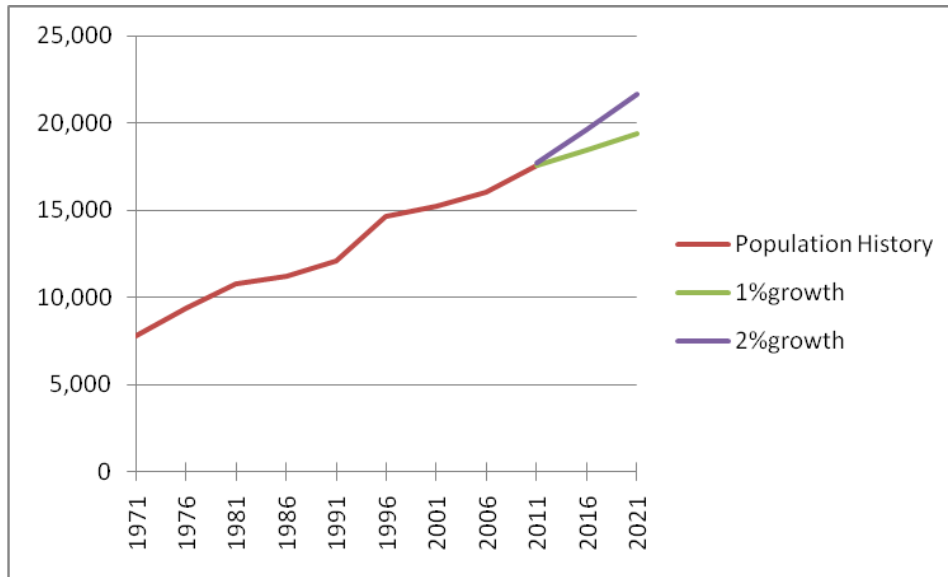


Figure 3.1: Population 1971 to 2021

Source: BC Stats to 2006, Projections by City

3.2 Housing Trends

The need for future housing in Salmon Arm will be driven by two primary considerations: demographic characteristics and economic growth. The age profile for the City of Salmon Arm (Figure 3.2) is similar to the profile for British Columbia as a whole, except in three areas:

- there are slightly fewer children and young adults under the age of 24 years than in B.C. as a whole; this is different from the profile in 2002 when there were more younger people in Salmon Arm than in the province.
- there are significantly fewer people between the ages of 25 and 44 years than in B.C. as a whole.

- there are significantly more people over age 65 than in B.C. as a whole.

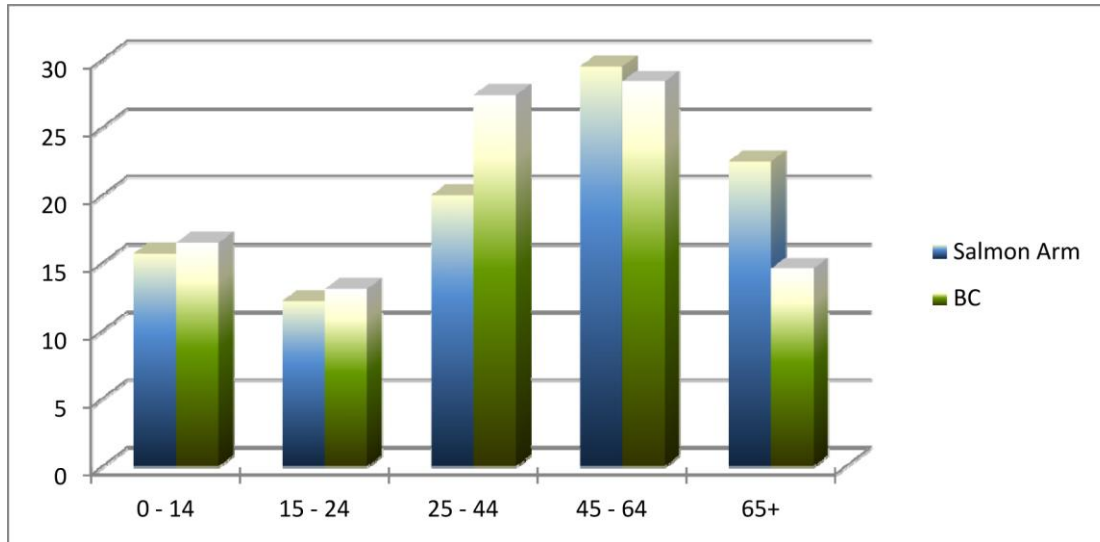


Figure 3.2: Age Profile

Source: BC Stats, 2006

Section 8.0 Urban Residential provides information on housing in Salmon Arm. Demographic trends, especially a high aging population, and economic forces such as generally rising land values, are likely to continue to support growth in the multi-family sector. There will also likely continue to be a strong market for single family units, which still comprise the large majority of housing in the city.

3.3 Labour Force

Labour force data provide an indication of the structure of the Salmon Arm economy (Figure 3.3). Agriculture and the forestry industry were traditionally the major income generators in Salmon Arm, creating jobs throughout the labour force sectors. From 1991 to 1996 there was a small decline in the number of direct jobs in the forestry and resource sectors as evidenced by the declining relative importance of the primary sector (i.e., the primary sector dropped from 10% in 1991 to 9% in 1996). This trend continued and by 2006, the primary sector made up only 5% of the labour force.

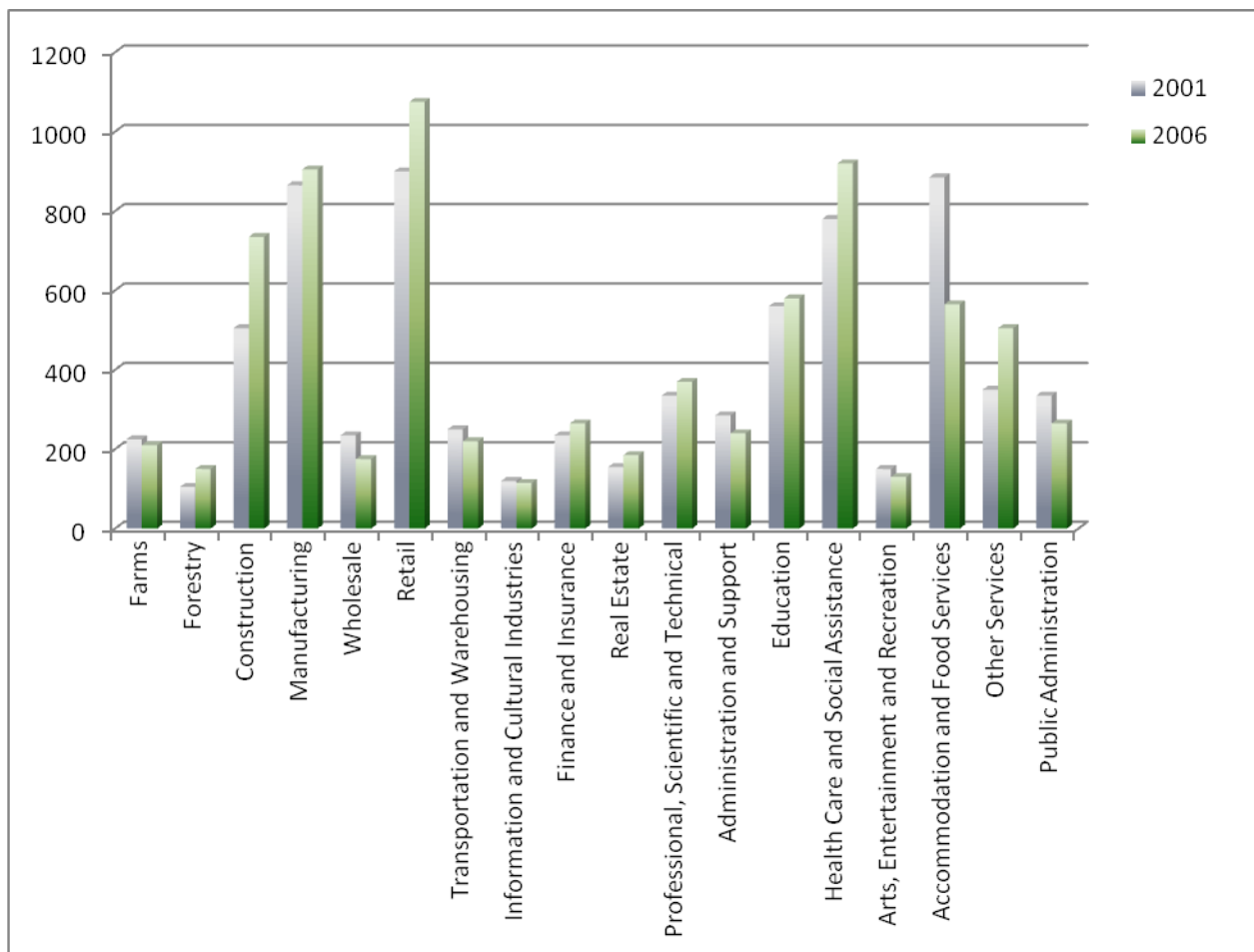


Figure 3.3: Labour Force by Industry

Source: BC Stats, 2006

The City's economy has seen significant changes, with increases in the service-producing sector outpacing the goods producing industries in terms of job creation and economic growth. Compared to the CSRD, Salmon Arm has a relatively high number of workers in retail, health care, social services, and education, with lower employment in agriculture and resource-based industries, construction, and business services. This reflects the City's role as the regional service centre for the Shuswap.

Residents of Salmon Arm have a lower average income than residents of the Province as a whole (see Figure 3.4). This is likely due to the relatively large population of seniors, many of whom are retired.

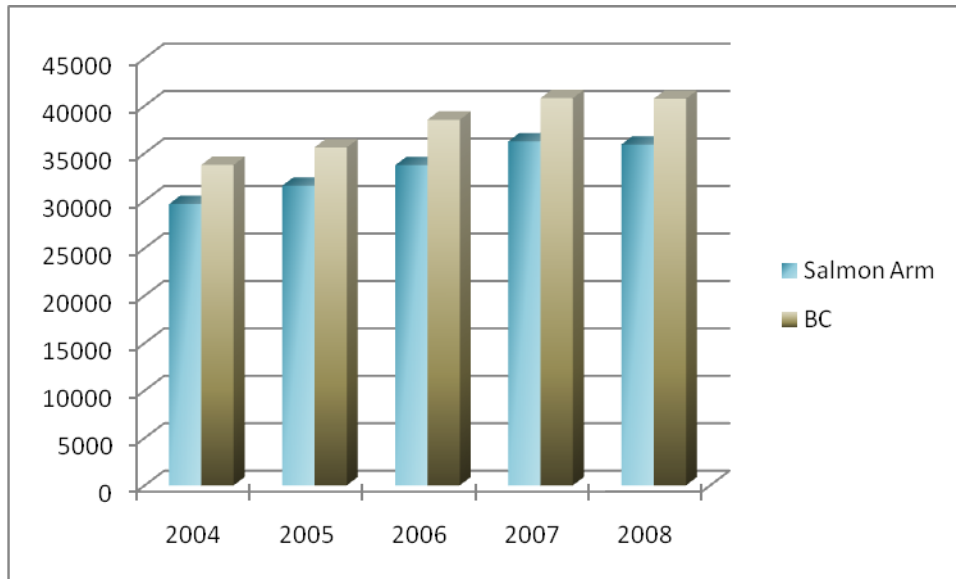


Figure 3.4: Salmon Arm and B.C. Income

Source: BC Stats, 2006



4.0 GROWTH MANAGEMENT STRATEGY

4.1 Regional Context

“Growth Management” is often linked to urban containment, i.e., the process of limiting development and growth within a boundary to ensure sustainability, and/or to preserve the integrity of surrounding non-urban areas. The City of Salmon Arm is the major regional service centre within the CSRD. The complexity of the economic, social and environmental links between the municipality and its region are recognized, and the City is committed to working with other local jurisdictions to resolve common challenges. The CSRD has not yet prepared a Regional Growth Strategy or a Regional Context Statement.

4.2 Regional Context Objectives

Objectives for the City’s component of a Regional Growth Strategy are as follows:

- 4.2.1 Support regional economic growth and development within the Urban Containment Boundary, except where development or services may have negative, unmitigable impacts on the land, watershed or other environmental resources.
- 4.2.2 Support the CSRD if or when the Regional District chooses to prepare a Regional Growth Strategy or a Regional Context Statement, and support the CSRD in implementing comprehensive planning and building inspection, particularly in the Electoral Areas adjacent to the City and Shuswap Lake.
- 4.2.3 Support and cooperate with the Adams Lake Indian Band and the Neskonlith Indian Band in their

endeavours to plan, develop and manage their lands adjoining the City as a means of ensuring economic self-sufficiency, protecting environmental resources, and accommodating future growth. The City recognizes that the development of Band lands in a cost efficient and orderly manner supports and complements City and regional growth.

4.3 Growth Management Context

The City's growth management strategy, established in the 2002 OCP, emphasizes infill and the intensification of land use in order to make efficient use of existing infrastructure and to reduce the environmental and financial costs of growth. This strategy is maintained in this current OCP. To retain a more compact form (compact community) and to assist the infilling and intensification process, the Official Community Plan maintains an Urban Containment Boundary (UCB). This boundary closely follows the boundary of the Agricultural Land Reserve (ALR) and focuses development within existing development areas. Within the Urban Containment Boundary, servicing infrastructure and land resources are maximized by increasing density through development, conversion and re-development. Urban development outside the UCB is not supported.

The 2002 Official Community Plan also acknowledges that the phasing of development, through delineation of residential development areas A, B, and C, enables the City to better manage its resources by careful planning to address financial, land and servicing opportunities and needs. This strategy is maintained in this current OCP.

An analysis of development capacity within the UCB was conducted by City staff for the OCP review. It showed that there is enough serviced land within the UCB to accommodate a tripling of the recent population growth rate between now and 2030. There is enough potential for commercial and industrial floor area to meet the City's needs until 2026.

Since 2002, a number of initiatives have compiled planning philosophies, approaches and principles that are consistent with the City's growth management strategy. These initiatives, which are summarized briefly below, contain relevant ideas and information:

Smart Growth

Smart Growth is a planning approach based on a series of principles that can be applied to achieve a more sustainable, liveable and integrated community. The following are common Smart Growth principles:

- Create a range of housing opportunities and choices,
- Create walkable and accessible communities,
- Promote the creation of a strong sense of place,
- Emphasize the need for a mix of land uses,
- Preserve open space, agricultural land and critical environmental areas,
- Provide a variety of transportation choices,
- Strengthen and direct development towards existing developed areas and communities,

- Integrate transit-oriented design including alternative transportation methods,
- Create opportunities for public engagement and involvement, and
- Plan on a broad or regional scale.

Green Bylaws Toolkit

The Green Bylaws Toolkit for Conserving Sensitive Ecosystems and Green Infrastructure was produced in 2007 as part of the Stewardship Series by the B.C. Government, Environment Canada and other organizations. The document provides many tools that local government can use to protect and maintain the integrity of sensitive ecosystems, to restore ecosystems when possible, and to ensure that green infrastructure plays a role in promoting fiscally responsible local government services and programs. The toolkit is based on the following objectives:

- Contain urban development within a compact area;
- Maintain environmentally sensitive lands outside urban containment boundaries as large lot parcels (20+ hectares), parks, or protected areas that are connected by greenways and, if not as parks or protected areas, around areas where development is clustered;
- Prevent degradation and fragmentation of sensitive ecosystems and encourage connections among ecosystems;
- Prevent development of subdivisions and individual lots on or near sensitive ecosystems;
- Maintain the integrity of the ecological systems of which sensitive ecosystems are a part;
- Restore degraded ecosystems; and
- Ensure adequate assessment of the impacts of development and carry out mitigation measures.

Develop with Care: Environmental Guidelines for Urban and Rural Land Development in B.C.

This document was produced by the B.C. Ministry of Environment in 2006. It covers some similar information to the Green Bylaws Toolkit in its initial chapters on Community Planning, Site Development and Management, and Environmentally Valuable Resources. The subsequent sections address each of B.C.'s regions. Appendix B has a checklist for community planning according to the principles described.

4.4 Growth Management Policies

- 4.4.1 Continue to use the Urban Containment Boundary (UCB) (see Map 4.1 Urban Containment Boundary) as a primary planning tool, supporting new growth within the UCB and discouraging urban development and subdivision outside the UCB. The Official Community Plan designates adequate land areas within the UCB to support long-term growth.
- 4.4.2 Support two areas of UCB expansion for low density residential development (see Map 4.1 Urban Containment Boundary). ALR exclusion in these areas will be subject to a public linear park as a buffer (a minimum of 10 metres wide) in addition to fencing, vegetative buffering and residential setbacks of a minimum of 30 metres from the ALR boundary. For these two areas, ALR exclusion applications will need to be approved by the ALC and OCP amendment applications will need to be approved by City Council.
- 4.4.3 Encourage all growth to be sensitively integrated with neighbouring land uses and resources, particularly natural areas, and agricultural and residential lands, using Development Permits as one of the tools.
- 4.4.4 Strive to protect lands within the ALR for agricultural use, particularly the Salmon River Valley Agriculture area with its high quality agricultural soils, large land parcels and established agricultural base.
- 4.4.5 Strive to protect the forested hillside areas of Salmon Arm as a valuable renewable resource and as a vital part of the City's watershed, recognizing that in their forested state these areas contribute significantly to Salmon Arm's natural landscape context.
- 4.4.6 Strive to protect from development Salmon Arm Bay, the Shuswap Lake foreshore, natural landscape features (including but not limited to Little Mountain, Mount Ida, Larch Hills, Fly Hills and Turner Creek), and numerous watercourses as they form part of the unique natural beauty of Salmon Arm.
- 4.4.7 Continue to support a wide range of housing types in Salmon Arm in order to meet the needs of the diverse lifestyles and aging population, including affordable housing, sensitively integrated infill and intensification of existing development areas, and provision of low density single family developments.
- 4.4.8 Continue to recognize and support the City Centre as the principal commercial, business, cultural and administrative centre, encouraging it to be a vibrant, compact, accessible downtown that reinforces the comfortable, safe atmosphere of Salmon Arm, including opportunities for upper floor dwelling units as part of mixed use developments (see Map A-1).
- 4.4.9 Continue to support other commercial areas in the community which add to the variety of retail and service opportunities, east and west of the City Centre along the Trans Canada Highway between 30 Street SW and 30 Street NE.



- 4.4.10 Continue to provide a high standard of municipal services, including an efficient transportation system that supports compact community development.
- 4.4.11 Continue to encourage local amenities such as schools, parks and local commercial uses in residential neighbourhoods, recognizing that changing employment structures (e.g., small independent home-based businesses) may increase demand for local neighbourhood services.
- 4.4.12 Continue to improve community services and quality of life through the following actions:
- a. planning for recreation, parks and greenway land and facilities;
 - b. support for the protection of heritage resources;
 - c. encouraging community involvement in planning through interesting and accessible consultation processes; and
 - d. support continued cooperation in the provision of arts, culture, social, health care, and other community facilities, e.g., community care, assisted living facilities .
- 4.4.13 Continue to support a strong economic base by:
- a. high level planning for the servicing of new land associated with business and job creation;
 - b. encouraging the development of a strong City Centre;
 - c. supporting the efforts of the local economic development community;
 - d. striving to protect industrial and commercial lands for future industrial and commercial uses;
 - e. striving to protect the natural environment;
 - f. supporting and encouraging sensitively integrated mixed use developments; and
 - g. encouraging a “green economy”, e.g., environmentally friendly industries, green infrastructure.
- 4.4.14 Work cooperatively with the First Nations to achieve and maintain land use and servicing agreements to meet overall community goals and objectives in recognition of the following considerations:
- a. the Reserves are an integral component of the community;
 - b. the City has no legal jurisdiction over Indian Reserve lands, unless specifically authorized by agreement with the Band Councils and approved by the Federal Government;
 - c. there are municipal servicing and financing limitations;

- d. the City and First Nations share objectives for integrated cohesive land use planning to achieve financial, social and environmental sustainability;
- e. the City and First Nations share goals for integrated, complementary development which avoids unnecessary, competitive duplication of services and facilities;
- f. the development potential of First Nations lands; and
- g. planning by First Nations (e.g., Comprehensive Community Plans) guides the future development of Reserve lands adjoining the City.

4.5 Community Energy and Greenhouse Gas Context

Since 2006, the Provincial Government has recognized that Local Governments and communities are vital partners in reducing Greenhouse Gas (GHG) emissions, and the Province has taken several steps to ensure that Local Governments are leaders in enacting change and reducing GHG emissions in their communities. B.C.'s *Local Government Act* was amended in 2008 to require all OCPs to set targets for the reduction of greenhouse gases, as well as policies and actions to achieve the targets.

Greenhouse Gas emissions typically refer to six primary gases being released into the Earth's atmosphere – carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride. The results of the rapid release of these gases in the Earth's atmosphere has been attributed to a global increase in extreme weather events such as droughty summers and mild winters, an increase in the Earth's overall temperature, and an increase in pestilence, among other well documented occurrences.

There are two primary methods for municipalities to reduce GHG emissions: through land use planning that results in less community energy consumption, and through reducing GHGs associated with corporate operations. The policies for growth management in section 4.4 are almost all effective methods for reducing GHG emissions through land use planning.

In 2007, the BC Ministry of Environment launched a GHG reporting system called the Community Energy and Emissions Inventory (CEEI) to provide emissions inventories for municipalities and regional districts in BC. These reports capture annual community-wide energy consumption and GHG emissions estimates for three key sectors: on-road transportation, buildings, and solid waste. Estimates of GHG emissions caused by deforestation as a result of land use changes (settlement and agriculture) are available at the regional district level only. In 2007, Salmon Arm's emissions were estimated to be 137,932 CO₂e tonnes (t) or 2,584,662 Energy (GJ), of which 61.3% was for on-road transportation, 31% was for buildings, and 7.7% was for solid waste (per updated 2007 CEEI report).

The City has established a goal of reducing the community wide GHG emissions by 6% by 2020. Based upon the updated 2007 CEEI, this will amount to a total reduction of 8,275.92 CO₂e tonnes (t) or 155,079.72 Energy (GJ).

The City encourages the voluntary use of alternative, renewable and sustainable energy producing and recovery technologies for all developments and infrastructure. Examples of these technologies include the use of "green" (or LEED) building design, geo-thermal heating and cooling systems and solar heating devices; micro-hydro, fuel cell, bio-mass and wind power generation systems; and self-contained storm water, grey water and waste water treatment and recycling systems.

As a signatory to the BC Climate Action Charter, the City has committed to achieving carbon neutrality by 2012 in corporate operations. This commitment includes measuring GHG emissions from corporate operations and focusing on projects and development that reduce or offset emissions and publically reporting the City's progress. In the event the City cannot become carbon neutral through actions and projects initiated by the City, starting in 2013 the City may purchase carbon offsets in order to attain this goal.

4.6 Community Energy and Greenhouse Gas Policies

- 4.6.1 Continue to implement growth strategies that discourage urban sprawl, encourage healthy communities, and reduce energy consumption.
- 4.6.2 Continue to promote water conservation strategies such as the Water Wise program, incorporation of innovative irrigation technologies, the installation of low flush toilets and low flow aeration faucets, and xeriscaping (i.e., drought resistant landscaping) for all developments.
- 4.6.3 Work towards reducing the community wide GHG emissions by 6% by 2020.
- 4.6.4 Research the local effects of climate change and implement adaptation strategies.
- 4.6.5 Promote the reduction of community greenhouse gas emissions by implementing a community action plan for achieving reduction targets.
- 4.6.6 Measure and publically report, on an annual basis through Council, beginning in 2011, the community wide GHG emissions using the annually published Community Energy and Greenhouse Gas Emissions Inventory.
- 4.6.7 Review opportunities to create a Development Permit Area for energy conservation and reduction of greenhouse gases.
- 4.6.8 Investigate participation in the Partners for Climate Protection (PCP) Program.



5.0 ENVIRONMENT

5.1 Community Context

Environmental quality is an integral component of the community vision, tied to the quality of life and lifestyle options which are unique and highly valued by the Salmon Arm community. The community is interested in protecting the integrity and biodiversity of the City's environmental resources and in planned development which respects the need for protection, use and enjoyment of natural areas.

Information on the City's environmental resources has been obtained primarily from provincial data, including the Ministry of Environment and the Conservation Data Centre. The following is a summary of the known environmental resources (see Map 5.1 Environmental Resources and Map 5.2 Environmentally Sensitive Riparian Areas):

- **streams** which are identified as documented fish bearing, suspected fish bearing, and suspected non-fish bearing. Even streams which do not have "fish", defined for this purpose as salmonids, are important to fish habitat, since they typically flow into fish-bearing waters. The riparian area adjacent to streams is critical to the health of the habitat for fish and many other species that inhabit and use riparian areas.
- **lakeshore** is also defined as a riparian area since the lake is fish habitat and the shoreline above high water and the adjacent upland terrain and vegetation are critical to the health of the lake habitat.
- **foreshore** is defined as the area from the high water mark across the surface of the lake, including the

entire water area. This area is vital to fish, birds and other wildlife.

- **ponds and wetlands** which provide valuable habitat to numerous species are identified on base mapping, however the scale of mapping is not sufficient to identify all such areas. A riparian edge around these features is a critical component of the habitat.
- **red-listed ecosystems and species** defined as an ecological community, indigenous species or subspecies that is extirpated, endangered, or threatened in British Columbia. Salmon Arm’s red-listed species include the Western Grebe and a number of plants, all of which occur in wetlands or along the shoreline.
- **blue-listed ecosystems and species** defined as an ecological community, indigenous species or subspecies considered to be of special concern (formerly vulnerable) in British Columbia. Salmon Arm’s blue-listed species include some plants which occur along the shoreline.
- **other habitats** are known to support upland ecological resources, e.g., mature forests, wildlife corridors, ravines, nesting areas.

Groundwater protection is a significant concern in the community. The watersheds for the City’s water system are largely outside City boundaries, and many rural residents use groundwater wells as their source of potable water. Some actions available to protect groundwater include restricting access to sensitive watersheds that are sources of drinking water and a review of the quality and quantity of groundwater, particularly where access to the City water service is not available. Another option may be establishment of a Development Permit Area for water conservation. This could include guidelines for construction such as low water-use fixtures and rainwater capture systems.

One option is for the City to become a Zero Waste community. The vision of the CSRD’s Solid Waste Management Plan is that all activities in the CSRD , including electoral areas and member municipalities, will be consistent with a Zero Waste Community. Zero Waste strategies consider the entire life-cycle of our products, processes and systems in the context of a comprehensive understanding of human interactions with nature and search for inefficiencies at all stages. With this understanding, wastes can be prevented through designs based on full life-cycle thinking where waste is thought of as a “residual product” or a “potential resource”. Opportunities such as reduced costs, increased profits, and reduced environmental impacts can be achieved with this approach.

5.2 Environment Objectives

- 5.2.1 Improve the planning, protection, restoration and enhancement of environmentally sensitive areas and features, especially Shuswap Lake and Salmon River as among Salmon Arm’s key assets.
- 5.2.2 Inventory environmentally sensitive areas and features.
- 5.2.3 Direct all types of development to areas of least environmental sensitivity.

- 5.2.4 Direct all new development to protect and respect environmentally sensitive areas.
- 5.2.5 Increase environmental awareness and promote activities that protect and enhance ecological systems and biodiversity, leading by example.
- 5.2.6 Strive to protect the environment and human health by managing existing and potential pollution.
- 5.2.7 Strive to protect the quality and quantity of surface water and groundwater.

5.3 Environment Policies

General Policies

- 5.3.1 Regulate the use of land and water surfaces within City boundaries.
- 5.3.2 Conduct an Environmentally Sensitive Areas Study or a Sensitive Ecosystem Inventory for the entire City, including identification, mapping and description of significant and sensitive streams, lakeshore, foreshore, pond, wetlands and upland ecosystems; and red and blue-listed species and ecosystems.
- 5.3.3 Once the environmental inventory is complete per Policy 5.3.2, use the results to review and update the OCP, including a potential new Development Permit Area for non-riparian environmentally sensitive areas, the Zoning Bylaw, and other City bylaws to better protect and enhance the environmental resources identified.
- 5.3.4 Work with the Ministry of Forests, Land and Natural Resource Operations regarding planning and management of forested areas to manage potential impacts on environmental and visual resources.
- 5.3.5 Work with community groups and other organizations to provide public information and education programs on the environment, its values and benefits, and ways to protect it.
- 5.3.6 Review and update the City's Tree Protection Bylaw to encourage greater protection of the City's tree canopy over the long term.
- 5.3.7 Review and update the City's stormwater system to include best practices to improve water quality and quantity in watercourses and Shuswap Lake (see section 13.0 Utilities and Infrastructure).
- 5.3.8 Conduct City activities and operations to minimize impacts on the environment and strive to continuously improve the City's environmental performance in order to provide an example of environmental stewardship.

- 5.3.9 Work with senior governments, First Nations and the community to reduce the effects of non-point source pollution on source drinking water and recreational water quality.
- 5.3.10 Work with senior governments, First Nations and the community to promote groundwater protection.
- 5.3.11 Work with senior governments, First Nations and the community to improve air quality.
- 5.3.12 Review opportunities to prepare a Development Permit Area for water conservation.
- 5.3.13 Work with the CSRD and implement the steps necessary for the City to become a Zero Waste community.

Environmentally Sensitive Areas Policies

- 5.3.14 Within the areas designated Environmentally Sensitive Lake Areas (Map A-1 Land Use), the water surface may accommodate wildlife viewing and limited non-motorized watercraft use.
- 5.3.15 Applications for new foreshore and water lot leases within the Environmentally Sensitive Lake Areas (Map A-1 Land Use) are discouraged unless they are for conservation or environmental protection and management purposes or represent some other public benefit to the community.
- 5.3.16 Review options for a foreshore Development Permit Area below the high water mark of Shuswap Lake to address the siting and design of structures to prevent or minimize negative impacts on the lake ecology, including fish and wildlife habitat.
- 5.3.17 The areas designated as Environmentally Sensitive Riparian Areas (Map 5.2 Environmentally Sensitive Riparian Areas) are subject to the Environmentally Sensitive Riparian Areas Development Permit Area guidelines of Section 5.4.
- 5.3.18 Review and update the Environmentally Sensitive Riparian Areas Development Permit Area guidelines.
- 5.3.19 Prepare and incorporate procedures for assessing environmental considerations prior to, and as an integral part of, reviewing development applications and infrastructure proposals.
- 5.3.20 In addition to Development Permit Area requirements, encourage voluntary protection of natural features in cases where it is an objective of the City to protect (for riparian area conservation, water quality protection, or habitat preservation) land in excess of that which is, by virtue of municipal and senior government regulations, required to be protected. Consider the use of tools such as conservation covenants or density bonusing for this purpose.

- 5.3.21 In addition to Development Permit Area requirements, encourage all development and infrastructure projects to conserve environmentally sensitive areas, natural landscape features, trees and other indigenous vegetation. To help accomplish this, encourage alternative development methods, such as clustering, density bonusing, narrowing road rights-of-way, or sharing driveways.
- 5.3.22 When environmentally sensitive land is provided to the City for the purpose of environmental protection, allow the owner of the land to use the original site area in calculating density, floor area ratios and minimum lot areas for development or subdivision purposes.

5.4 Environmentally Sensitive Riparian Areas Development Permit Area

Designation

Pursuant to Section 919.1(1)(a) of the *Local Government Act*, all Environmentally Sensitive Riparian Areas shown on Map 5.2 Environmentally Sensitive Riparian Areas are designated Environmentally Sensitive Riparian Areas Development Permit Areas. These Development Permit Areas affect all parcels of land adjacent to or containing a watercourse or stream as defined in the Riparian Areas Regulation. The Environmentally Sensitive Riparian Areas Development Permit Area is equivalent to the riparian assessment area of the Riparian Areas Regulation, and means:

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

Objectives

- 5.4.1 To protect Environmentally Sensitive Riparian Areas that, through their protection, will help in meeting the following objectives:
- a. protection of environmentally sensitive areas;
 - b. prevention or reduction of air, land, and water pollution;
 - c. protection of quality and quantity of groundwater and surface water;
 - d. conservation of scarce resources; and
 - e. protection of fish and fish habitats.

Application

- 5.4.2 Unless a Development Permit waiver has been issued as outlined in Section 5.4.3, all properties shown as Environmentally Sensitive Riparian Areas on Map 5.2 Environmentally Sensitive Riparian Areas will require a Development Permit prior to:
- a. alteration of land;
 - b. subdivision; or
 - c. construction of, addition to, or alteration of a building or structure.

For information, development as defined in the Riparian Areas Regulation means any of the following associated with or resulting from the local government regulation or approval of residential, commercial, or industrial activities or ancillary activities:

- a. removal, alteration, disruption or destruction of vegetation;
- b. disturbance of soils;
- c. construction or erection of buildings or structures;
- d. creation of non-structural impervious or semi-pervious surfaces;
- e. flood protection works;
- f. construction of roads, trails, docks, wharves, and bridges;
- g. provision and maintenance of sewer and water services;
- h. development of drainage systems;
- i. development of utility corridors;
- j. subdivision as defined in Section 872 of the *Local Government Act*.

Waivers

- 5.4.3 Before making application for a Development Permit, property owners or their agents may complete a “Waiver Application” form (available at the Development Services Department) to determine whether the proposed development qualifies for a waiver of the Development Permit process. Qualifying projects may be issued a waiver in the following circumstances:
- a. The registration of a restrictive covenant on the subject property by the owner in favour of and to the satisfaction of the City of Salmon Arm that protects the riparian assessment area from development as defined in the Riparian Areas Regulation and specifies how the area is to be protected and/or maintained.

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

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

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

A Development Permit may not be required if the proposed project consists only of:

- a. Actions and activities performed by federal, provincial or City staff or their contractors to prevent, control, or reduce flooding, erosion, slope failure or other immediate threats to life or property, including:
 - emergency flood or erosion protection works;
 - clearing of an obstruction from a bridge, culvert or drainage flow;
 - repairs to bridges or safety fences.
- b. The emergency removal of dangerous or hazardous trees or tree limbs;
- c. The implementation or construction of a fish habitat restoration plan previously authorized by the relevant federal or provincial agencies;
- d. The construction or maintenance of public facilities by federal, provincial or City agencies; and
- e. A renovation or alteration that does not expand the existing building footprint; and in the case of an exterior renovation or alteration does not include any action that would be considered a disturbance of the feature being protected.

Guidelines

- 5.4.4 In issuing conditions relating to a Development Permit Waiver or in issuing Development Permit conditions, the City may specify how Development Permit objectives can be satisfied. This includes, but is not limited to, consideration of the following:
 - a. Protect unique or special natural features such as land forms, rock outcroppings, mature trees and vegetation, drainage courses, wetlands, hilltops and ridge lines;

- b. Retain mature vegetation wherever possible and incorporate into the design of the project;
- c. Demonstrate that a diligent effort has been made in site design to preserve both the natural vegetation and tree cover;
- d. Use low-flow or drip irrigation systems that minimize the use of water;
- e. Where land and/or natural vegetation is disturbed or damaged, restore the area with plants indigenous to the area or other appropriate plants;
- f. Do not obstruct or cause impediments to the flow of a stream, creek, watercourse, ditch, drain, or sewer whether or not it is located on private property;
- g. Retain the natural stream channel geometry to the degree feasible;
- h. Retain, in a largely undisturbed state throughout and after the development process (unless there exists a hazardous condition which can only be addressed by disturbing the site), an area of land immediately adjacent to the watercourse or stream as defined in the Riparian Areas Regulation. The area to remain free of development is referred to as the riparian assessment area.

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

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

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

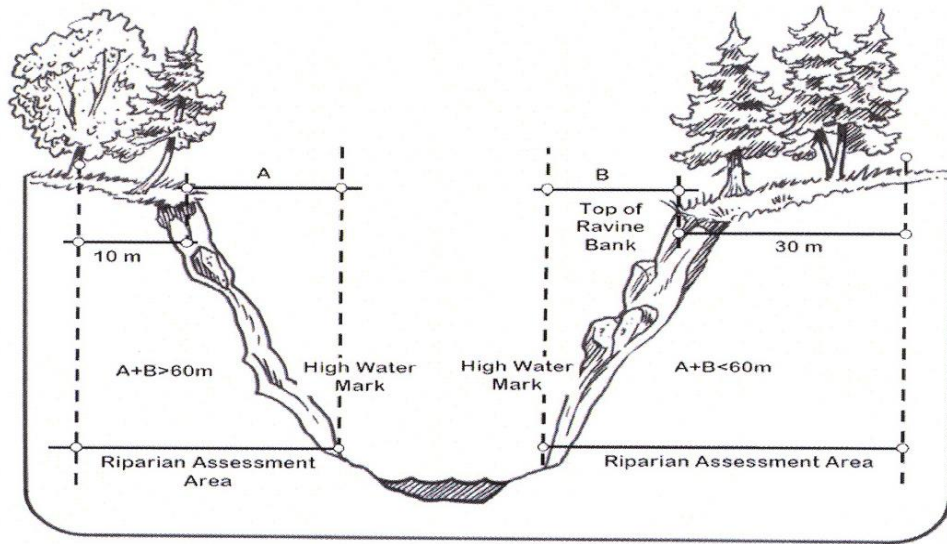


Figure 5.1: Riparian Assessment Areas

Source: Riparian Areas Regulation

- 5.4.7 In order to determine the location of an Environmentally Sensitive Riparian Areas Development Permit Area on a parcel, a property owner/agent may be required to submit a plan prepared by a BC Land Surveyor (BCLS) that identifies the high water mark (and/or top of ravine bank) and the boundaries of the riparian area assessment area and/or the streamside protection and enhancement area as identified in a certified assessment prepared by a Qualified Environmental Professional.
- 5.4.8 The City may, where a Development Permit is required, require registration of a restrictive covenant to specify how the lands are to be protected and/or maintained.
- 5.4.9 The City may, in order to achieve satisfaction of the above-noted guidelines, issue a Development Permit Waiver or Development Permit that:
- a. imposes conditions respecting the sequence and timing of construction.
 - b. varies a bylaw dealing with subdivision servicing requirements or zoning requirements (other than issues relating to use or density).
 - c. includes requirements and conditions or sets standards for:
 - areas of land that must remain free of development, except in accordance with any conditions contained in the permit;
 - specified natural features or areas to be preserved, protected, restored or enhanced;
 - creek beds to be returned to the Crown;
 - Riparian Management Areas to be protected;
 - works to be constructed to preserve, protect, restore or enhance natural watercourses or other specified natural features of the environment including the incorporation of xeriscape (drought

resistant, low water requirement) planting;

- protection measures, including that vegetation or trees be planted or retained in order to:
 - conserve, protect, restore or enhance fish habitat or riparian areas,
 - control drainage,
 - control erosion or protect stream/watercourse banks.

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

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

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

Exemption

5.4.12 A Development Permit or Development Permit Waiver is not required for farm or agricultural activities which are subject to the *Farm Protection (Right to Farm) Act* because the Riparian Areas Regulation does not apply to agriculture. However, other legislation such as the *Federal Fisheries Act* or the *Provincial Water Act* may apply to farm or agriculture activities.



6.0 POTENTIAL HAZARD AREAS

6.1 Community Context

The potential hazards within Salmon Arm include flooding, debris flows, mud flows, erosion, rock falls, subsidence, land slip, and wildfires. Each spring, water levels rise as the mountain snows melt and floods are a risk to homes, farms and businesses. Runoff and flooding may create the potential for debris and mudflows and increase erosion. Steeper slopes are generally more prone to land slippage, landslides and rockfall. Wildfires are a risk in forested areas, particularly during the dry summer season. Potential hazards are exacerbated by development that does not address these conditions.

Potential changes in weather patterns may increase the risk of hazards. Globally, the frequency of floods and washouts is increasing; some of this is attributed to climate change. Under the provincial Climate Action Charter, communities need to plan for local effects of climate change such as increased runoff, rising flood levels, shifting flood plains, and increased wildfires caused by dry conditions and beetle kill forests.

6.2 Potential Hazard Areas Objectives

- 6.2.1 Strive to protect human life and property from potential natural and human-made hazards.
- 6.2.2 Minimize human activities that contribute to potential hazards.
- 6.2.3 Plan for potential hazards associated with climate change.

6.3 Potential Hazard Areas Policies

- 6.3.1 The Hazardous Floodplain is identified as the 1:200 year floodplain and is shown on Map 6.1 Potential Hazard Areas. The Hazardous Floodplain is a Potential Hazardous Areas Development Permit Area and is subject to the Potential Hazardous Development Permit Area guidelines of Section 6.4. In addition to the Hazardous Floodplain Areas identified on Map 6.1 Potential Hazard Areas, all lands identified as subject to hazardous flooding by the City, provincial or federal agencies shall require a Potential Hazardous Development Permit or Development Permit Waiver per Section 6.4.
- 6.3.2 Hazardous Steep Slopes are identified as slopes over 30% as shown on Map 6.1 Potential Hazard Areas. Hazardous Steep Slopes are designated as a Potential Hazardous Areas Development Permit Area and are subject to the Potential Hazardous Development Permit Area guidelines of Section 6.4.
- 6.3.3 Review and update the Potential Hazardous Areas Development Permit Area guidelines.
- 6.3.4 Review and update the floodplain provisions of the Zoning Bylaw.
- 6.3.5 Research and consider options for regulating the removal of soil and the deposit of soil.
- 6.3.6 In consideration of potential wildfire, lands outside the Urban Containment Boundary (Map 4.1 Urban Containment Boundary), will be required, as a condition of subdivision approval or issuance of a building permit, to register a *Land Title Act* s. 219 restrictive covenant on title. The covenants notify land owners that the land may be at the risk of a wildfire, and that they should take appropriate precautions in accordance with Fire Smart principles. The covenants also save the City harmless in the event of a wildfire event.
- 6.3.7 Research and consider options for improving wildfire prevention and management, such as implementing 'Fire Smart – BC Edition' Practices, completing a Community Wildfire Management Plan, or creating a Wildfire Interface Development Permit Area.
- 6.3.8 Continue to identify and analyze Potential Hazardous Areas with the objective of formulating protective strategies, encouraging restoration, and obtaining knowledge to facilitate appropriate land use and servicing decisions. This will involve refining the mapping of Potential Hazardous Areas through site investigations and evaluating the impacts of development and mitigation measures where development has occurred in areas which were identified as being hazardous.

6.4 Potential Hazardous Areas Development Permit Area

Designation

Pursuant to Section 919.1(1)(b) of the *Local Government Act*, the areas shown as slopes over 30% and the 1 in 200 year floodplain on Map 6.1 Potential Hazard Areas, are designated “Potential Hazardous Areas Development Permit Area”.

Objectives

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

Application

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

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

Waivers

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

- a. Actions or activities performed by federal, provincial or City staff or their contractors to prevent, control, or reduce flooding, erosion, slope failure or other immediate threats to life or property, including:
 - emergency flood or erosion protection works.
 - clearing of an obstruction from a bridge, culvert or drainage flows.
 - emergency repairs to bridges or safety fences.

- b. The emergency removal of dangerous or hazardous tree limbs;
- c. A renovation or alteration that does not expand the existing footprint, and in the case of an exterior renovation or alteration does not include any action that would be considered a disturbance of the hazardous area feature; or
- d. Actions which have been assessed by a qualified professional who has provided a report (to the satisfaction of the City) which concludes:
 - that the proposed action or development would have no significant impact on the environment; or
 - that the land is not subject to hazardous conditions.

Guidelines

- 6.4.4 In issuing conditions relating to a Development Permit Waiver or Development Permit, the City may specify how Development Permit objectives can be satisfied. This may include consideration of the following guidelines:
- a. Require the registration of a restrictive covenant to save the City of Salmon Arm harmless from any future flooding damage;
 - b. Development will be directed to appropriate areas with slopes averaging less than 30%. Where it can be demonstrated that the proposed development will be sensitively integrated with the natural environment and will present no hazards to persons or property, development may be permitted on land with a natural slope that averages greater than 30%. Natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls;
 - c. Require that those wishing to pursue projects on slopes in excess of 30%, submit a report prepared by a registered professional providing information on the anticipated on-site and off-site environmental and geotechnical impacts on the proposed development;
 - d. Require that no buildings or structures be located within the Shuswap Lake, Canoe Creek or Salmon River floodplains as established by the City of Salmon Arm Zoning Bylaw and relevant provincial legislation.

- e. The City may, in order to achieve satisfaction of the above noted guidelines, issue a Development Permit that:
- imposes conditions respecting the sequence and timing of construction.
 - varies or supplements a bylaw dealing with subdivision servicing requirements or zoning requirements (conditions and requirements may vary use or density of land only in relation to health, safety or protection of property from damage).
 - includes requirements and conditions or sets standards for:
 - areas of land that may be subject to flooding, mud flows, torrents of debris, erosion, land slip, rock falls, subsidence, avalanche or wildfire, or to another specified hazards – these areas can be required to remain free of development, except in accordance with any conditions contained in the permit.
 - an area that the permit designates as containing unstable soil or water which is subject to degradation – in these areas the City can require that no septic tank, drainage and deposit fields or irrigation or water systems be constructed.
- f. The City may, where a Development Permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information may be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information may be used to assist the City in determining conditions or requirements to be imposed in the permit.
- g. The City may, where a Development Permit is required, require registration of a restrictive covenant to specify how the lands are to be protected and maintained.



7.0 RURAL AND AGRICULTURE

7.1 Community Context

Rural and agricultural lands form 73 percent (13,500 ha) of Salmon Arm’s land mass and contain areas that contribute to the economic, social and environmental health of the community. Agricultural lands contribute significantly to the City’s economic base. The District of Salmon Arm Agriculture Overview identified the gross income from farms at \$10 million in 2001 and \$22 million in 2008.

The rural lands provide an attractive setting for Salmon Arm that is green and pastoral; this visual setting is highly valued by the community. Numerous respondents on the community survey noted that once farmland is developed it is “gone forever”.

The rural environment also contains lands that are protected, some for long-term agricultural use within the Agricultural Land Reserve (ALR), and others for the protection of watersheds which are used as sources of potable water (e.g., East Canoe Creek watershed).

The three land use designations that define the rural and agricultural areas are illustrated on Map A-1 Land Use as:

- a. Acreage Reserve;
- b. Salmon Valley Agriculture; and
- c. Forest Reserve.

The agriculture industry has been changing in recent years throughout B.C. and elsewhere in Canada.

Commercial farms have been increasing in size to maximize efficiency and productivity. At the same time, interest in hobby farms, agri-tourism, and an agri-food industry has been growing, leading to a demand for smaller acreages, often close to urban areas. These latter uses are difficult to plan for, since smaller rural acreages often become estate size lots owned by people with no interest in agriculture, who may in fact construct urban amenities and landscape treatments that are not complementary to agriculture.

Another challenge is that the quality of land in the ALR can be highly variable between and within parcels. Some of it is good or excellent for farming, but other properties may have unsuitable soils or topographic limitations. As the urban population grows, there is often increased pressure to expand the urban area into rural and agricultural lands.

Extraction and processing of mineral and aggregate resources also occur in the rural areas. The City has limited influence over the management of mineral and aggregate resources. The management of these resources is within the Province's jurisdiction since mines and extraction activities are not considered to be a land use. The processing of minerals and aggregates is considered to be a land use and this is regulated by the Zoning Bylaw.

Most of the forested mountainsides surrounding the City are forested Crown land owned and managed by the Province. These areas are designated Forest Reserve. Existing and potential uses in these areas include silviculture, watersheds, timber extraction, compatible ranching and recreation activities.

7.2 Rural and Agriculture Objectives

- 7.2.1 Maintain the rural and agricultural character and land use pattern of open space, agriculture, forestry and rural/country residential lands outside the Urban Containment Boundary.
- 7.2.2 Support agriculture on both ALR and non-ALR land.
- 7.2.3 Preserve land with agriculture potential in the ALR.
- 7.2.4 Support agri-business opportunities in rural and agricultural areas that are complementary to local agriculture, including agri-tourism and agri-food businesses.
- 7.2.5 Encourage and support the expansion of local food production.
- 7.2.6 Incorporate urban agriculture within the community.
- 7.2.7 Carefully manage rural resources, including resource extraction, in partnership with provincial agencies.
- 7.2.8 Plan for the preservation of open spaces, natural areas, and scenic views in rural areas.

7.3 Rural and Agriculture Policies

General Policies

- 7.3.1 Acreage Reserve, Salmon Valley Agriculture and Forest Reserve areas are designated on Map A-1 Land Use.
- 7.3.2 Discourage additional development, particularly at urban densities, in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations.
- 7.3.3 Maintain or enhance the configuration and size of parcels designated Acreage Reserve, Salmon Valley Agriculture and Forest Reserve through boundary (lot line) adjustments and/or consolidations; rezoning, subdivision and/or Agricultural Land Reserve exclusion applications are not encouraged.
- 7.3.4 Support adjusting the boundaries between the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations only on the basis of improved soil capability ratings.
- 7.3.5 Support boundary (lot line) adjustments which bring lot sizes more in compliance with the regulations of the City's Zoning Bylaw throughout the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations. Boundary adjustments should not add to the degree of non-conformity of any lot.
- 7.3.6 Notwithstanding policies 7.3.3, 7.3.4, and 7.3.5, consider subdivision or boundary realignments that facilitate public ownership of a park or greenway.
- 7.3.7 ALC applications to subdivide land in the ALR under Section 946 (Subdivision to Provide Residence for a Relative) of the *Local Government Act*, should not be supported for parcels less than 8.0 ha.
- 7.3.8 Applications to subdivide land outside the ALR, under Section 946 of the *Local Government Act* (Subdivision to Provide Residence for a Relative), may be supported on parcels greater than 8.0 ha, as outlined in the City's Zoning Bylaw.
- 7.3.9 Home-based businesses are supported in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations subject to relevant zoning, licensing and ALC Regulations.
- 7.3.10 Municipal utilities in the Forest Reserve, Salmon Valley Agriculture and Acreage Reserve designations should not exceed the existing standard or be extended, except for the municipal water system outlined in Policy 13.3.15.

#4017 **Agriculture Policies**

- 7.3.11 Agriculture, including but not limited to agricultural food production, forage crops, livestock operations and accessory commercial uses, is permitted in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve area designations.
- 7.3.12 Support the maintenance and enhancement of lands for agricultural use within the Agricultural Land Reserve.
- 7.3.13 Work with the appropriate agencies to manage intensive agriculture within the ALR while striving to minimize urban/rural conflicts over odour, dust and noise.
- 7.3.14 Work to minimize conflicts between agricultural and other land uses (residential/recreational/industrial) through:
- a. access restrictions;
 - b. buffer and fencing requirements for developments adjoining agricultural areas, including consideration of the Agricultural Land Commission's "Landscape Buffer Specifications"; and
 - c. discouraging further residential development in rural areas.
- 7.3.15 A second dwelling for farm help may be supported on a parcel, subject to zoning and ALC Regulations, where the type or scale of agricultural use on the parcel requires a second family to reside on the parcel. In determining the need for a second dwelling, the City may seek advice from the ALC and/or require an application to the ALC.
- #4192
- 7.3.16 Either a conventional secondary suite contained within a dwelling or a detached suite is supported as an accessory residential use in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations.
- 7.3.17 Encourage and support the development and expansion of alternative, smaller scale agricultural businesses, such as production and marketing of locally grown foods, organic farms, on-site sales of on-site and locally grown food, incentives for farmers to remain on their land, and support for new farmers to obtain land.
- 7.3.18 Research opportunities to permit enhanced agri-tourism consistent with Ministry of Agriculture and ALC policies and programs.
- 7.3.19 Research opportunities to promote urban agriculture, such as community gardens.
- 7.3.20 Encourage education programs dealing with agricultural practices that enhance natural ecosystems and protect environmental resources, e.g., Environmental Farm Planning, and support the agriculture industry in applications for grants for study or implementation of environmentally sound agriculture practices.

- 7.3.21 Work with farmers and federal and provincial agencies to establish strategies to limit livestock access to domestic and recreational source water.
- 7.3.22 Consider updating and implementing the recommendations of the 2004 Agricultural Area Plan.

Mineral and Aggregate Resources Policies

- 7.3.23 Mineral and aggregate processing may be permitted in areas of high aggregate potential, as identified on Map 10.2 Aggregate Potential or based on site investigations, subject to zoning or the issuance of a Temporary Industrial Use Permit.
- 7.3.24 Encourage the Ministry of Energy and Mines to engage the City and public in meaningful dialogue when reviewing, issuing, or amending mining licenses.
- 7.3.25 Encourage the Ministry of Energy and Mines to minimize conflicts among mineral licence activities and adjacent lands, watersheds and riparian areas.

Forest Reserve Policies

- 7.3.26 Forestry uses are permitted in areas designated as Forest Reserve subject to approval by the appropriate federal and provincial agencies. Forestry uses include silviculture, watersheds, timber extraction, compatible ranching and/or recreational activities.
- 7.3.27 Work with the appropriate federal and provincial agencies to preserve and manage critical scenic views and watersheds within the Forest Reserve area to protect important aesthetic values and essential timber and water resources.

Acreage Reserve Policies

- 7.3.28 Country Inn Commercial Uses may be supported within the Acreage Reserve designation subject to both Policy 9.3.23 and the policies or approval of the ALC for lands within the ALR.
- 7.3.29 Subdivision to accommodate further rural small agricultural holdings may be supported within the Acreage Reserve area situated west of both the Salmon River and the Trans Canada Highway subject to compliance with the following criteria:
- a. the site is well drained and free from flooding, unstable soils or other hazardous conditions;
 - b. soil conditions permit permanent on-site sewage disposal for each parcel as determined by the appropriate agency;
 - c. availability of adequate potable water supply on each parcel, approved by the appropriate agency;
 - d. minimum two (2) hectare parcel size, other than subdivisions or boundary adjustments contemplated under policy 7.3.6 and subject to appropriate zoning; and

- e. the lands have an improved agricultural soils capability rating of class four (4), class five (5), class six (6) or class seven (7) as determined by the ALC, based on the Canada Land Inventory Agricultural Capability Classification System. The principle of protecting better quality agricultural soils from subdivision into small lots will guide decisions on mixed category applications and the ALC will continue to consider each subdivision application on its own merits to ascertain the potential impact of subdivision on existing and potential agricultural development.
- 7.3.30 Further to Policy 7.3.28 (d), subdivision to accommodate rural small agricultural holdings to a minimum parcel area of 1.4 ha may be permitted within the Acreage Reserve area situated west of both the Salmon River and the Trans Canada Highway subject to the City acquiring public ownership of a linear park or greenway trail.
- 7.3.31 Notwithstanding the policies of this bylaw that discourage the rezoning and subdivision of land in the rural area, the rezoning of Lot A, Plan 18056, Section 10, Township 20, Range 10, W6M, KDYD from A-2 Rural Holding Zone to A-3 Small Holding Zone and R-9 Estate Residential Zone may be supported to facilitate a one-time boundary adjustment that would yield no more than two lots of an area less than 4.0 hectares.
- 7.3.32 Undertake a review of the future potential land uses and servicing requirements of ALR lands surrounded by 10 Avenue SW, Shuswap Street, Foothill Road SW, and 10 Street SW in conjunction with landowners, the ALC, and the community at large. As part of the review, ensure that lands with high agriculture capability continue to support agriculture uses.
- 7.3.33 Recognizing that private and public golf courses serve a valuable function as recreation facilities and as open space, golf courses may be permitted within the Acreage Reserve designation subject to the following criteria:
- a. they have direct access to either Trans Canada Highway, Highway 97B, arterial roads or collector roads designated on the Road Network Plan (see Map 12.1) and currently developed to municipal standards;
 - b. they are capable of addressing water supply requirements for irrigation purposes independent of the City water system;
 - c. they are capable of addressing drainage in an environmentally acceptable manner;
 - d. they have appropriate approval relative to ALC requirements;
 - e. they have an Improved Agricultural Capability Rating of 5 or higher; and
 - f. a commitment to abide by environmentally sound management practices, e.g., minimize use of chemicals, retain and enhance native vegetation and riparian areas, manage all stormwater on site, according to Audubon International or similar program.
- 7.3.34 Resort residential development may be considered an appropriate ancillary use in conjunction with golf courses, subject to appropriate zoning, access to and availability of municipal servicing, approval of a Development Permit for form and character, and approval of the ALC if located within the ALR. A

comprehensive development zone may also be required.





8.0 URBAN RESIDENTIAL

8.1 Community Context

The residential development that has occurred in Salmon Arm within the past nine years has been consistent with the strategies established in the 2002 OCP. The majority of new residential development in Salmon Arm has been “urban” residential development, located within the Urban Containment Boundary (Map 4.1 Urban Containment Boundary).

Demographic trends have a significant influence on housing needs. The overall aging of the population will likely mean more demand for housing with lower maintenance requirements than the traditional single family dwelling unit pattern. Planning will also need to consider the requirements of aging Salmon Arm residents wishing to remain in their single family homes and the needs of young families. These trends reinforce the need for a wide variety of housing types, including high and medium density developments, affordable housing, and residential neighbourhoods that sensitively integrate a variety of housing types and lifestyle needs.

Residential Phasing

The City is divided into three residential development areas, Residential Development Areas A, B and C (see Map 8.1 Residential Development Areas). These areas correspond to the phasing priority of City expenditures for municipal infrastructure and utilities. Development of Area A is considered the highest priority while Area B is the second priority area. Area C has the lowest priority of the development areas and will be developed over the long term. Development may occur in any of the development areas at any time provided that the proposed development is serviced to City standards. The timing and location of the majority of new developments has generally followed the phasing of these three areas. Comprehensive



Development planning that addresses land use densities, phasing, infrastructure requirements, and economic impact has been completed for most of Area A and all of Area B.

When sufficient infilling has occurred within Area A, municipal cost sharing programs, including Development Cost Charge expenditures and capital works programs, may be allocated to Area B, as determined by Council and City Bylaws. Sufficient infilling means that development of the developable land area is at least 80% complete, based on the City's determination. As of 2010, infilling within Area A was at 74 % for single family and multiple family development. Based upon recent development trends in Area A, single family development will reach sufficient infilling in five years and multiple family development will reach sufficient infilling in 25 years.

Densities and Build-out

The 2002 OCP established three densities of housing which have been reconfirmed with this OCP:

- High 100 units/ha maximum (may be increased to 130 units/ha by density bonus)
- Medium 40 units/ha maximum (may be increased to 50 units/ha by density bonus)
- Low 22 units/ha maximum

As a component of the background work for this OCP, the City completed an 'Analysis of Residential Land and Development Trends'. It provided an analysis of development trends and remaining residential land availability within Residential Areas A, B and C. The analysis included a conservative estimate of the development potential of residential land in these areas and differentiated between serviced and unserviced parcels. The following is a summary of the findings:

- Since 2002, there was an average of 145 dwelling units built per year, and an average of 82 residential lots created per year.
- There is enough serviced land within the UCB to accommodate a doubling of the present population growth rate from 1% to 2% between now and 2030.
- There is enough "potential land" within the UCB, i.e., land capable of supporting development but not yet serviced, to accommodate a tripling of the population growth rate from 1% to 3% between now and 2030.
- Twenty-four percent or 333 hectares (823 acres) of all land within the UCB has potential for residential subdivision and redevelopment.

The density designations in the 2002 OCP for the three residential development areas are as follows:

- Area A includes most of the central portion of the city and Canoe, and it was designated as 58% low density, 28% medium density, and 13% high density. Areas near the core were designated for medium and high density residential development, with low density in the surrounding areas within the UCB. A significant amount of the development in the City over the past decade occurred in Area A. This area is calculated to have a build-out capacity of 4,940 units and lots.
- Area B is southwest of Area A and south of Foothill Road, and was designated as 88% low density, 10% medium density, and 2% high density. Very little development has occurred in this area since 2002, primarily because of the need to upgrade and extend municipal sanitary sewer, storm drainage and water utilities. Topographic limitations have also been an issue. This area is calculated to have a build-out capacity of 1,455 units and lots.
- Area C is north of Area A, primarily along Lakeshore Road NE and 20 Street NE north to the Raven subdivision, and was designated 100% low density. Very little development has occurred in this area since 2002, primarily because of the need to upgrade and extend municipal sanitary sewer and storm drainage utilities. Topographic limitations have also been an issue. This area is calculated to have a build-out capacity of 480 lots.

Of the total capacity of 6,875 units and lots in the three residential development areas, 4,130 of those potential units and lots are in areas that currently have all three City services (sanitary sewer, storm drainage and water) within 100 metres of the property.

The unit and lot capacities noted above were based on the previous OCP. The new OCP provides an opportunity to increase densities in some areas, with a potential for about 2,200 additional units and lots.

Urban Containment Boundary Expansion

Notwithstanding the unit and lot capacities noted above, two urban containment boundary (UCB) expansion areas have been identified through the OCP review process to accommodate new low density residential development (see Map 4.1 Urban Containment Boundary). The areas are located:

- east of 20 Street NE between Lakeshore Road NE and 45 Avenue NE (Upper Lakeshore), and
- east of 20 Street SE, south of 10 Avenue SE, and south and east of Hillcrest Elementary School (Hillcrest).

These two areas may provide an opportunity in the short term to develop low density single family residential lots which are currently perceived to be in short supply in the City. These two areas have been identified because they are adjacent to existing residential development, adjacent to an elementary school in the Hillcrest area, have access or potential access to City services, and have low capability for agriculture, i.e., relatively poor soils and/or steep topography.

The Upper Lakeshore Road area is about 12 ha and has the potential to accommodate approximately 30 low density single family residential lots, subject to servicing. The Hillcrest Area is about 9.5 ha and has the potential for approximately 65 low density single family lots, subject to servicing. The development of both areas would need to incorporate buffering along the ALR boundary as outlined in policy 4.4.2.

The two areas identified are in the ALR. Approval of the Agricultural Land Commission would therefore be required to remove these lands from the ALR prior to their inclusion in the UCB and designation for low density residential development. A 4 ha portion of the Upper Lakeshore area which is not in the ALR has been included in the UCB and designated low density residential (see Map A-1 Land Use).

Housing Mix

Currently over 80% of the housing in Salmon Arm is single family housing and this is expected to remain the predominant style of housing for some time. Between 2003 and 2009, 1,594 new dwellings or lots were developed in Salmon Arm, of which only 21% were multi-family. This is a very minimal increase in the proportion of multi-family housing, compared to the year 2000.

Figure 8.1 presents the mix of housing units constructed in Salmon Arm. The 2002 OCP predicted that 7,405 new units (39% single family dwelling and 61% multi-family dwellings) would be constructed over a 20 year period (i.e. from 2002 to 2022). Between 2000 and 2010 the opposite trend occurred. The total mix of housing units in 2010 is nearly the same as it was in 2000, approximately 80% single family and 20% multi-family. The 10-year development trend has been 66% single family and 34% multi-family. This trend, based on a demand for about 60% single family and 40% multi-family, is expected to continue over the next 10 years at least. Between 1,200 and 1,700 total new units are anticipated to be built, depending on the economy and demographics.

10 - Year Trend			
Year	Single Family Units	Multi-Family Units	Total Units
2001	31	4	35
2002	39	37	76
2003	74	125	199
2004	96	64	160
2005	107	48	155
2006	155	13	168
2007	135	14	149
2008	77	56	133
2009	38	16	54
2010	43	23	66
10 Year Totals	795	400	1195
Annual Average	79.5	40	119.5
%	67	33	

Unit Count in 2000 *	5082	1177	6259
%	81	19	
City Total 2010	5877	1577	7454
%	79	21	

* Based on Statistics Canada Data and City of Salmon Arm Building Department Data

Figure 8.1: Housing Units Constructed in Salmon Arm 2001 to 2010

Source: Statistics Canada and City of Salmon Arm Building Department

The increase in the relative share of medium and high density developments is mainly attributed to the addition of new multi-family units primarily in Residential Development Area A near the city centre. This has supported the principle of the compact community by increasing density in existing urban residential neighbourhoods. Preserving the integrity and character of existing neighbourhoods and requiring new developments to demonstrate compatibility with existing areas will continue to be important.

Hillside Development

As residential developments extend beyond the most easily developable land, some new developments and subdivisions may be located on steep slopes. This poses challenges because the green forested character of the hillsides in Salmon Arm is important to the character and environmental values of the community.

The development of the higher elevation portions of Area B requires careful consideration. The public has stressed the importance of the natural green surroundings to the visual character and the environmental

integrity of the city. The current proposal for Area B (Modified Area B Comprehensive Development Plan, True Consulting, November 1999, with road updates by the City in 2002) includes residential development throughout Area B, excluding slopes over 30%, ravines, flood hazard areas, and watercourses. Even with clustering of homes between the steeper slopes, development in the higher elevations of Area B may result in significant impacts due to the regrading required to accommodate roads, utilities and buildings.

There are opportunities to prepare guidelines or regulations for managing development on steep slopes in such a way that it will protect and respect tree cover and environmental resources.

8.2 Urban Residential Objectives

- 8.2.1 Provide opportunities for a variety of housing types and densities in appropriate locations to accommodate diverse lifestyles and needs.
- 8.2.2 Encourage and support affordable and special needs housing, including housing options for the community's diverse population.
- 8.2.3 Encourage residential development that will support strong neighbourhoods in compact communities.

8.3 Urban Residential Policies

General Policies

- 8.3.1 Encourage new residential developments within the UCB that create a mix of residential housing types and densities.
- 8.3.2 Urban residential densities are not permitted outside the UCB.
- 8.3.3 All multi-family housing developments creating more than two units are required to obtain a Residential Development Permit (section 8.4) to ensure that the developments provide a high quality of design and are compatible with existing neighbourhoods.
- 8.3.4 Maintain residential areas free from intrusion of incompatible uses, e.g., industrial uses.
- 8.3.5 Incorporate environmental considerations, transportation plans and parks, open space and greenways as integral components in planning for urban residential uses.
- 8.3.6 Evaluate options to facilitate development within the UCB in the review and updating of the Zoning Bylaw and Subdivision and Development Servicing Bylaw.
- 8.3.7 Review and update the Zoning Bylaw to define the appropriate special amenities and related density bonus provisions based on local needs and economic conditions.

High Density Residential Policies

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

8.3.9 High Density Residential areas may accommodate all forms of residential housing up to and including multiple family apartment buildings. High Density Residential developments may be permitted to a density of 100 units per hectare. Density may be increased to a maximum of 200 units per hectare for Assisted Living housing, or 130 units per hectare for multiple family housing, subject to the provision of special social or public amenities (e.g., commercial childcare facility, fully accessible dwelling units and suites, rental housing, affordable rental housing, below grade or parkade style parking, parkland, greenways or trails, green building and site design) in accordance with the Zoning Bylaw.

Medium Density Residential Policies

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

8.3.11 Medium Density Residential areas may accommodate all forms of residential housing including small scale multiple family apartment buildings. Medium Density Residential areas may be permitted to a density of 40 units per hectare. Density may be increased to a maximum of 80 units per hectare for Assisted Living Housing, or 50 units per hectare for multiple family housing subject to the provision of special social and/or public amenities (e.g., commercial childcare facility, fully accessible dwelling units and suites, rental housing, affordable rental housing, below grade or parkade style parking, additional parkland, greenways or trails, green building and site design) in accordance with the Zoning Bylaw.

#3995 *Low Density Residential Policies*

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

8.3.13 Low Density Residential uses may be permitted up to a maximum density of 22 units per hectare.

8.3.14 Duplexes consisting of two attached dwellings or detached suites contained within buildings that are accessory to single family dwellings may be considered, subject to rezoning, on lots designated Low Density Residential.

8.3.15 Discourage subdivision for large lot developments within the Urban Containment Boundary, especially if they would preclude higher density subdivisions in the future. Require that residential development applications creating 1,000 square metre parcels or larger within the Urban Containment Boundary provide, prior to approval, a comprehensive development plan that details proposed land use, configuration, phasing and servicing of the entire parcel and adjacent parcels (where applicable).

Non-Residential Uses Policies

8.3.16 Encourage limited amounts of neighbourhood commercial use providing local services in all High,

Medium and Low Density Residential designations, subject to zoning regulations and policy 9.3.19.

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

8.3.18 Home Occupations are permitted in all High, Medium and Low Density Residential designations, subject to zoning regulations and policy 9.3.25.

Siting Policies

8.3.19 Encourage High, Medium and Low Density Residential developments and subdivisions to meet the following criteria:

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

8.3.20 Encourage siting of residential developments and subdivisions to:

- a. take advantage of and preserve special site features such as natural vegetation, mature landscaping, topography, adjacent development and scenic views;
- b. provide for safe, convenient and separated pedestrian and vehicular routes on collector or arterial corridors and/or greenways; and
- c. provide opportunities for interaction with natural surroundings including the provision of trail connections.

8.3.21 Minimize the conflicts between agricultural and residential land uses through the use of access restrictions, buffers, fencing, and limiting residential developments adjoining agricultural properties.

8.3.22 Prepare Hillside Development Guidelines and appropriate servicing standards for residential development on steep slopes in order to ensure slope stability, to retain a significant amount of the tree cover that contributes to the forested character, and to protect environmental resources, e.g., wildlife corridors. The following are suggested guidelines for all hillside areas:

- a. Maximize tree retention on lands with slopes greater than 20%, including a realistic assessment of trees to be retained, recognizing the challenges of retaining patches of trees on steep slopes.
- b. Encourage tree replacement planting.
- c. Consider as development options:



- large minimum lot sizes with the majority of trees retained,
 - clustering density with surrounding areas of no disturbance that retain natural areas and trees .
- d. Create alternative servicing and road standards for hillside areas to minimize footprints.
 - e. Minimize cut, fill and retaining walls.
 - f. Prepare realistic grading plans prior to servicing and construction.

The following are additional suggested guidelines specific to Residential Development Area B:

- a. Limited development above the transmission power line;
- b. Large minimum lot sizes and clustering development on the uphill side of the future east-west urban collector road between 10 Street/Foothill Road SW and 10 Street/20 Avenue SE; and,
- c. Cluster development on mid elevations.

#3995 ***Diversity Policies***

- 8.3.23 Prepare a Housing Strategy, with community partners, identifying opportunities to encourage and support affordable and special needs housing, including housing options for the community's diverse population.
- 8.3.24 Support a coordinated approach to addressing housing issues and liaise with federal and provincial governments, non-profit organizations and community groups in this regard.
- 8.3.25 Either a secondary or detached suite may be supported as an accessory residential use on a lot located in the Low, Medium and High Density Residential designations, subject to rezoning, appropriate parking, access and site servicing, and BC Building Code requirements. Subdivision of detached suite is not supported.
- 8.3.26 Encourage developers to make a percentage of all new housing units or lots available for affordable and special needs housing, with potential for a corresponding density bonus.

- 8.3.27 Support community support services and uses, such as shelters, transition / youth homes and other forms of social housing within the Urban Containment Boundary in locations near local services.
- 8.3.28 Support temporary second dwellings for special needs housing on larger parcels where the second dwelling is regulated through the Zoning Bylaw and a Housing Agreement as specified in the *Local Government Act*.

Phasing Policies

- 8.3.29 The three residential development areas identified on Map 8.1 Residential Development Areas are intended to accommodate future residential land use needs on a phased basis. Development of Area A is considered the highest priority while Area B is the second priority area. Area C has the lowest priority of the development areas and will be developed over the long term. Development may occur in any of the development areas at any time provided that the proposed development is serviced to City standards.
- 8.3.30 Municipal cost sharing programs, including expenditure of Development Cost Charge funds and capital works programs, may be directed towards the current priority Area A (and as Council deems appropriate).
- 8.3.31 When sufficient infilling has occurred within Area A, municipal cost sharing programs, including Development Cost Charge expenditures and capital works programs, may be allocated to Area B, as determined by Council and City Bylaws. Sufficient infilling means that development of the developable land area is at least 80% complete in the context of the overall area being addressed, based on the City's determination.
- 8.3.32 Prior to consideration of the allocation of municipal cost sharing programs to Area B, including Development Cost Charge expenditures and capital works programs, review the high level municipal water, sanitary, and stormwater servicing requirements for the area, including downstream capacities.

8.4 Residential Development Permit Area

Designation

Pursuant to Section 919.1(1)(f) of the *Local Government Act*, all land located within the Medium and High Density Residential designated areas, as shown on Map A-1 Land Use, is designated “Residential Development Permit Area”.

Objectives

- 8.4.1 To promote quality building, site and landscape design with high level architectural standards that support a green and sustainable city, compact and distinct community, housing diversity, and other goals and objectives of this OCP.
- 8.4.2 To provide the City with the ability to tailor new multiple family housing development projects to local site conditions.
- 8.4.3 To encourage safe pedestrian access within and around multiple family developments.
- 8.4.4 To promote environmentally sensitive building and landscape approaches.

Submission Requirements

- 8.4.5 Drawings submitted for a Development Permit application must meet the following minimum requirements:
 - a. The site plan must include lot dimensions and setback dimensions taken from the building to the property line; pedestrian and vehicular access and parking layout, with dimensions for parking stalls; refuse and recycling container areas; mechanical equipment at grade; and all surface materials such as paving and landscape areas;
 - b. A grading and drainage plan must indicate existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and on-site infiltration areas and storm drainage;
 - c. Drawings illustrating the building appearance shall indicate the materials, finish and colour of the buildings;
 - d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces; steps and retaining walls; mowed and rough grass areas; planting areas; a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features, e.g., site furniture, play areas, gathering areas; and an address and directional sign plan.

- 8.4.6 Development permit application drawings should be prepared by a registered architect or a draftsman with experience in urban design.
- 8.4.7 Landscape plans should be prepared by a registered landscape architect or a landscape designer with experience in environmentally sensitive and multi-family landscape design.
- 8.4.8 Prior to formal site planning, applicants are encouraged to consult with the City's Development Services Department to determine which natural features should remain on the development site.

Siting and Building Guidelines

- 8.4.9 Design the site layout and building locations to:
 - a. retain and protect as much natural vegetation, rocks, and unique site features as possible, including unique tree species, mature trees that are not a hazard, other significant vegetation, nesting areas, and other wildlife habitat;
 - b. minimize the impact of building shadows on nearby residential sites and buildings;
 - c. reduce shadowing of outdoor use areas;
 - d. encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles;
 - e. retain distant views of landscape features;
 - f. work with the existing topography, minimizing the need for cut and fill or tall retaining walls; and
 - g. be complementary with or add value to the form and character of surrounding developments.
- 8.4.10 Design residential buildings in smaller blocks and clusters, and relate buildings to natural and public spaces such as paths, greenways, landscape features, site amenities, parks and roads. Minimize the length and massing of facades to take advantage of views and natural site features, and to improve the visual interest of building elevations. The number of adjacent units in a single building should not exceed 12. Variation of facades with setbacks or projections of 0.75 metres or more should be provided if building blocks have facades extending beyond 4 units.
- 8.4.11 Orient building frontages and main entrances to the dominant street frontage, with well defined entries and walkways from entries to the street.
- 8.4.12 Design with parking garages or carports facing away from the street as much as possible.
- 8.4.13 Consider the safety and security of residents in the design and layout of the development with a particular focus on Crime Prevention through Environmental Design (CPTED) principles.

- 8.4.14 Design buildings with varied facades and articulated roof lines, or design in a contemporary style that offers visual interest. The intent of this guideline is to discourage large bland buildings that do not reflect the character or scale of Salmon Arm.
- 8.4.15 Use durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low-e glazing.
- 8.4.16 Consider weather protection over entry points, balconies and porches, e.g., roof overhead, or area inset below the floor above.
- 8.4.17 Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.
- 8.4.18 Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Locations of ground level air conditioning units and HVAC mechanical equipment should be sited in a manner that does not impact adjacent residential lots. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
- 8.4.19 Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photo-voltaic and fuel cells, heat pumps.

Landscape and Screening Guidelines

- 8.4.20 Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
- 8.4.21 Limit mowed grass to highly visible areas and locations used for recreation in order to maximize areas for native, diverse and low maintenance vegetation.
- 8.4.22 Select trees and other plants that will be readily established and provide significant visual impact upon planting, without adversely affecting daylight or sunlight penetration into buildings or open spaces when fully grown.
- 8.4.23 In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- 8.4.24 Consider energy efficiency and conservation in landscape design, e.g., moderate wind, provide shade in summer, allow sunlight and daylight into buildings.

- 8.4.25 Locate walkways and amenity areas (plazas, courtyards, patios, etc.) away from vehicular traffic, with maximum accessibility to residential units, and accentuate them with landscaping.
- 8.4.26 Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
- 8.4.27 Encourage the use of water filtration/re-use systems that collect stormwater and rainwater for irrigation, if designed by a professional, recognizing that it is expensive to provide such systems on a practical scale.
- 8.4.28 Plant a uniform alignment of street trees along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
- 8.4.29 For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" as a reference.
- 8.4.30 Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, in particular along interior and rear lot lines and around outdoor storage areas.
- 8.4.31 Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as decorative solid fencing or decorative walls not less than 2 metres in height may be considered instead of or in combination with planting.
- 8.4.32 Avoid using fences along street frontages to screen the development. Where a fence is unavoidable, use a transparent fence, e.g., lattice, metal, and add landscaping that allows views into the development.
- 8.4.33 Design location and directional signs (consistent with the City's address/directional sign guidelines), maps and mail box fixtures to be low profile, ground oriented and externally lit with low intensity fixtures accentuated by landscaping.
- 8.4.34 Locate refuse and recycling container areas where they are accessible to residents and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.
- 8.4.35 Consider the provision of a composting system to generate materials that can be used for landscape maintenance or garden plots on the site.



Access, Circulation and Parking Area Guidelines

- 8.4.36 Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding, and provides safe pedestrian routes from parking lots to building entrances.
- 8.4.37 Parking areas shall be hard surfaced in accordance with the City's Zoning Bylaw.
- 8.4.38 Encourage reducing the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g., permeable pavers, reinforced grass such as Grass-Pave.
- 8.4.39 Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
- 8.4.40 Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.
- 8.4.41 Avoid parking areas in excess of 5 stalls in front yards. In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to define parking clusters, increase human comfort, provide visual relief, and increase infiltration of rain water.
- 8.4.42 Encourage shared driveways to units with individual vehicular access.
- 8.4.43 Encourage underground or below grade parking that is well-lit and secured.
- 8.4.44 Include low intensity lighting in parking areas, designed and constructed for safety and convenient pedestrian and vehicular access.
- 8.4.45 Design on-site lighting to minimize glare and overspill into the development, to adjacent properties, and into the sky. Submission of a detailed lighting plan may be required.

Exemptions

8.4.46 Development permits are not required in the Residential Development Permit Area for:

- a. interior renovations;
- b. an exterior renovation which does not require a building permit;
- c. an exterior addition with less than 50 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Development Services Department;
- d. an accessory building with less than 50 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Development Services Department;
- e. development of a duplex that is not part of a multiple family development;
- f. development of a single family dwelling;
- g. development of a secondary suite or similar accessory residential structure; or
- h. subdivision.





9.0 COMMERCIAL

9.1 Community Context

The commercial areas in Salmon Arm function as the business, service and cultural centre for the City, the surrounding agricultural community, and the regional population of the CSR. Salmon Arm will continue to enhance its regional role, benefiting from its key location on the Trans Canada Highway, Highway 97B, and Shuswap Lake.

Salmon Arm has developed a strong and vibrant City Centre that is complemented by retail shopping centres, the highway commercial corridor, and the Canoe commercial area. The City Centre has a positive street appeal founded on the history and scale of the buildings and its pedestrian-friendly environment. Connections to the waterfront also contribute to the success of the City Centre, providing opportunities that combine the experiences of the small scale commercial atmosphere with the unique natural setting of the lakeshore.

Commercial land use is a significant component of the City's overall land use fabric which contributes to the quality and appearance of the community. Commercial development in Salmon Arm is designated in the City Centre, along the Trans Canada Highway (Highway Service/Tourist Commercial designation) and in neighbourhoods (Neighbourhood Commercial designation). New commercial developments require Development Permits which identify urban design guidelines. The guidelines in the City Centre have been most successful in retaining and enhancing the character of the area.

In the OCP Review community survey, the public expressed strong opinions for supporting the downtown as the commercial centre of the community. There was also support for local commercial businesses (e.g., corner store, hairdresser, offices, etc.) in limited locations in residential neighbourhoods. Support was at 64% for continuing to locate most highway commercial development along the Trans Canada Highway between 30 Street SW and 30 Street NE, with opposition to this strategy at 27%. Opposition was very high for providing a commercial land base that can accommodate large format shopping centres. Of those who expressed an opinion on this topic, 38% were supportive and 62% were opposed.

As background information for the OCP, a Retail and Industrial Land Use Market Study and Impact Analysis was prepared by Urbanics Consultants Ltd (Urbanics). The study concludes that the City suffers from a high degree of retail outflow because some market categories are not sufficiently served in the local market and therefore many purchases need to be made outside of the community.

Based on the assumption that retail outflow sales are reduced from 50% to 20% of the total, the study concludes that the following is warranted in the City of Salmon Arm:

New Retail Floor Space:	2009-2016: 50,446 m ² (543,000 ft ²)
	2009-2021: 57,321 m ² [+6,875 m ²] (617,000 ft ² [+74,000 ft ²])
	2009-2026: 64,753 m ² [+7,432 m ²] (697,000 ft ² [+80,000 ft ²])
New Retail Land Area:	2009-2016: 17 hectares (42 acres)
	2009-2021: 19 hectares [+2.8 ha] (47 acres [+7 acres])
	2009-2026: 22 hectares [+2.8 ha] (54 acres [+7 acres])

A high level supply analysis completed by Urbanics indicated that there are approximately 38 hectares (94 acres) of vacant commercial land area in the City and a further 48.6 hectares (120 acres) on Indian Reserves.

As further background information, City staff completed an 'Analysis of Commercial Land and Potential Floor Areas' in 2010. It was a detailed supply analysis of underdeveloped and vacant commercial land areas in the City, including potential commercial land on Indian Reserves. The analysis found the following:

- There is potential land for at least 42,000 m² (452,084 ft²) of additional commercial floor area within the City Centre commercial area.
- There is potential land for at least 9,000 m² (96,875 ft²) of additional commercial floor area within the waterfront commercial area.
- There is potential land for at least 37,800 m² (406,875 ft²) of additional commercial floor area within the commercial highway corridor east of the City Centre.
- There is potential land for at least 30,600 m² (329,375 ft²) of additional commercial floor area within the commercial highway corridor west of the City Centre.
- The total potential for 119,400 m² (1,285,210 ft²) commercial floor area should be sufficient to meet the needs of the City until the year 2026.



- There are only five potential commercial development sites each with an area greater than 2 ha (5 acres). A two hectare site would permit 6070 m² (65,000 ft²) of floor space at a 0.3 floor space ratio. A grocery store is being constructed on one site in 2010 and another site has been rezoned for a regional shopping centre.

In summary, the Urbanics and City staff reviews conclude that there should be enough land designated commercial in the 2002 OCP to meet the City's needs to 2026. However, there is a limited supply of larger commercial development sites.

9.2 Commercial Objectives

- 9.2.1 Promote the City Centre as the business and cultural focus of the community.
- 9.2.2 Encourage and support commercial businesses that are complementary to and utilize the strengths of the community.
- 9.2.3 Limit highway commercial development to lands within the Urban Containment Boundary and in close proximity to the Trans Canada Highway.
- 9.2.4 Support home-based businesses.
- 9.2.5 Support small scale local commercial businesses in appropriate locations in residential neighbourhoods.

9.3 Commercial Policies

General Policies

- 9.3.1 Continue to support the development, redevelopment, and infilling of City Centre and Highway Service/Tourist Commercial designated lands along the Trans Canada Highway between 30 Street SW and 30 Street NE as the primary commercial areas in the City.
- 9.3.2 Notwithstanding Policy 9.3.1, minor expansions to boundaries of the City Centre and Highway Service/Tourist Commercial designations may be considered. Expansions to the City Centre may be considered adjacent to and in proximity to the City Centre. Expansions to the Highway Service/Tourist Commercial designations may be considered adjacent to and in proximity to existing Highway Service/Tourist Commercial designations within the Urban Containment Boundary.
- 9.3.3 Minimize the intrusion of uses that are primarily residential or industrial in commercially designated areas to preserve a reasonable supply of commercial land and encourage infilling of purely commercial and ancillary related uses, through appropriate zoning.

- 9.3.4 Support the Salmon Arm Economic Development Society and other economic development organizations in promoting commercial businesses that are complementary to and utilize the strengths of the community.
- 9.3.5 Notwithstanding policy 9.3.1, there are designated commercial areas both east of 30 Street NE and west of 30 Street SW, on the Trans Canada Highway (TCH), that are not serviced by the municipal sanitary sewer system. It is recognized that within these designated areas development may be on private sewer systems as approved by the relevant provincial agencies.
- 9.3.6 The City Centre, Highway Service/ Tourist Commercial, and Neighbourhood Commercial areas are designated as Development Permit Areas and are subject to the guidelines presented in sections 9.5 and 9.6.

City Centre Policies

- 9.3.7 The City Centre area is designated on Map A-1 Land Use.
- 9.3.8 Support development in the City Centre area that includes pedestrian-oriented retail, food service, government, entertainment, office and business uses.
- 9.3.9 Support ancillary residential uses in the City Centre when located above the street level. Ancillary residential uses may also occur at street level when they are associated with work/live developments and where the commercial use component takes precedence and contributes to the overall commercial land use inventory.
- 9.3.10 Encourage developments in the City Centre to achieve a high development density, using methods such as 100% parcel coverage, 0 lot line setbacks, underground/under-building parking, and upper floor dwelling units.
- 9.3.11 Encourage planning and servicing activities in the City Centre that emphasize pedestrian routes from the downtown core to: the waterfront, the commercial area south of the Trans Canada Highway, and the High Density Residential areas.
- 9.3.12 The City Centre is designated as the City Centre Development Permit Area and all new developments in that area must obtain a Development Permit (see section 9.5).

9.3.13 Continue implementation of the Revitalization Tax Exemption Bylaw within the "Revitalization Tax Exemption Area" as set out in Figure 9.1 to encourage revitalization and other types of property investment and to achieve the City's other social, economic and development objectives.

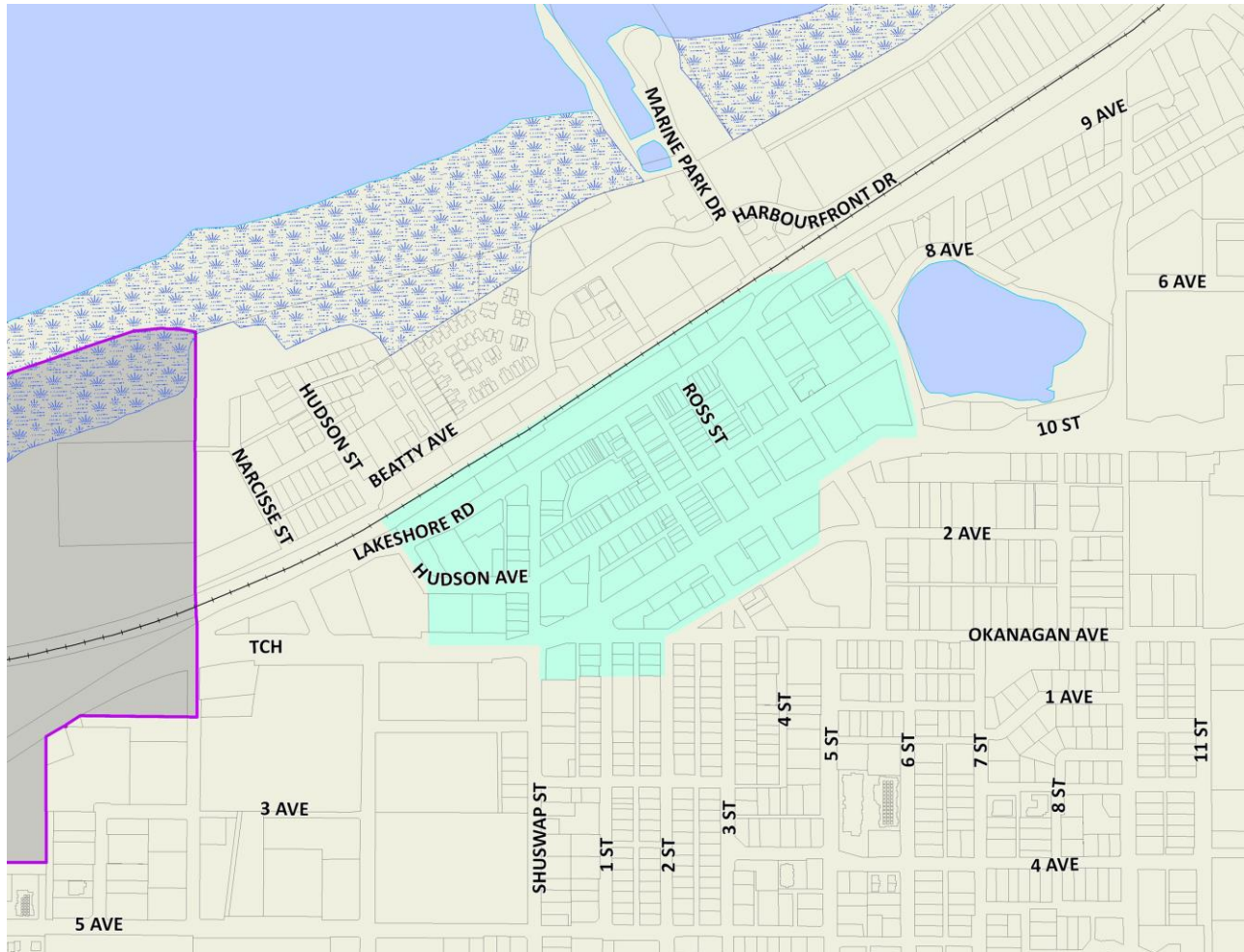


Figure 9.1: Revitalization Tax Exemption Area

Highway Service/ Tourist Policies

9.3.14 The Highway Service/Tourist Commercial area is designated on Map A-1 Land Use.

9.3.15 Encourage land uses in the Highway Service/Tourist Commercial area which are distinguished by an orientation toward access by vehicular traffic. Uses included are automotive services, tourist accommodation, entertainment and recreational tourist services, minor repair, retail commercial warehousing, retail and food outlets, and upper floor dwelling units.

9.3.16 The Highway Service/Tourist Commercial area is a gateway to the community and it is important that

each development contributes to a positive image of the community.

9.3.17 All lands within the Highway Service/ Tourist Commercial area are designated as Highway Service/ Tourist Commercial Development Permit Area per section 9.6.

9.3.18 The Highway Service/Tourist Commercial area is divided into six unique areas that recognize historical land use patterns and ensure long-term land use compatibility between unique development areas. The strategic directions for these locations are:

Urban Commercial

- a. **Commercial Corridor West of City Centre to 30 Street SW** – The Highway Service/ Tourist Commercial area on the west side of the City Centre is oriented toward vehicle service and retail warehousing uses. Activities have relatively low site coverage (e.g. automotive and recreation vehicle sales, large buildings and associated parking lots). This area serves the needs of the community and region. Limited expansion of this area may be considered.
- b. **10 Street SW and 10 Avenue SW Commercial Area** – This area is primarily a shopping centre with retail food and general retail uses. Additional commercial uses have begun to locate in this area. This area also serves the commercial needs of the surrounding residential areas including future residential development in Residential Development Area B. Limited expansion of this area may be considered.
- c. **Commercial Corridor East of City Centre to 30 Street NE**– The Highway Service/ Tourist Commercial area east of the City Centre is developed with tourist accommodation, retail food, general retail, office, medical services, entertainment and community recreation and education facilities. This area also serves the commercial needs of the surrounding residential areas and greater community. Limited expansion of this area may be considered.
- d. **Canoe Highway Commercial Area** – The commercial area near Canoe along the Trans Canada Highway is oriented toward highway tourist uses. Uses include motels, RV Parks, campgrounds, highway tourist, recreation and service commercial uses. Limited expansion of this area may be considered.

Rural Commercial

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

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

Neighbourhood Commercial Policies

9.3.19 New Neighbourhood Commercial areas may be located within High, Medium and Low Density Residential areas subject to the following:

- a. the development is intended to service the local convenience shopping needs of the surrounding residential area; and
- b. permitted uses may include but are not limited to:
- convenience or small scale food retail store,
 - neighbourhood pub, restaurant or café,
 - commercial child care,
 - office,
 - personal service establishment, and
 - upper floor residential.

9.3.20 In addition to Policy 9.3.19, support innovative redevelopment of residential areas for Neighbourhood Commercial developments in close proximity to the 50 Street NE and Canoe Beach Drive NE intersection in Canoe, and the City Centre.

9.3.21 Address the exact nature of future Neighbourhood Commercial developments through site-specific amendments to the OCP and Zoning Bylaw and approval of Development Permits.

9.3.22 All lands designated and rezoned for Neighbourhood Commercial use are designated as a Neighbourhood Commercial Development Permit Area per section 9.6.

Additional Commercial Uses Policies

- 9.3.23 **Country Inn Commercial** uses may be located within the Acreage Reserve designation subject to zoning and ALC regulations, where required, as well as the use addressing unique site, tourist, agri-tourism, environmental or outdoor recreational opportunities.
- 9.3.24 **Assisted Living Commercial** uses may be permitted as accessory uses in multi-family developments on lands designated for High Density and Medium Density Residential Use.
- 9.3.25 **Home Occupation** uses may be permitted in all urban residential and rural/agricultural areas, as specified in the Zoning Bylaw, as a means of accommodating independent employment and encouraging entrepreneurship and small business incubation opportunities. A maximum of two Home Occupations may be permitted per lot.
- 9.3.26 **Bed and Breakfast** operations may be permitted in all urban residential and rural/agricultural areas as specified in the Zoning Bylaw, and ALC policy if in the ALR, to a maximum of three let rooms per dwelling.

9.4 Temporary Commercial Use Permits

Designation

- 9.4.1 All lands designated Acreage Reserve, Salmon Valley Agriculture, City Centre, Neighbourhood Commercial, Highway Service/Tourist Commercial, Institutional and Park, as shown on Map A-1 Land Use, are designated Temporary Commercial Use Permit Area.

Objective

- 9.4.2 The Temporary Commercial Use Permit Area designation is intended to apply to business uses that are temporary and small scale in nature and where the existing zoning does not permit the commercial use.

General Policies

- 9.4.3 Despite the zoning of a property, Temporary Commercial Use Permits for temporary, small scale commercial uses may be supported in the Temporary Commercial Use Permit Area, subject to approval by City Council.
- 9.4.4 Guidelines for Temporary Commercial Use Permits include the following:
- a. maximum time of three years is required for the commercial use;
 - b. appropriate parking and loading spaces are available;
 - c. the proposed hours, size and scale of the commercial use will be compatible with adjacent land uses;
 - d. the commercial use will be compatible with adjacent land uses in terms of noise, odours, dust,

- pollution, lighting, aesthetics, parking and traffic; and
 - e. the proposed commercial use will not have negative impacts on the natural environment.
- 9.4.5 The City may require security in the form of a letter of credit and may impose reclamation and performance measures as conditions for the issuance of a Temporary Commercial Use Permit.
- 9.4.6 Specific permit conditions may address mitigation measures for potential negative impacts identified in the review process.

Submission Requirements

- 9.4.7 Submission requirements for Temporary Commercial Use Permits include:
- a. the proposed length of time of the commercial use;
 - b. access and the availability of parking and loading;
 - c. the proposed hours of the commercial use;
 - d. the proposed size and scale of the commercial use;
 - e. description of noise, odours, dust, pollution, lighting, aesthetics, parking and traffic; and
 - f. the potential impact of the proposed commercial use on the natural environment.

Expiration of Permit

- 9.4.8 Upon expiration of a Temporary Commercial Use Permit, the uses for the property shall revert to those outlined in the current Zoning Bylaw. The applicant may, prior to the expiration of the Temporary Commercial Use Permit, apply for a one time permit renewal of up to three years, approval of which will be at the discretion of City Council.

9.5 City Centre Development Permit Area

Designation

Pursuant to Section 919(1)(f) of the *Local Government Act*, all land located within the City Centre designated area, as shown on Map A-1 Land Use, is designated “City Centre Development Permit Area”.

Objectives

- 9.5.1 To promote quality building, site, landscape and streetscape design with the highest level of architectural standards, enhancing the architectural character of the City Centre.

- 9.5.2 To distinguish the City Centre as a leading precinct in urban design, supporting high levels of safe and varied pedestrian use and social interaction.
- 9.5.3 To provide the City with the ability to tailor new City Centre commercial development to local site conditions.
- 9.5.4 To promote environmentally sensitive building and landscape approaches.

Submission Requirements

- 9.5.5 Drawings submitted for a Development Permit application must meet the following minimum requirements:
 - a. The site plan must include lot dimensions and setback dimensions taken from the building to all property lines; pedestrian and vehicular access and parking layout, with dimensions for parking stalls and travel aisles; refuse and recycling container areas; mechanical equipment at grade; and all surface materials such as paving and landscape areas;
 - b. A grading and drainage plan indicating existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and on-site infiltration areas and storm drainage;
 - c. Drawings illustrating the building appearance shall indicate the materials, finish and colour of the buildings;
 - d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces; steps and retaining walls; mowed and rough grass areas; planting areas; and a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features, e.g., site furniture, gathering areas.
- 9.5.6 Development Permit application drawings should be prepared by a registered architect or a draftsman with experience in urban design.
- 9.5.7 Landscape plans should be prepared by a registered landscape architect or a landscape designer with experience in urban design.
- 9.5.8 Prior to formal site planning, applicants are encouraged to consult with the City's Development Services Department to determine which natural features should remain on the development site.

Siting and Building Guidelines

- 9.5.9 Design buildings to provide visual and functional continuity with existing buildings and streetscapes.
- 9.5.10 Design buildings to be consistent or complementary with the proportion, scale and massing of commercial buildings adjacent to the new development.

- 9.5.11 Design buildings that are comfortable and interesting for pedestrians rather than boxy or monolithic building massing.
- 9.5.12 Use quality building materials to emphasize character and maintain visual continuity.
- 9.5.13 Encourage outdoor spaces that permit an activity in the building to extend onto the sidewalk without obstructing pedestrian flow, e.g., patios, courtyards, terraces, landscaped areas.
- 9.5.14 On corner sites, locate the principal building at the corner, and design as a reference point or landmark. Where buildings cannot be located at the corner, provide a landscaped area with seating and special features at the corner.
- 9.5.15 Consider the safety and security of pedestrians in the design and layout of the development with a particular focus on Crime Prevention Through Environmental Design (CPTED) principles.
- 9.5.16 Site buildings to maximize sunlight in public spaces, and consider and respect view corridors where possible, e.g., views to mountains and to Shuswap Lake.
- 9.5.17 Design buildings with segments to accommodate multiple storefronts. Avoid a continuous facade of more than 10 metres without a separately defined break or articulated portion.
- 9.5.18 Use local, durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low-e glazing.
- 9.5.19 Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Do not locate intakes and outlets for ventilation adjacent to pedestrian walkways.
- 9.5.20 Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photo-voltaic and fuel cells, heat pumps.





Legend

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

Figure 9.2: Infill Building Design



The design of this building incorporates key principles such as:

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



A good example of an interesting roof and a coordinated façade

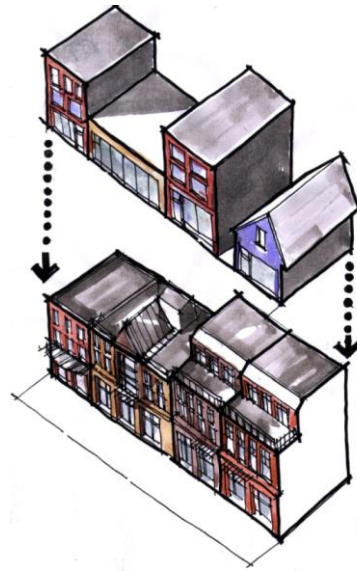
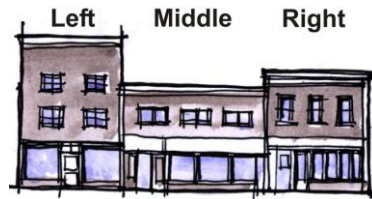


A good example of the use of material – the main entrance is accentuated with stone, the façade is limited to two primary materials, stucco and stone



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

Figure 9.3: New Building Design



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

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

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

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

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

Figure 9.4: Building Treatment

Façade Design Guidelines

- 9.5.21 Provide unified architectural detailing on facades.
- 9.5.22 Use building materials and colours that complement the existing architecture and character of the City Centre.
- 9.5.23 Design the ground floor with direct visual and physical access between the ground level and the street, with pedestrian-oriented uses and easily identifiable pedestrian access points.
- 9.5.24 Avoid blank walls on the first two storeys facing pedestrian areas, encouraging windows, detailing and art. Continue windows on higher levels facing pedestrian areas.
- 9.5.25 Maintain a consistent grade between the sidewalk and entrances or public areas in front of buildings, with barrier-free access to primary building entrances.
- 9.5.26 Provide weather protection for pedestrians through the use of canopies, awnings or arcades.
- 9.5.27 Incorporate signs as an integral part of façade design, coordinating with adjacent buildings where

possible.

9.5.28 Design building facades to a minimum height of 2 storeys and step back beyond 4 storeys.

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



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



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



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



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



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



A good example of a façade redevelopment in the City Centre

Figure 9.5: Façade Design



Creative signs can take many forms as illustrated in these examples.

Figure 9.6: Signs on Facades



Storefront Without Colonnade

Storefront With Colonnade

Legend

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

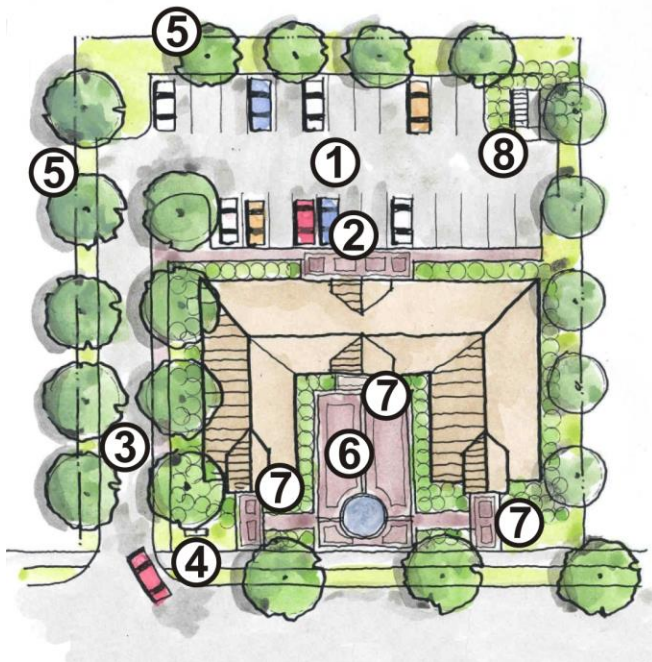
Figure 9.7: Storefront/Façade Design

Landscape Design Guidelines

- 9.5.30 Design for a “green” character City Centre, with an emphasis on street trees and landscaping.
- 9.5.31 Provide landscaped areas that have special and seasonal interest.
- 9.5.32 Integrate public and private pedestrian and landscaped spaces.
- 9.5.33 Encourage public art in pedestrian and landscaped spaces.
- 9.5.34 Use quality materials for hard landscape construction to complement the high quality materials of the buildings.
- 9.5.35 Incorporate pedestrian scale lighting in outdoor use areas.

- 9.5.36 Select trees and other plants that will be readily established and provide significant visual impact upon planting, without adversely affecting daylight or sunlight penetration into buildings or open spaces when fully grown.
- 9.5.37 In the landscape plan, consider finished site grades, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- 9.5.38 Plant a uniform alignment of street trees along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector streets, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
- 9.5.39 For street tree selection along public boulevards, use the City’s “Landscape Standards and Recommended Species Guide” as a reference.
- 9.5.40 Perimeter landscaping to reduce the visual impact of parking may be required in some situations. This will typically be a combination of grass, low shrubs and deciduous trees to retain visibility.
- 9.5.41 Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

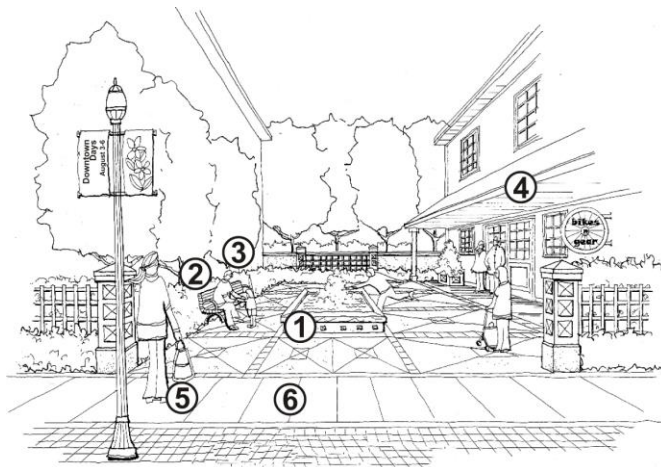




Legend

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

Figure 9.8: Site Design



Legend

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

Figure 9.9: Courtyard Design



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

Figure 9.10: Landscape Treatment



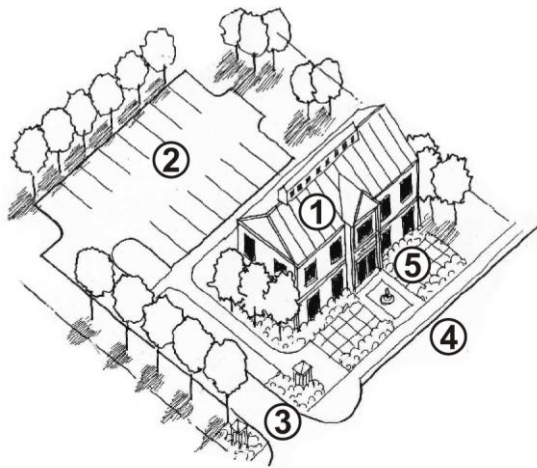
A colonnade can be constructed to improve non-vehicular access from rear lot parking areas

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

Figure 9.11: Building Setback Area

Access, Circulation and Parking Area Guidelines

- 9.5.42 Minimize potential pedestrian and vehicular conflicts through well defined streets and parking lot accesses that respect pedestrian corridors. Develop shared vehicular access points and parking lots where possible.
- 9.5.43 Locate parking lots at the rear of lots, or to the sides of buildings where required and no parking is available in the rear.
- 9.5.44 Design parking lots for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to sidewalks and building entrances.
- 9.5.45 Parking areas shall be hard surfaced in accordance with the City's Zoning Bylaw.
- 9.5.46 Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
- 9.5.47 Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to sidewalks and buildings.
- 9.5.48 In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to define parking clusters, increase human comfort, provide visual relief, and increase infiltration of rain water.
- 9.5.49 Encourage underground or below grade parking that is well-lit and secured.
- 9.5.50 Include low intensity lighting in parking areas, designed and constructed for convenient pedestrian and vehicular access.
- 9.5.51 Design on-site lighting to minimize glare and overspill into the development, to adjacent properties, and into the sky. Submission of a detailed lighting plan may be required.



Rear lot parking requires a well-defined entrance and access for pedestrians and vehicles

Legend

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

Figure 9.12: Parking Layout and Design



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

Figure 9.13: Parking Lot Access

Exemptions

9.5.52 Development permits are not required in the City Centre Development Permit Area for:

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

with the form and character of the existing principal buildings as determined by the Development Services Department;

- e. subdivision.

9.6 Highway Service/Tourist Commercial and Neighbourhood Commercial Development Permit Areas

Designation

Pursuant to Section 919.1(1) (f) of the *Local Government Act*, all land located within the Commercial - Highway Service/Tourist designated area, as shown on Map A-1 Land Use, and all land located outside the Commercial - Highway Service/Tourist designated area zoned C-5 (Tourist Commercial Zone), is designated “Highway Service/Tourist Commercial Development Permit Area, and all land located within the Commercial - Neighbourhood designated area, as shown on Map A-1 Land Use, is designated “Neighbourhood Commercial Development Permit Area”.

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

Objectives

- 9.6.1 To promote quality building, site and landscape design with high level architectural standards.
- 9.6.2 To ensure that commercial developments provide a positive impression of Salmon Arm along provincial highways, city roads and in residential neighbourhoods.
- 9.6.3 To encourage new commercial developments to promote safe non-vehicular access.
- 9.6.4 To promote environmentally sensitive building and landscape approaches.

Submission Requirements

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

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

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

9.6.7 Landscape plans should be prepared by a registered landscape architect or a landscape designer with experience in commercial projects.

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

Siting and Building Guidelines

9.6.9 Design the site layout and building locations to:

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

- 9.6.10 Orient building frontages and main entrances to the dominant street frontage, with well defined entries with walkways and bicycle access to the street.
- 9.6.11 Design portions of buildings visible from a provincial highway or city street with architectural interest, with design features such as varying roof lines, extensive glazing, well defined entrances, business-specific signage, and high quality exterior elements.
- 9.6.12 Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on Crime Prevention through Environmental Design (CPTED) principles.
- 9.6.13 Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
- 9.6.14 Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.
- 9.6.15 Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photovoltaic and fuel cells, heat pumps.

Siting and Building Guidelines for Neighbourhood Commercial Development Permit Areas Only

- 9.6.16 Site and design buildings to be compatible with the form and character of the surrounding neighbourhood.
- 9.6.17 Minimize the visual, noise and traffic impacts of commercial activity on the surrounding neighbourhood.
- 9.6.18 Design buildings with varied facades and articulated roof lines, or design in a contemporary style that offers visual interest. The intent of this guideline is to discourage large bland buildings that do not reflect the character or scale of Salmon Arm.
- 9.6.19 Use durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low-e glazing.
- 9.6.20 Consider weather protection over entry points, balconies and porches, e.g., roof overhangs, or area inset below the floor above.

Landscape and Screening Guidelines

- 9.6.21 Maximize the amount of landscaped areas on site to increase the natural infiltration of rain water, with landscaping along adjacent streets and adjoining residential sites.
- 9.6.22 Design the landscape to define the edges of the site, minimize the view of parking lots from the streets and adjacent residential sites, and to provide year-round interest.
- 9.6.23 Consider hard surface paving other than asphalt adjacent to streets to create more interest and reduce the visual impact of the asphalt.
- 9.6.24 Select trees and other plants that will be readily established and provide significant visual impact upon planting.
- 9.6.25 In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- 9.6.26 Consider energy efficiency and conservation in landscape design, e.g., moderate wind, provide shade in summer, allow sunlight and daylight into buildings.
- 9.6.27 Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
- 9.6.28 Plant a uniform alignment of street trees planted along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
- 9.6.29 For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" as a reference.
- 9.6.30 Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, particularly adjacent to residential development.

- 9.6.31 Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as decorative solid fencing or decorative walls not less than 2 metres in height may be considered instead of or in combination with planting.
- 9.6.32 Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

Access, Circulation and Parking Area Guidelines

- 9.6.33 Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding, and provides safe pedestrian routes from parking lots to building entrances.
- 9.6.34 Parking areas shall be hard surfaced in accordance with the City's Zoning Bylaw.
- 9.6.35 Encourage reducing the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g., permeable pavers, reinforced grass such as Grass-Pave.
- 9.6.36 Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
- 9.6.37 Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.
- 9.6.38 Encourage shared parking lot accesses to adjacent developments.
- 9.6.39 Site buildings rather than parking lots on corners where possible.
- 9.6.40 In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to increase human comfort, provide visual relief, and increase infiltration of rain water.

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

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

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

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

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

Exemptions

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

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

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

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

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

- a. an exterior addition with less than 50 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Development Services Department;
- b. an accessory building with less than 50 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Development Services Department.





10.0 INDUSTRIAL

10.1 Community Context

Industry is an important component of the Salmon Arm economy and the community has benefited from a variety of primary and secondary industrial operations, and the economic spin-offs associated with industrial employment. Over the years, primary industry has been declining (e.g., from 21% to 10% of the labour force as outlined in section 3.0), and light industry has been stable. Industrial employment as a whole has also declined as a result of the recent economic downturn. As Salmon Arm continues to grow, it will need to ensure that land use opportunities are available and attractive to new businesses in a highly competitive regional market.

The 2002 OCP designated industrial land south of the airport along Auto Road, on the northeast side of Canoe, and in two small areas at 13 Avenue SW and 1 Avenue SW on the west side of the city. It also designated a “new” area of industrial land north of the airport along the south side of 10 Avenue SE.

The Retail and Industrial Land Use Market Study and Impact Analysis, prepared by Urbanics Consultants Ltd. for the OCP Review process, found that the local industrial base is generally comprised of a good mix of industrial uses, with a mix of light industry/business park and heavier industrial uses, as well as a mix of small enterprises having only a few employees, and a couple of larger businesses with over one hundred employees.

The Urbanics study further states that Salmon Arm is able to provide industrial land at a more affordable price than is commanded in the other major nearby centres in the region, including Vernon and Kamloops. This is primarily because of a highly constrained land base and limited supply of undeveloped industrial land in these two latter communities, which stands in sharp contrast to Salmon Arm, which has been able to designate a



considerable amount of its land base for industrial uses and continues to be fairly unconstrained by a lack of supply.

The following data, provided by the City of Salmon Arm, offers an overview of the supply of industrial land in the community:

- OCP-designated industrial land 393 hectares (971 acres),
- Zoned industrial land 342 hectares (845 acres),
- Potentially developable industrial land 120 hectares (297 acres).

Of the 342 hectares (845 acres) of zoned industrial land, approximately 223 hectares (550 acres) have been developed as industrial, which represents under two-thirds of the total zoned industrial land base. Approximately two-thirds of the developed area is located south of the airport along Auto Road, and the remaining one-third of the developed land is in the other smaller pockets of industrial area elsewhere in the community (e.g., northeast side of Canoe, 13 Avenue SW, and 1 Avenue SW).

The 120 hectares (297 acres) of potentially developable industrial land does not account for land areas subject to road dedication, access or grade issues, Riparian Areas Regulation setbacks, flooding or high water table, existing buildings with non-industrial uses that would require removal, or Contaminated Sites Legislation. The majority of land in this inventory requires significant upgrading of City roads, storm drainage, and water utilities. None of the City's current or potential industrial land is serviced with City sanitary sewer service.

The Urbanics study analyzed the need for future industrial land. Based on the average of two forecasting methods, the study concludes that the cumulative need for new industrial space in the City of Salmon Arm is as follows:

New Industrial Land Area:	2009-2016: 13 - 17 hectares (32-42 acres)
	2009-2021: 21 - 27.5 hectares (52-68 acres)
	2009-2026: 29.5 - 38.5 hectares (73-95 acres)

The above demand analysis demonstrates that the remaining capacity of designated industrial land should be more than sufficient for the remainder of the study period and beyond. As a result, no new industrial land has been designated in this OCP. The supply of industrial land is adequate, however some of this land lacks servicing and infrastructure.

10.2 Industrial Objectives

- 10.2.1 Promote industrial businesses that are complementary to and based on the strengths of the community.
- 10.2.2 Improve the form and character of the industrial areas.
- 10.2.3 Support industrial land uses that are similar to each other in specific locations.

10.3 Industrial Policies

General Policies

- 10.3.1 Three industrial land use categories are designated for industrial development as shown on Map A-1 Land Use, and as follows:
- a. Light Industrial;
 - b. General Industrial; and
 - c. Airport Industrial/Commercial.
- 10.3.2 Permitted uses for Industrial designated areas include:
- a. Light Industrial – oriented toward smaller, site specific, enclosed manufacturing operations that require minimal outside storage of materials or product, where sites are made compatible with adjacent non-industrial uses through screening, landscaping and buffering measures.
 - b. General Industrial – oriented toward more extensive manufacturing activities that require large areas of on-site storage of resource materials and finished product and ease of access to major arterial highways. General industry may include the storage and processing of raw materials, such as logs and wood products, sand/gravel, concrete and minerals, metallic industries and petroleum products. Light industrial uses can be considered in the general industrial designation. General industrial activities require special attention by reason of their potential impact on the urban and natural environment.
 - c. Airport Industrial/Commercial – oriented toward industrial and commercial uses requiring direct, convenient access to airport facilities. All commercial air operations, except helipads and floatplane operations as referenced in policies 12.3.38 and 12.3.39, should be located in this area.
- 10.3.3 Consider amending the industrial zones in the Zoning Bylaw to more accurately reflect the permitted uses of the Light Industrial, General Industrial and Airport Industrial/Commercial designations outlined in policy 10.3.2.
- 10.3.4 Research options and opportunities for servicing one or more industrial areas of the City with municipal services, including storm drainage and sanitary sewer services.
- 10.3.5 Review the Subdivision and Development Servicing Bylaw to confirm the appropriate servicing standards for the Light Industrial, General Industrial and Airport Industrial/Commercial designations.

- 10.3.6 Minimize, through appropriate zoning, the intrusion of primarily retail and retail service uses in the industrially designated areas and encourage infilling of purely industrial and related ancillary uses to preserve a reasonable supply of industrial land.
- 10.3.7 Where industrial uses require ancillary retail commercial, limit the latter to 25% of the maximum gross floor area, contained within the principal building.
- 10.3.8 Parcels rezoning to industrial uses within the designated Industrial Areas should meet the following criteria:
- a. Access to arterial or collector roads;
 - b. Capable of being serviced with municipal, private and Crown utilities, in accordance with City standards and specifications; and
 - c. Capable of being sufficiently buffered from adjacent non-industrial land uses to reduce potential conflicts.
- 10.3.9 To ensure appropriate form and character of industrial development fronting major transportation corridors, all Light Industrial, General Industrial and Airport Industrial/Commercial designated lands fronting the Trans Canada Highway, Highway 97B, 10 Avenue SE or the north side of 20 Avenue SE are designated as an Industrial Development Permit Area per section 10.5.
- 10.3.10 Support phased industrial development on rural residential properties designated for Light Industrial use in the Special Development Area and for General Industrial use south of the airport along Auto Road, subject to appropriate zoning. Subdivision will only be considered where it supports the creation of new parcels zoned for industrial uses.
- 10.3.11 All industrial uses must respect the Shuswap Regional Airport (Salmon Arm) operational area and approach corridor (see Figure 12.1).
- 10.3.12 Support the Salmon Arm Economic Development Society and other economic development organizations in promoting industrial businesses that are complementary to and utilize the strengths of the community.

Light Industrial Special Development Area Policies

10.3.13 Light Industrial lands within the Special Development Area are shown on Figure 10.1.

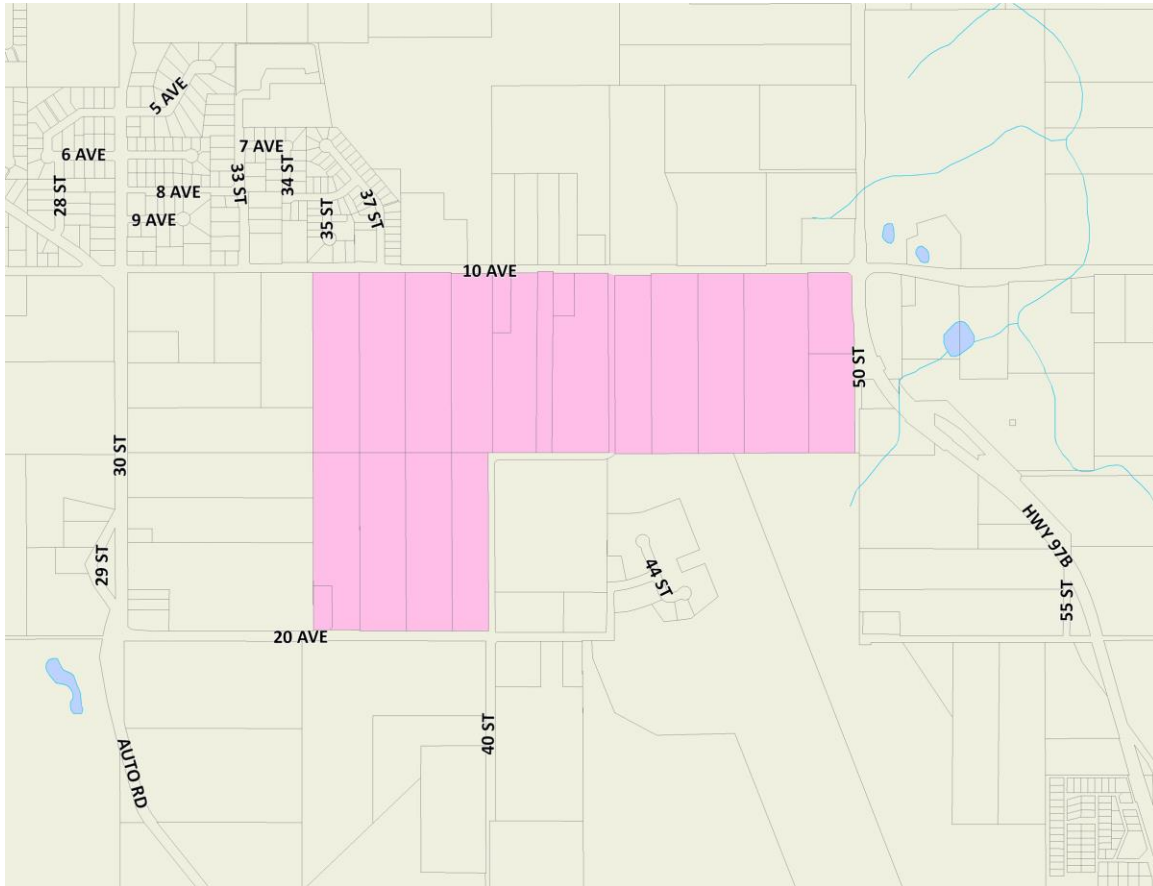


Figure 10.1: Light Industrial Special Development Area

10.3.14 Support the exclusion of the lands in the Special Development Area from the ALR. The ALC has given preliminary approval for exclusion of these lands (Resolution #109/88) but site specific exclusion applications and final approval from the ALC are required.

10.3.15 Prepare light industrial zoning, servicing standards, vehicle traffic and access requirements, and an expanded form and character Development Permit Area to address a higher standard of light industrial development in the Special Development Area, taking into consideration the adjacent residential, park and airport uses. A preliminary road and servicing plan has been prepared by the City for this area.

Aggregate Policies

10.3.16 Areas with aggregate potential are shown on Map 10.2 Aggregate Potential. These lands may be zoned or receive Temporary Industrial Use Permits to allow processing of the aggregate on site (e.g., screening, crushing, mixing, asphalt manufacturing). ALC approval may be required.

10.3.17 Undertake a detailed aggregate supply and demand study for the Plan area.

#4006 Industrial Policies

10.3.18 To encourage revitalization and other types of property investment and to achieve other social, economic and development objectives, the municipality has provided for a Revitalization Tax Exemption Program specific to a Revitalization Area.

The City of Salmon Arm has adopted an Industrial Revitalization Tax Exemption Bylaw which permits the entering into of agreements with property owners lying within the “Revitalization Tax Exemption Area” as set out in Figure 10.2 of this Bylaw to provide tax exemption for either the construction of a new improvement where the construction has a value in excess of \$300,000.00 or alteration of an existing improvement where the alteration has a value in excess of \$300,000.00 as assessed by the BC Assessment Authority. The Industrial Revitalization Tax Exemption Bylaw shall have an expiration date of five (5) years from the date of adoption (June 23, 2014).

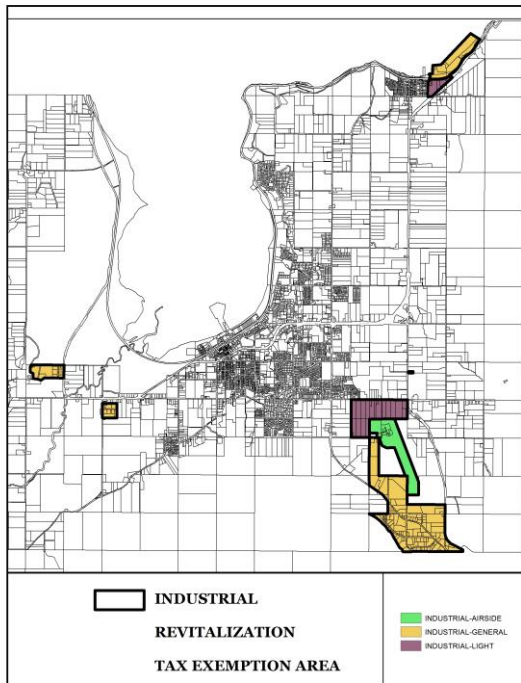


Figure 10.2: Industrial Revitalization Tax Exemption Area

10.4 Temporary Industrial Use Permits

Designation

10.4.1 All lands designated Acreage Reserve, Forest Reserve, Salmon Valley Agriculture, General Industrial, Light Industrial and Airport Industrial/Commercial, as shown on Map A-1 Land Use, are designated Temporary Industrial Use Permit Area.

Objective

10.4.2 The Temporary Industrial Use Permit Area designation is intended to apply to industrial operations that are temporary and small scale in nature where the existing zoning does not permit industrial uses.

General Policies

10.4.3 Despite the zoning of a property, Temporary Industrial Use Permits for temporary, small scale industrial uses may be supported in the Temporary Industrial Use Permit Area.

10.4.4 Guidelines for Temporary Industrial Use Permits include the following:

- a. maximum time of three years is required for the industrial use;
- b. appropriate parking and loading space is available;
- c. the proposed hours, size and scale of the industrial use will be compatible with adjacent land uses;
- d. the industrial use will be compatible with adjacent land uses in terms of noise, odours, dust, pollution, lighting, aesthetics, parking and industrial traffic; and
- e. the proposed industrial use will not have negative impacts on the natural environment.

10.4.5 The City may require security in the form of a letter of credit and may impose reclamation and performance measures as a condition for the issuance of a Temporary Industrial Use Permit.

10.4.6 Specific permit conditions may address mitigation measures for potential negative impacts identified in the review process.

Submission Requirements

10.4.7 Submission requirements for Temporary Industrial Use Permits include:

- a. the proposed length of time of the industrial use;
- b. access and the availability of parking and loading;
- c. the proposed hours of the industrial use;
- d. the proposed size and scale of the industrial use;
- e. description of noise, odours, dust, pollution, lighting, aesthetics, parking and industrial traffic; and

- f. the potential impact of the proposed industrial use on the natural environment.

Expiration of Permit

10.4.8 Upon expiration of a Temporary Industrial Use Permit, the use of the property shall revert to those outlined in the current Zoning Bylaw. The applicant may, prior to the expiration of the Temporary Industrial Use Permit, apply for a one time permit renewal of up to three years, approval of which will be at the discretion of City Council.

10.5 Industrial Development Permit Area

Designation

Pursuant to Section 919.1(1)(f) of the *Local Government Act*, all lands designated for Light Industrial, General Industrial, or Airport Industrial/Commercial use as shown on Map A-1 Land Use, and fronting the Trans Canada Highway, Highway 97B, 10 Avenue SE, or the north side of 20 Avenue SE are designated “ Industrial Development Permit Area”.

Objectives

- 10.5.1 To promote quality building, site and landscape design.
- 10.5.2 To ensure that industrial developments provide a positive impression of Salmon Arm along provincial highways and city streets.
- 10.5.3 To promote environmentally sensitive building and landscape approaches.

Submission Requirements

- 10.5.4 Drawings submitted for a Development Permit application must meet the following minimum requirements:
 - a. The site plan must include lot dimensions and setback dimensions taken from the building to all property lines; non-vehicular and vehicular access and parking layout, with dimensions for parking stalls and traffic aisles; refuse and recycling container areas, mechanical equipment at grade, and all surface materials such as paving and landscape areas;
 - b. A grading and drainage plan must indicate existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and on-site infiltration areas and storm drainage;
 - c. Drawings illustrating the building appearance shall indicate the materials, finish and colour of the buildings;
 - d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces;

steps and retaining walls; mowed and rough grass areas; planting areas; and a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features.

- 10.5.5 Development permit application drawings should be prepared by a registered architect or a draftsman with experience in urban design.
- 10.5.6 Landscape plans should be prepared by a registered landscape architect or a landscape designer.
- 10.5.7 Prior to formal site planning, applicants are encouraged to consult with the City's Development Services Department to determine which natural features should remain on the development site.

Siting and Building Guidelines

- 10.5.8 Design the site layout and building locations to:
 - a. retain and protect important natural vegetation, rocks, and unique site features, including unique tree species, mature trees that are not a hazard, other significant vegetation, nesting areas, and other wildlife habitat;
 - b. work with the existing topography, minimizing the need for cut and fill or tall retaining walls; and
 - c. provide a buffer for surrounding residential developments.
- 10.5.9 Orient main entrances to the dominant street frontage, with well defined entries.
- 10.5.10 Design entrances and portions of buildings visible from a provincial highway or city street with some architectural interest.
- 10.5.11 Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on Crime Prevention Through Environmental Design (CPTED) principles.
- 10.5.12 Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
- 10.5.13 Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photovoltaic and fuel cells, heat pumps.

Landscape and Screening Guidelines



- 10.5.14 Maximize the amount of landscaped areas on site to increase the natural infiltration of rain water, with landscaping along adjacent streets and adjoining residential sites.
- 10.5.15 Select trees and other plants that will be readily established and provide significant visual impact upon planting.
- 10.5.16 In the landscape plan, consider finished site grades, location and heights of retaining walls, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
- 10.5.17 Consider energy efficiency and conservation in landscape design, e.g., moderate wind, provide shade in summer, allow sunlight and daylight into buildings.
- 10.5.18 Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
- 10.5.19 Plant a uniform alignment of street trees planted along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
- 10.5.20 For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" as a reference.
- 10.5.21 Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, particularly adjacent to residential development.
- 10.5.22 Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as solid fencing not less than 2 metres in height may be considered instead of or in combination with planting.

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

Access, Circulation and Parking Area Guidelines

10.5.24 Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to building entrances.

10.5.25 Encourage permeable materials for parking areas where possible, including gravel for areas that are used less frequently.

10.5.26 Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.

10.5.27 Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.

10.5.28 Encourage shared parking lot accesses to adjacent developments.

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

Exemptions

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

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



11.0 PARKS, RECREATION AND GREENWAYS

11.1 Community Context

The City of Salmon Arm has a widely diverse range of parkland and outdoor recreation opportunities. The unique climate, topography, vegetation and natural features of the local area support a variety of parks, natural open spaces, trail systems and play areas for residents and visitors to enjoy. The high level of community spirit and volunteerism in Salmon Arm enhances the development and maintenance of the high quality park and recreation facilities.

In the OCP Review community survey, the public expressed strong support for topics related to parks and recreation. Two of the proposed strategies received exceptionally large percentages of support:

- upgrade and construct new greenways and trails – 67% strongly support, and
- provide more natural parks – 63% strongly support.

Other strategies with high levels of support included: improving public access to Shuswap Lake, providing playgrounds in more neighbourhoods, upgrading the Salmon Arm Savings and Credit Union (SASCU) Recreation Centre, and provision of more sports fields and tennis / multi-purpose courts.

The City prepared a Parks and Open Space Plan in 2002. The Plan classified park and open space types, set standards for parkland supply, and made recommendations on development and improving parks and outdoor recreation facilities. Although the Plan itself was not adopted, many of its strategic recommendations were incorporated into the 2002 OCP. There have been many changes in Salmon Arm since 2002 and the existing **Parks and Open Space Plan is out of date.**

The City's parks are classified according to the following types:

- **Community Parks** are intended to serve community-wide needs for informal and organized recreational use, similar to the catchment of a secondary school. Typically, community parks have the following characteristics:
 - a. over 2 ha in size with some level land suitable for park development;
 - b. located within walking or cycling distance (within 800m) of the target population;
 - c. connected to a wider linear park system; and
 - d. include any combination of the following elements:
 - athletic sports fields (or tracks),
 - tennis or basketball courts,
 - children's playgrounds, including specialty recreational facilities (e.g., skateboard or water spray parks),
 - trails and paths,
 - designated areas for picnics (or concession stands),
 - heritage resources,
 - environmental features,
 - entertainment and festival grounds,
 - ornamental gardens,
 - community gardens,
 - indoor and outdoor community recreation facilities, or
 - public beaches and waterfront areas.

- **Neighbourhood Parks** include open space which is developed to serve the recreational and social needs of neighbourhoods, similar to the catchment of an elementary school. Typically, neighbourhood parks have the following characteristics:
 - a. over 0.5 ha and under 2 ha in size;
 - b. within cycling and/or walking distance (400 m) of the target population; and
 - c. include any combination of the following elements:
 - playgrounds,
 - open space with grass and trees suitable for informal play,
 - seating and gathering areas, e.g., benches, picnic tables, or
 - informal playing fields.

- **Greenways** are land corridors with the primary purpose of supporting off-road paths and trails, as separate from the other types of parks that support significant natural areas and/or a variety of recreation and social activities. (Sidewalks and bikeways located within road rights-of-way are addressed in Section 12.0 Transportation).

- **Open Space** is City owned land comprised mainly of natural areas, including forests, wetlands, and riparian areas of watercourses.

The City currently has a supply standard of 2 ha of community parkland per 1,000 population. With 124 ha of land in this category, the supply far exceeds the standard. The standard for neighbourhood parkland is 1 ha per 1,000 population. With 17 ha in this category, the standard is met, however more land will be required as the population increases. The 2002 OCP designated 62 kilometres of greenways.

A new DCC bylaw adopted in 2007 included a significant increase to parkland DCCs. In accordance with the 2002 Parks and Open Space Plan, additional funds have been invested in park development in recent years.

Salmon Arm has some excellent recreation facilities, most of which are managed by the Shuswap Recreation Society. The primary recreation facilities are:

- SASCU Recreation Centre – includes an auditorium/gymnasium, indoor lap pool, tot pool, hot tub, sauna, racquetball and squash courts, fitness equipment, facility rentals, and numerous lessons, clubs and programs;
- Sunwave Centre – includes an arena with two sheets of ice supporting skating, speed skating, figure skating, ringette, and hockey in the winter; and dry floor uses including concerts, conferences, and shows in the summer.

Concurrent with the preparation of this OCP, a Greenways Strategy is being prepared. The purpose of the Greenways Strategy is to provide direction for the long-term planning and implementation of a trail / path network spanning the City and connecting to existing and future regional trails, in order to provide recreational opportunities, and to accommodate alternative transportation for a diverse range of trail / path users. The following are some of the highlights of the Greenways Strategy:

- There was extremely high support for greenways in the community survey, and this is consistent with broader trends in B.C. and in fact world-wide, due to the many benefits including: alternative transportation, recreation, ecology, tourism, interpretation, accessibility, health and social benefits.
- Salmon Arm has approximately 58 km of trails and paths. Although there is a lack of connectivity in the system, some of the trails are popular destinations, including: the waterfront, South Canoe, Turner Creek, Park Hill, and natural parks.
- The Greenways Strategy focuses on trail, path and roadside corridor infrastructure.
- The Greenways Strategy identifies future trails, classifies the role (i.e., regional, community or neighbourhood connector) and six types of paths and trails (i.e., construction standards), and provides design guidelines for construction and maintenance.

- An implementation plan includes a phasing plan which identifies Phase 1 (five year), Phase 2 (ten year), and Phase 3 (25 year) trails.

11.2 Parks, Recreation and Greenways Objectives

- 11.2.1 Provide a variety of parks throughout the community and within neighbourhoods that are easily accessible to residents and visitors.
- 11.2.2 Plan for the preservation of open spaces, natural areas, and scenic views.
- 11.2.3 Upgrade and construct new greenways and trails to provide all users safe routes throughout the community.
- 11.2.4 Improve the connectivity of the park and greenways systems.
- 11.2.5 Provide recreation facilities and programs that are consistent with the population and demographics of the City and region.

11.3 Parks, Recreation and Greenways Policies

General

- 11.3.1 Encourage the Columbia Shuswap Regional District to examine ways in which the Regional District can complement the parks, recreation and greenways functions in and around Salmon Arm, specifically opportunities for Regional District involvement and assistance in the:
 - a. development of boating facilities (launches, landing sites and parking areas);
 - b. development of major parks and greenways where the user groups are drawn from the regional population; and
 - c. acquisition and development of waterfront properties for public purposes.
- 11.3.2 Minimize the conflicts between agriculture and parks/greenways through buffering and fencing of recreational areas adjacent to agricultural areas, where appropriate.
- 11.3.3 Encourage landowners to construct and maintain smaller landscaped spaces on public land as “community projects” for the benefit of the local area, e.g., boulevards, round-a-bouts.
- 11.3.4 Consider golf courses within the Acreage Reserve designation subject to the criteria specified in policy 7.3.31.
- 11.3.5 Continue using the Joint Partnership Agreement with School District 83 for the funding and development of sports fields and related facilities, and for use of schools after hours for community programs.



- 11.3.6 Retain the existing Fall Fair Grounds site for a variety of public recreation and community uses.
- 11.3.7 Retain the Canoe Beach waterfront land leases until the year 2021. In the interim, Council may review and renew individual leases on an annual or longer basis to a maximum term of three years less one day. Eventually, as demand increases, the land will be developed with park facilities, including picnic areas, children’s play equipment, and other beach-related uses as determined through public consultation.

Parks

- 11.3.8 Existing and proposed parkland of each type is identified on Map 11.1 Existing and Proposed Parkland.
- 11.3.9 Develop and support the development of existing and proposed parks as shown on Map 11.1 Existing and Proposed Parkland in a phased manner as specified in Parks and Recreation Master Plan (when completed) and as outlined in the City’s Long Range Financial Plan. In addition to those identified on Map 11.1 Existing and Proposed Parkland, parks may be developed anywhere in the City.
- 11.3.10 Prepare development plans for parks in collaboration with local residents, potential user groups, local naturalists and, where appropriate, senior levels of government to ensure that the diverse needs of the community are adequately addressed.

Greenways

- 11.3.11 Existing and proposed greenways of each type are identified on Map 11.2 Existing and Proposed Greenways.
- 11.3.12 Develop and support the development of existing and proposed greenways as shown on Map 11.2 Existing and Proposed Greenways in a phased manner as specified in the Greenways Strategy and as outlined in the City’s Long Range Financial Plan. In addition to those identified on Map 11.2 Existing and Proposed Greenways, greenways may be developed anywhere in the City.
- 11.3.13 Revise the Subdivision and Development Servicing Bylaw to include greenway dedication and construction standards required as a condition of subdivision or development approval.
- 11.3.14 Work with and support community organizations and volunteers in implementing the Greenways Strategy, including: planning, acquisition, development and stewardship of greenways; infrastructure development; communication about the greenways network; and ongoing maintenance.
- 11.3.15 Develop and support the development of a cycle network that provides connectivity between greenways, including on-road bike routes and roadside corridor greenways that accommodate multi-use pathways for both cyclists and pedestrians.

Parks and Greenways Acquisition and Development

- 11.3.16 Acquire parks at the time of subdivision in accordance with the provisions of the *Local Government Act*, comprising five percent of the subdivided land or an equivalent cash in lieu. The decision between land or cash-in-lieu and criteria for selection of the parkland should include the following considerations, among others:
- a. Whether the subdivision is in proximity to an existing park and is suitable for expanding the park;
 - b. Whether the subdivision is in proximity to a future park as indicated on Map 11.1 Existing and Proposed Parkland; and
 - c. Whether the land dedicated as park is of a reasonable size and has characteristics suitable for park development.
- 11.3.17 Consider acquiring environmentally sensitive areas as parks, including ravines, bluffs, riparian areas, habitat corridors and steep slopes, as important natural areas that add to the biodiversity of a local ecosystem. These parks should not be part of the five percent of the subdivided land described in policy 11.3.16.
- 11.3.18 Require, at the discretion of City Council, land to be dedicated and paths, trails and roadside corridors to be constructed for greenways as a consideration for the approval of rezoning applications. Refer to Map 11.2 Existing and Proposed Greenways and the Greenways Strategy as a guide for determining the approximate locations for future greenways and the standards of greenway construction.
- 11.3.19 Require, at the discretion of the Approving Officer, land to be dedicated and paths, trails and roadside corridors to be constructed for greenways as a consideration for the approval of subdivision applications. Refer to Map 11.2 Existing and Proposed Greenways and the Greenways Strategy as a guide for determining the approximate locations for future greenways and the standards of greenway construction.
- 11.3.20 Continue to use Development Cost Charges to assist in paying capital costs arising from new growth, including the need to acquire and develop parks and greenways. Review the Development Cost Charge Bylaw on a regular basis to ensure the changes are appropriate and consistent with the Long Term Financial Plan.
- 11.3.21 Explore other methods for acquiring land for parks and greenways through the development process, such as density bonus, purchase, negotiation, donation and statutory right-of-way.
- 11.3.22 Seek corporate partnerships and encourage bequests to assist with the planning, acquisition, development, and stewardship of parks and greenways.
- 11.3.23 Explore methods of securing short and long term funding, such as a parcel tax, for the planning, acquisition, development and stewardship of parks and greenways.

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

Parks and Recreation Master Plan

11.3.25 Prepare a Parks and Recreation Master Plan, and once it is complete and adopted by Council, revise the policies in this section to be consistent with the Master Plan. Include the following in the Parks and Recreation Master Plan:

- a. Review and revise the parks classification system to reflect the full spectrum of existing parks;
- b. Assess the supply of parkland in relation to existing standards and best practices, and confirm or revise guidelines or standards for parkland supply;
- c. Identify existing and future community needs for different types and locations of parks, park infrastructure, recreation facilities, and recreation programs;
- d. Review public access to and along Shuswap Lake, and consider the use of the lake area, its role in public recreation, and infrastructure requirements such as boat launches, public wharves, parking and washrooms;
- e. Evaluate the parks and recreation programs and service delivery model to determine if they are meeting community needs; and
- f. Identify opportunities for parkland acquisition, parkland development, park and facility management and operations, recreation facility upgrading or development, recreation programs, service delivery, and implementation strategies (e.g., phasing plan, financial strategy).

11.3.26 Consider expanding the scope of the Parks and Recreation Master Plan to include Culture, which would include consultation, analysis and recommendations related to: arts and culture facilities and programs, events and festivals, public art, and museums, and responsibilities for providing cultural services.

11.3.27 Consider the Parks and Recreation Master Plan, once it is complete and adopted by Council, as a general guide for future parkland and recreation facility site acquisition and development for the term of this OCP.

Indoor Recreation Facilities

11.3.28 Continue to recognize the major recreation facilities (Sunwave Centre, SASCU Recreation Centre and Indoor Soccer Arena) as meeting the needs of the community for the term of the Plan or as identified in the Parks and Recreation Master Plan.

11.3.29 Develop and improve partnerships with surrounding communities for shared use of major indoor recreation facilities.

Lake Recreation

- 11.3.30 Areas designated for Lake Recreation are identified on Map A-1 Land Use.
- 11.3.31 The community marina and boat launches are shown on Map 14.1 Community Facilities.
- 11.3.32 Within the areas designated Lake Recreation, the water surface may accommodate all forms of water-oriented recreational activities, including marinas and marina facilities.
- 11.3.33 The upland areas designated Lake Recreation may accommodate commercial and institutional uses, such as marinas, that support water-oriented recreational activities.
- 11.3.34 Consider creating new zones for the water surface of Shuswap Lake to identify marinas and marine facilities, water-oriented recreational activities, and the Environmentally Sensitive Lake Area.
- 11.3.35 Discourage the construction of new or modified marinas and other marine facilities along Shuswap Lake unless they mitigate negative impacts on the lake, the natural riparian habitat, or the visual character of the shoreline, and they provide opportunities for public access to and along the shoreline.
- 11.3.36 Include guidelines for the construction of new or modified marinas or other marine facilities on Shuswap Lake in the proposed Development Permit Area per policy 5.3.16.





12.0 TRANSPORTATION

12.1 Community Context

Salmon Arm benefits from a strategic location along two of the province’s major highway corridors, the Trans Canada Highway (TCH) and Highway 97B. Salmon Arm also supports a regional airport and is located along the mainline of the Canadian Pacific Railway (CPR). Arterial, collector and local roads complete the road network. Sidewalks and bike lanes are incorporated into the road infrastructure through subdivision and development requirements outlined in the Subdivision and Development Servicing Bylaw and capital projects. There is a transit (bus) system operating in the community.

The City recognizes that there will be future land use opportunities associated with most of the transportation modes. The Shuswap Regional Airport (Salmon Arm) has the potential to expand the volume and type of its operations. More transit routes and increased service could support a variety of land uses along transit routes. The road network will continue to expand to service new development areas.

There are also some significant challenges related to transportation corridors. The TCH is a major barrier to pedestrians and cyclists and it tends to separate the community due to its location through the centre of the City, its width, and the amount of traffic it accommodates. The CPR tracks pose similar challenges. With only two at-grade road crossings between the City Centre and the waterfront, trains can limit transportation movements, a particular concern during emergency situations.

Commercial, recreational and industrial transportation occurs on Shuswap Lake. It is serviced by public and private marinas and marine facilities.

Transportation policies in the OCP primarily address the road network as it functions to service vehicular traffic, pedestrian movement, bicycles and transit. Off-road greenways and trails are addressed in section 11.0.

12.2 Transportation Objectives

- 12.2.1 Minimize the negative impacts of the Trans Canada Highway and Canadian Pacific Railway through the City.
- 12.2.2 Improve walking and cycling opportunities by improving sidewalks and bike routes associated with the road network.
- 12.2.3 Expand the route network and frequency of public transit.
- 12.2.4 Support improved services at the Shuswap Regional Airport (Salmon Arm).
- 12.2.5 Ensure necessary parking is available in the City while minimizing its impact on the urban character.

12.3 Transportation Policies

General Policies

- 12.3.1 Develop, improve and maintain a suitable transportation network that supports the various functions that are intended, while:
 - a. maintaining sufficient flexibility to respond to changing needs;
 - b. ensuring the provision and safety of all modes of transportation; and
 - c. encouraging reduced reliance on private automobiles and increased use of walking, cycling and transit, through the construction of new infrastructure and supporting policies respecting development of a compact community with complete neighbourhoods providing local services.
- 12.3.2 Continue to use Development Cost Charges to assist in paying capital costs arising from new growth, including the need to expand or improve roads. Review the Development Cost Charge Bylaw on a regular basis to ensure the changes are appropriate and consistent with the Long Term Financial Plan.
- 12.3.3 Continue to use the Subdivision and Development Servicing Bylaw to identify the works and services (e.g., roads, sidewalks, street lights) required at the time of subdivision or development approval.

Road Network Policies

- 12.3.4 The Road Network Plan shown on Map 12.1 was developed to service current and future growth areas, recognizing provincial highway functions. The Road Network Plan consists of the following components:
- a. Provincial Highways;
 - b. Arterial Roads;
 - c. Collector Roads; and
 - d. Local roads.
- 12.3.5 Except for Local Delivery, Truck Routes are restricted to arterial or collector roads as identified in the Truck Routes Bylaw.
- 12.3.6 Dangerous goods shall only be carried along the established Dangerous Goods Route, as identified in the Transportation of Dangerous Goods Bylaw.
- 12.3.7 Prepare a City wide Transportation Management Plan to review traffic patterns, projections and potential impacts along the road network, including safety for non-vehicular modes of transportation and potential mitigation strategies.
- 12.3.8 Review parking requirements in the Zoning Bylaw and the Downtown Specified Parking Area to ensure a sufficient parking supply while minimizing impacts on urban character.
- 12.3.9 Notwithstanding Policies 12.3.17 through 12.3.24, the Subdivision and Development Servicing Bylaw may identify exceptions to the road and highway right-of-way widths, including reductions or increases in certain locations or circumstances.

Provincial Highway Policies

- 12.3.10 The designated Provincial Highways shown on Map 12.1 Road Network Plan are the Trans Canada Highway and Highway 97B.
- 12.3.11 Work with MOTI to carefully consider subdivision or changes in land use designations which require new access requirements along Provincial Highways.
- 12.3.12 Development may be permitted in the Highway Service/Tourist Commercial and City Centre designations along the Trans Canada Highway and Highway 97B corridors in accordance with this plan prior to the development of frontage or service roads, provided that sufficient land area is reserved for same and restrictive covenants are registered on title that will prohibit direct highway access once those roads are constructed.
- 12.3.13 In accordance with Policy 12.3.12, and for reasons of safety, work with MOTI to undertake immediate planning to establish the concept and right-of-way requirements for frontage or service roads.



12.3.14 Encourage MOTI to undertake design realignment and reconstruction of the Trans Canada Highway in the vicinity of the Salmon River bridge.

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

- a. plan for an additional intersection on Highway 97B at 40 Avenue SE for the Salmon Arm Industrial Park;
- b. plan for a new intersection on the Trans Canada Highway at 20 Street SW and 10 Avenue SW;
- c. plan for intersection improvements at Highway 97B and 10 Avenue SE;
- d. plan for improved intersections along the Trans Canada Highway in the City Centre; and
- e. plan for intersection improvements on the Trans Canada Highway at 50 Street NE in Canoe.

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

12.3.17 Work with MOTI to establish design standards for Provincial Highway and frontage and service road cross sections, pedestrian crossings, boulevards, sidewalks, bike lanes, median treatment, and landscaping in accordance with the following:

- a. Urban standard within the Urban Containment Boundary, as specified in the Subdivision and Development Servicing Bylaw; and
- b. Rural standard outside the Urban Containment Boundary, as specified in the Subdivision and Development Servicing Bylaw.

Arterial Road Policies

12.3.18 **Urban Arterial Roads** are designed with a priority function to facilitate the efficient movement of large volumes of traffic through the community on two to four lanes. Traffic volumes can range up to 30,000 vehicles per day where traffic movement is the primary consideration. In recognition of the priority traffic movement functions, direct individual property access is discouraged and arterial roads will have signalization priority over all other roads except Provincial Highways. Urban arterial roads typically have a right-of-way width of 25 metres except at major intersections with other arterials or provincial highways in which case a 30 metre width is required at the intersection tapering back to 25 metres over a distance of 105 metres;

12.3.19 **Rural Arterial Roads** function similarly to urban arterial roads except that they have a lower ultimate traffic design capacity and may have reduced design standards (e.g. gravel shoulders, narrower paved road width). Rural arterial roads typically have a right-of-way of 25 metres.



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

Collector Road Policies

12.3.21 **Urban Collector Roads** are designed to intercept and convey traffic between local roads and arterial roads as a priority function. Typical traffic volumes on urban collector roads range up to 12,000 vehicles per day. To accomplish this function, collector roads typically have a minimum right-of-way of 20 metres with limited direct access, except where appropriate alternative means of access are unavailable.

12.3.22 **Rural Collector Roads** function similarly to urban collector roads except that they have fewer access points (due to larger parcels), lower ultimate traffic design capacity, and reduced design standards (e.g. gravel shoulders, narrower paved road widths). Rural collector roads typically have a minimum right-of-way width of 20 metres.

Local Road Policies

12.3.23 **Local Roads** are designed primarily to provide direct vehicular and pedestrian access to individual abutting properties. Traffic movement is a secondary consideration and typical traffic volumes range up to 3,000 vehicles per day. Due to their function, local roads may be dedicated to a minimum width of 20 metres with opportunities available for innovative design where conditions permit. A narrower width of 18 metres may be permitted on cul-de-sacs or other roads handling minimal vehicular traffic.

12.3.24 All roads not designated as provincial highways, arterial roads, or collector roads on Map 12.1 Road Network Plan are classified as local roads.

Rail System Policies

12.3.25 Work with CP Rail to explore means of addressing noise, safety and crossing opportunities for all modes of transportation, emergency situations, the transportation of hazardous goods, and the visual impacts of the railway right-of-way on the community.

12.3.26 Work with CP Rail to develop a grade-separated crossing of the rail line between the City Centre and the waterfront, such as an overpass or underpass, which accommodates motor vehicles, cyclists and pedestrians.

12.3.27 Work with CP Rail to develop a grade-separated cyclist and pedestrian crossing of the rail line between the Residential Development Area C and the foreshore trail in the vicinity of the Raven neighbourhood.

12.3.28 Encourage CP Rail to recognize the rail corridor's close proximity to environmentally sensitive areas, and to employ safe operating and maintenance procedures for the long-term protection of these invaluable resources.



Sidewalk, Bike Route and Bike Lane Policies

- 12.3.29 For subdivision and development purposes and capital works planning, sidewalks should be required as follows:
- a. along the frontages of commercial, multiple family residential, and institutional parcels;
 - b. along both sides of arterial and collector roads; and
 - c. along one side of local roads in low density residential areas.
- 12.3.30 Encourage the separation of sidewalks from the traveled portion of roads with grass boulevards and street trees, where space, utilities, and topography permit.
- 12.3.31 Continue to enhance the safety of cyclists by improving cycling infrastructure, including the construction of bike lanes along the bike routes identified on Map 12.2 Cycle Network Plan.
- 12.3.32 Prepare a strategy for sidewalks, bike routes and bike lanes that identifies and prioritizes these projects and integrates with the Greenways Strategy. This could be integrated into a City-wide Master Transportation Plan in the future.

Transit Policies

- 12.3.33 Review the public transit network and consider expanding the route network and frequency as required to service demand. Ensure that the transit network is taken into account in the planning and design of Arterial and Collector Roads.
- 12.3.34 Public transit routing and service frequency should coincide with the sequence of development in the City to address the needs of higher concentrated populations and to achieve the most cost-effective operation.

Air Transport Policies

- 12.3.35 Figure 12.1 delineates the Shuswap Regional Airport (Salmon Arm) operational area and approach corridor.

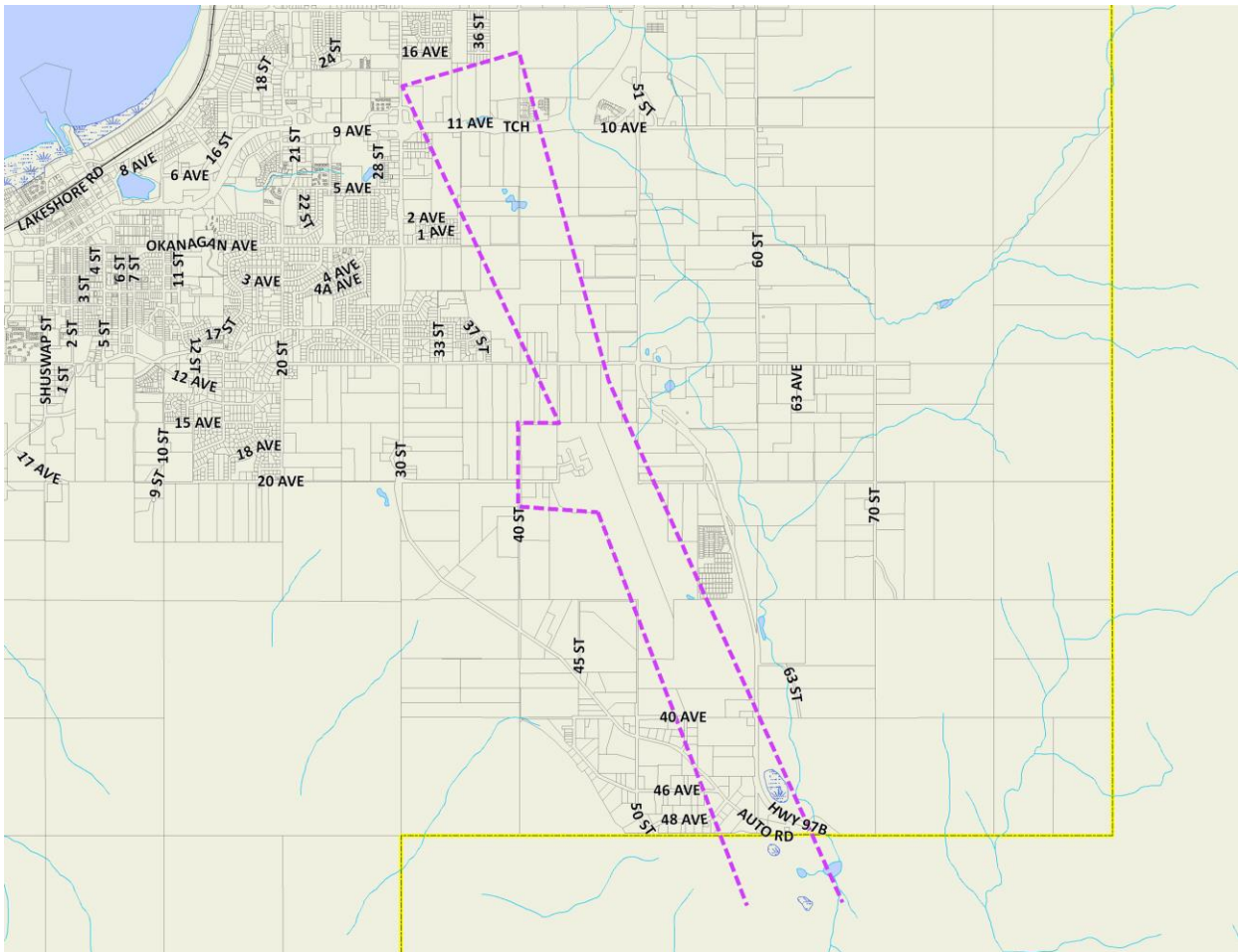


Figure 12.1: Shuswap Regional Airport (Salmon Arm) Operational Area and Approach Corridor

12.3.36 Protect the airport approach corridor for air operations by implementing the following land use criteria:

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

12.3.37 Support the concept of one common use facility at the Shuswap Regional Airport (Salmon Arm) to discourage ad hoc, unlicensed facilities. Emergency helipads may be permitted elsewhere, however these are not of a general commercial nature but primarily an intermittent emergency activity to facilitate movement of patients and medical personnel.

- 12.3.38 Helipads may be permitted as an accessory use in conjunction with commercial or industrial operations subject to such facilities having no provision for on-site fuelling, maintenance or storage of aircraft.
- 12.3.39 Notwithstanding policies 12.3.37 and 12.3.38, floatplane operations and support facilities may be allowed in conjunction with the City's Marine Park wharf and marina facility, provided mitigation measures are taken to address potential disturbance to environmental resources of the foreshore.
- 12.3.40 Restrict floatplanes to landing in the Lake Recreation designation area and taxiing to the wharf to address potential disturbance to environmental resources of the foreshore.

Water Transport Policies

- 12.3.41 Areas designated for Lake Recreation on Map A-1 Land Use may accommodate all forms of water-orientated activities including marinas and marine facilities. Where adjoining the General Industrial designation in Canoe, Lake Recreation areas may accommodate water access and other activities ancillary to the industrial activity (e.g., log transport and storage).





13.0 UTILITIES AND INFRASTRUCTURE

13.1 Community Context

The planning of water, sanitary sewer and storm drainage utilities and infrastructure must be integrated with the planning for existing and future land uses. The overall goal is to manage the City's infrastructure with a view to promoting sustainability over the long term. The City's Subdivision and Development Servicing Bylaw establishes the servicing requirements, including water, sanitary sewer, storm drainage and road frontage improvements, for all subdivisions and developments.

The City's water system consists of two primary water sources, East Canoe Creek at Metford Dam and Shuswap Lake at Canoe Beach, treatment systems for the water sources, and an extensive water pumping, distribution and storage system. The Shuswap Lake water source has a water treatment plant completed in 2009 that meets the Interior Health Authority water treatment objective (4-3-2-1-0). The new water treatment plant was constructed with a capacity of 40 ML/day (8.8 million gallon/day) which is sufficient to meet the estimated maximum daily flow to the year 2030 at current demand rates. The capacity would correspond to a service population of approximately 22,300; the current service population is estimated at 14,000. The East Canoe Creek source is treated by primary disinfection with chlorine and the minor Rumball Creek source has no disinfection as this source is used for irrigation purposes only. The waterworks system is relatively complex and is comprised of eight pressure zones, 202.5 km of watermain, 732 City and 137 private hydrants, six pumping stations, thirteen reservoirs and one dam with a total storage capacity of 23,640 cubic metres and over 5,300 service connections.

Approximately 25% of the City's customers are on water meters while the remaining users are on flat rate



billing. The potable water provided by the City consistently meets the Canadian Drinking Water Guidelines, BC *Drinking Water Protection Act* and the Safe Drinking Water Regulations.

The City's sanitary sewer system meets the guidelines set by the Ministry of Environment to protect public health and the environment. It consists of a wastewater treatment plant and eight lift stations. The sanitary sewer system has approximately 250 km of mainline and 5,900 service connections. The wastewater treatment facility currently services a population of 13,400. The current plant is designed to service a population of 15,000. The current site with proposed expansions (Phases IV to VI) is estimated to service a population of 30,000, but will need upgrading to handle that growth. The City estimates that by 2020, 80% of the population will be serviced by the municipal sanitary sewer system.

The City has been gradually upgrading its storm drainage system to an urban standard as development has intensified within the Urban Containment Boundary. Planning and design for the storm drainage system is based on a 25 year return period storm event. When post development runoff exceeds pre-development runoff, storm detention/retention facilities are required. The City is also concerned about the preservation of environmental quality and is working towards ensuring that discharge does not negatively affect watercourses, particularly Shuswap Lake.

13.2 Utilities and Infrastructure Objectives

- 13.2.1 Develop and manage utilities in a manner that emphasizes energy conservation, environmental sustainability, and fiscal responsibility.
- 13.2.2 Continue to manage the City's sanitary sewer system consistent with best practices.
- 13.2.3 Continue to manage the City's potable water supply consistent with best practices.
- 13.2.4 Improve the City's stormwater system based on best practices to improve water quality and quantity in watercourses and Shuswap Lake.
- 13.2.5 Improve the City's management of solid waste in partnership with the CSRD.
- 13.2.6 Work towards improving community access to private utilities and telecommunication systems.

13.3 Utilities and Infrastructure Policies

General Servicing Strategy Policies

- 13.3.1 Utility infrastructure is permitted within all land use designations delineated on Map A-1 Land Use.
- 13.3.2 Continue to provide water, sanitary sewer, and storm drainage utilities consistent with the phasing of Residential Development Areas A, B and C (policies 8.3.31, 8.3.32, 8.3.33, and 8.3.34).
- 13.3.3 Continue to carry out an infrastructure analysis through capital assets management that identifies the age and condition of the City's water, sanitary sewer and storm drainage utilities and uses this information to identify priorities for upgrading and improving the system.
- 13.3.4 Manage water, sanitary sewer, and storm drainage utilities in a manner that emphasizes energy conservation, environmental sustainability and fiscal responsibility. Consider long term maintenance programs and cost effective operation of existing and future services in relation to financial sustainability when planning new utilities.
- 13.3.5 Continue to develop demand management strategies for water, sanitary sewer, and storm drainage utilities (e.g., reducing water use through metering, conservation measures, low water-use fixtures and appliances).
- 13.3.6 Upgrade or require upgrading of the capacity of services in existing serviced areas to accommodate cost effective redevelopment to higher densities. Priority setting and evaluation will occur primarily through formal infrastructure planning and the capital budget process.
- 13.3.7 Municipal utilities in the Forest Reserve, Salmon Valley Agriculture and Acreage Reserve designations should not exceed the existing standard or be extended, except for the municipal water system outlined in Policy 13.3.15.
- 13.3.8 Continue to use Development Cost Charges to assist in paying capital costs arising from new growth, including the need to expand or improve water, sanitary sewer and storm drainage utilities. Review the Development Cost Charge Bylaw on a regular basis to ensure the changes are appropriate and consistent with the Long Term Financial Plan.
- 13.3.9 Continue to use the Subdivision and Development Servicing Bylaw to identify the works and services (e.g., roads, water, sanitary, storm drainage, sidewalks, street lights) required at the time of subdivision or development approval.
- 13.3.10 Continue to communicate and work cooperatively with other Crown and private utility corporations (e.g., gas, hydro, telephone, telecommunications) within the City towards the provision of a full range of efficient, effective, modern services to resident subscribers.
- 13.3.11 Upgrading of local infrastructure beyond current service levels may be considered through use of local



improvement provisions where the project is funded primarily by benefiting property owners.

13.3.12 Continue to work co-operatively with Neskonlith and Adams Lake Indian Bands to maintain and enhance servicing agreements for City services on Indian Reserve lands.

Water Policies

13.3.13 The City's water system is delineated on Map 13.1 Water System.

13.3.14 Support extensions of the water system within the Urban Containment Boundary consistent with the phasing of Residential Development Areas A, B and C (policies 8.3.31, 8.3.32, 8.3.33 and 8.3.34).

13.3.15 Consider extensions of the water system outside the Urban Containment Boundary when the project is funded primarily by the benefiting property owners.

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

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

- a. Work in cooperation with other watershed stakeholders to implement the recommendations of the Water Source Protection Plan for the East Canoe Creek watershed as shown on Map 13.1 Water System.
- b. Complete a water source protection strategy for the City's Shuswap Lake potable water source and where appropriate work with other Shuswap Lake watershed stakeholders, including the Shuswap Lake Integrated Planning Process.

13.3.18 Address deficiencies in fire flow capabilities (insufficient volume or pressure for firefighting) within the water system at the time of subdivision or development approval.

13.3.19 Update and implement the comprehensive water conservation strategy.

Sanitary Sewer Policies

13.3.20 The City's sanitary sewer system is delineated on Map 13.2 Sanitary Sewer System.

13.3.21 Support extensions of the sanitary sewer system within the Urban Containment Boundary (UCB) consistent with the phasing of Residential Development Areas A, B and C (policies 8.3.31, 8.3.32, 8.3.33 and 8.3.34).

13.3.22 Do not support the extension of the sanitary sewer system outside the UCB. Private sanitary sewer connections outside the UCB may be considered where main extensions are not required, subject to Council approval.

13.3.23 Complete the updating of the Liquid Waste Management Plan consistent with the Terms of Reference



provided by the Province.

- 13.3.24 Continue to manage the City's sanitary sewer system consistent with best practices and the City's Liquid Waste Management Plan.
- 13.3.25 Recognize that outside the Urban Containment Boundary, septic tank and ground disposal will continue to be the primary method of disposing of sewage effluent, subject to the regulations of the Interior Health Authority and Ministry of Environment. Ground disposal or satellite wastewater treatment plants may be considered for the Trans Canada Highway/Highway 97B Intersection in the Highway Service / Tourist Commercial area (see Map A-1 Land Use).
- 13.3.26 Consider the development of a City sani-station for use by recreational vehicles if private facilities are no longer available.
- 13.3.27 Prohibit discharging of hazardous wastes or contaminants to ground disposal or to the City's sanitary or storm drainage systems.

Storm Drainage Policies

- 13.3.28 The City's storm drainage system is delineated on Map 13.3 Storm Drainage System.
- 13.3.29 Adopt the City's Integrated Stormwater Management Plan which includes recommendations on best practices for managing rainwater and stormwater to protect and enhance water quality and quantity in watercourses and Shuswap Lake.
- 13.3.30 Encourage stormwater utilities to be designed and constructed in an environmentally sensitive manner using best management practices (e.g., with permeable absorbent landscapes, natural filtration of water using vegetation, slowing runoff rates) in recognition that most of the watercourses and the final flow destination of Shuswap Lake support important fish and wildlife habitat. Communicate these best management practices to the public and to developers.
- 13.3.31 Require new development to address rainwater and stormwater management, ensuring that post-development flows off the site do not exceed pre-development flows.
- 13.3.32 Continue to use the existing natural drainage pattern as the primary storm drainage system and use stormwater detention/retention as the principal means of meeting the objective of maintaining post-development flows at pre-development levels.
- 13.3.33 Work in conjunction with the various levels of government towards controlling the quality and turbidity of surface runoff within and discharging from existing and new development areas.

13.3.34 Require new development to undertake on-site siltation control measures where runoff could enter the stormwater system or could damage nearby ecosystems.

Solid Waste Policies

13.3.35 Continue to use the landfill in the City managed by the Columbia Shuswap Regional District, which is expected to exceed the life of this plan.

13.3.36 Continue to work cooperatively with the Columbia Shuswap Regional District regarding operation and management of the landfill and implementation of the recommendations of the CSRD Solid Waste Management Plan, including curbside garbage and recycling pick-up.





14.0 ARTS, CULTURE, AND HERITAGE

14.1 Community Context

Salmon Arm's role as a regional centre is evident in the quantity and quality of its arts, culture and community activities, services and facilities. The City has historically provided a relatively high level of service directed at the quality of life of the residents of Salmon Arm and the surrounding region. Although difficult to separate due to their strong inter-relationships, this section addresses arts, culture and heritage topics; other community services including policing, fire and rescue, cemetery services, parks and recreation programs, cultural and social programs, and educational services, are covered in section 15.0.

The City enjoys the benefits of a thriving arts and culture community who volunteer extensive time making arts and culture available to residents and visitors. Some of the highlights include the Salmon Arm Art Gallery, the Salmar Theatre and Film Festival, the Roots and Blues Festival, Wednesdays on the Wharf, and Ross Street Plaza performances. The R.J. Haney Heritage Village and Museum is also a wonderful facility celebrating the heritage of the region.

As the community grows, new arts and cultural facilities will be required. There are many opportunities to explore, and it is accepted that a facility will be most successful if it builds on multiple partnerships and synergies. Some ideas being considered include partnership with Okanagan College, which is outgrowing its existing facility, combination with a public library, and a City Centre location which inter-relates with commercial and park space.

There is a strong interest in heritage in the City, and a Community Heritage Commission (CHC) was created by Council in 2007. The CHC coordinated the completion of the City Heritage Strategy which was adopted by

Council in 2009. The first recommendation of the strategy was to prepare a Heritage Register, of which Phase I was completed and adopted in 2010.

14.2 Arts, Culture, and Heritage Objectives

- 14.2.1 Design and program public spaces for public art, social interaction, and special cultural events.
- 14.2.2 Promote the installation of public art in public and private developments.
- 14.2.3 Facilitate partnerships to improve and create new venues for arts and culture, entertainment and performance.
- 14.2.4 Preserve the heritage characteristics of the community.

14.3 Arts, Culture, and Heritage Policies

General Policies

- 14.3.1 Map A-1 Land Use designates lands for Institutional use and Map 14.1 Community Facilities identifies the locations of facilities such as City Hall, Salmon Arm Regional Airport, Shuswap Lake General Hospital, Salmon Arm Art Gallery, and R. J. Haney Heritage Village and Museum.
- 14.3.2 Acknowledge the role of community groups in providing arts, culture and heritage services, and work in collaboration with these groups, particularly in terms of supporting volunteer organizations and encouraging shared facilities.

Arts and Culture Policies

- 14.3.3 Prepare a Culture Master Plan, including arts, either on its own, or as part of a broader Parks, Recreation and Culture Master Plan.
- 14.3.4 Explore opportunities to establish an arts and cultural precinct in proximity to the existing theatres and art gallery.
- 14.3.5 Facilitate partnerships to build a Community Arts Centre, potentially including visual and performing arts, with capacity for a variety of programs and events.
- 14.3.6 Pursue more shared arts and cultural opportunities with First Nations.
- 14.3.7 Encourage public art in the City Centre, in major public spaces, and on large development projects.

Heritage Preservation and Conservation Policies

- 14.3.8 Promote awareness of the City's heritage resources by implementing the recommendations of the Heritage Strategy, including completion of the Heritage Register.
- 14.3.9 Encourage the protection of the integrity of the sites and buildings on the Heritage Register.
- 14.3.10 Encourage the sensitive adaptation of heritage buildings for other uses.
- 14.3.11 Encourage new development to respect buildings, sites, and features with heritage significance, even when those features are close to rather than within the development site.
- 14.3.12 Support the R.J. Haney Heritage Village and Museum in preserving an important representation of the City's heritage.
- 14.3.13 Review options to identify and protect archaeological sites in consultation with First Nations and in accordance with the *Heritage Conservation Act*.
- 14.3.14 Continue to support the three designated municipal heritage sites in the City: R.J. Haney House, Salmon Arm Art Gallery, and the Old Court House facade.





15.0 COMMUNITY SERVICES

15.1 Community Context

For the purpose of this OCP, community services include policing, fire and rescue, cemetery services, parks and recreation programs, cultural and social programs, and educational services. As noted in section 14.0, there are strong inter-relationships between community services, arts, culture and heritage. There are also strong inter-relationships among community services, parks, housing and transportation.

As the community grows, services need to increase in their scope and capacity. The school age population is not growing, therefore new elementary and secondary schools are not likely to be needed during the life of this Plan. Okanagan College is anticipating growth in its enrolment, and has been exploring options for accommodating the growth, including a potential City Centre campus.

There are many community organizations that help to support those with special needs in Salmon Arm. These groups and facilities include, but are not limited to, the Family Resource Centre, Safehouse, Thrift Store, Group for Community Living, Shuswap Children's Association, Salvation Army, Red Cross, Rotary, and the Seniors Resource Centre.

The City is involved in the provision of community services (some of which include arts and culture) through a variety of roles, including:

- a. as a direct provider of facilities and services;
- b. as a joint participant;
- c. as a facilitator or coordinator;
- d. as a funder; and
- e. as a regulator.

Recent events such as economic growth; social, demographic and economic change; and government downsizing and offloading have brought new pressures for the City. The delivery of social programs continues to be either a provincial or federal function, however the community also turns to the City in times of increased need.

Since increased demand for community services is unlikely to be associated with new revenue sources, the municipality will need to continue working hard to balance its priorities. Some of the issues raised by the public during the OCP process included homelessness, vandalism, and drug use. The public also stressed positive ways to address these issues, e.g., building relationships, providing positive activities, ensuring availability of employment, and engaging seniors and youth in volunteer capacities.

The City's existing cemetery is expected to reach its capacity during the term of this plan. A new cemetery site at 2700 - 20 Avenue SE has been acquired.

The existing public works yards buildings are nearing the end of their lifespan and the current location is identified as a future community park to be added to Little Mountain Community Park. A new public works yard will be required in the future.

15.2 Community Services Objectives

- 15.2.1 Work with, support, and consult government agencies, community organizations and volunteer groups that provide diverse community and social services.
- 15.2.2 Support health and education services consistent with the needs in the City and region.
- 15.2.3 Increase efforts to improve community safety through measures such as Crime Prevention Through Environmental Design (CPTED), safety audits, and more oversight and monitoring by the community.
- 15.2.4 Provide emergency and protective services consistent with the City's population and demographics.
- 15.2.5 Explore and implement opportunities to encourage and improve public participation by diverse members of the community in planning processes and community organizations.

15.3 Community Services Policies

General Policies

- 15.3.1 Map A-1 Land Use designates lands for Institutional use and Map 14.1 Community Facilities identifies the locations of community facilities such as:
- a. public schools;
 - b. recreation and community centres;
 - c. library;
 - d. churches;
 - e. airport;
 - f. cemeteries;
 - g. Okanagan College;
 - h. City Hall, works yard, and fire halls;
 - i. waste water treatment plant, water pollution control centre, and regional landfill;
 - j. hospital and other health care facilities; and
 - k. RCMP detachment.
- 15.3.2 Parks are identified on Map A-1 Land Use as well as on Map 11.1 Existing and Proposed Parkland.
- 15.3.3 Institutional uses, including schools, churches, health care facilities, libraries and provincial and federal offices are supported within the Urban Containment Boundary. These uses are strongly encouraged to locate within convenient access of major transportation routes to ensure ease of accessibility and to minimize negative impacts on residential developments. Official Community Plan Amendment applications are not required to locate Institutional uses within the Urban Containment Boundary. Public input regarding locations may be received through the Public Hearing process associated with rezoning applications for new institutional uses.
- 15.3.4 Community support services and uses, such as shelters, transition / youth homes and other forms of social housing, are supported within the Urban Containment Boundary. Official Community Plan amendment applications are not required to locate community support services and uses within the Urban Containment Boundary. Public input regarding locations may be received through the Public Hearing process associated with rezoning applications.
- 15.3.5 Continue to communicate and work cooperatively with community service agencies such as local service clubs, non-profit organizations, churches, the Regional District, educational institutions, library, health care institutions, and provincial and federal agencies to promote a healthy community, to plan future facilities, to ensure a full spectrum of services, and to identify and work cooperatively to address emerging issues.



- 15.3.6 Acknowledge the role of community groups in providing community services, and work in collaboration with these groups, particularly in terms of supporting volunteer organizations.
- 15.3.7 Prepare a Cemetery Master Plan for the new cemetery site.
- 15.3.8 Encourage major institutional uses that serve the entire community, such as health care facilities, government buildings, and cultural facilities, to locate within the City Centre.
- 15.3.9 Encourage civic buildings to be located on the frontage of public squares, major streets or similar high profile locations with good visibility and accessibility and where buildings complement a development node (e.g., other civic, recreation, commercial, education, and/or cultural activities).
- 15.3.10 Identify a suitable location for a new public works yard.

Schools Policies

- 15.3.11 Support the expansion and possible relocation of all or part of Okanagan College, possibly including a City Centre campus.
- 15.3.12 Work with School District No. 83 in the planning of new school sites for the future.
- 15.3.13 Work with School District No. 83 in planning for future land use options for lands which may become surplus to the School District's needs.
- 15.3.14 Deleted with Bylaw No. 4059 – Adopted November 10, 2014
- 15.3.15 Encourage the joint development of neighbourhood parks and elementary school sites.
- 15.3.16 Continue using the Joint Partnership Agreement with School District No. 83 for the funding and development of sports fields and related facilities, and for the use of schools for after-hour community programs.

Police Protection Policies

- 15.3.17 Continue to provide and maintain police protection service levels in accordance with the growing and changing needs of the community, working with the RCMP to ensure rational costs and efficient service delivery.
- 15.3.18 Consider Crime Prevention through Environmental Design (CPTED) principles when reviewing development proposals for private and public lands.

Fire Protection Policies

15.3.19 Continue to use the four existing fire halls and one fire training centre. No additional fire protection facilities are anticipated to be needed during the term of this plan.

Social Services Policies

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

15.3.21 Participate in the preparation of a Social Needs Assessment and a Community Social Plan.

15.3.22 Support social planning through the following measures:

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

Public Participation in City Processes Policies

15.3.23 Prepare a communication program to explain to residents the City's function and jurisdiction for local government services and the responsibilities of City Council and City Departments.

15.3.24 Review opportunities to improve public participation in City processes.

15.3.25 Review the role of City Committees, including updating their Terms of Reference.



16.0 IMPLEMENTATION AND MONITORING

The Official Community Plan is adopted by bylaw in accordance with the *Local Government Act* and provides the community's formal statement of its objectives and policies respecting the form and character of existing and proposed land use and development. The objectives and policies presented in the Plan provide specific direction for long-term development in Salmon Arm and provide a number of action steps to implement the Plan. This section provides a summary of the principal actions required to implement the objectives and policies of the Official Community Plan.

16.1 Development Approval Information

Through the authority of Section 920.01 of the *Local Government Act*, the City may specify circumstances or designate areas (or both) in which development may not proceed until information about potential impacts is provided and assessed. This information may be required for:

- Applications for amendments to the Zoning Bylaw,
- Applications for a Development Permit, and
- Applications for Temporary Use Permits.

The entire City may be established as a Development Approval Information Area (DAIA). If adopted by Council, a DAIA Bylaw will set out the procedures and terms of reference for applicants with respect to development approval information. The City may determine what information is required for each application, and where necessary, require that information be collected and analyzed by a certified professional in the appropriate discipline.

Unless otherwise determined, an applicant will be expected to provide information regarding existing conditions with respect to the following topics; the type, magnitude and significance of potential impacts in relation to these topics; and measures to address potential impacts. The information requested may include, but is not limited to, the following topics:

- Transportation network and traffic flow,
- Local infrastructure,
- Community services and facilities, including schools, parks, and greenways,
- Natural resources, including fish and wildlife, terrain, and hazards,
- Affordable and special needs housing, and
- Energy flows and greenhouse gas emissions.

16.2 Development Approval Information Policies

16.2.1 Prepare and adopt a Development Approval Information Bylaw.

16.3 Implementation Actions and Priorities

Implementation actions are presented and briefly discussed in Figure 16.1. This is not presented as a complete list as new implementation strategies may evolve throughout the life of the Plan as the community grows and develops.

The action steps identified in Figure 16.1 have cost implications and will need to be considered within the context of the City’s Long Term Financial Plan. As such, the identification of action items in Figure 16.1 does not commit the City to undertaking these actions.

Priorities are assigned to the implementation actions as follows:

- Short Term – 1 to 3 years (2012 -2014)
- Medium Term – 4 to 6 years (2015 – 2017)
- Long Term – 7 to 10 years (2018 – 2021)
- Ongoing – includes liaison/advocacy and administration processes (2012-2021)

Bylaws and Existing Documents	This section includes requirements for review and updates of existing bylaws and documents.
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<i>Subject</i>	<i>Action</i>	<i>Discussion</i>	<i>Priority</i>
Zoning Bylaw	Conduct a complete review of the zoning bylaw to ensure consistency with the Plan.	The land use directions set out in this Plan are generally consistent with the previous OCP, but there are some changes which will create inconsistencies between the OCP and Zoning Bylaw. In particular, the Multiple Family Residential, Service Commercial, Mixed Use, Industrial and Assisted Living zones should be reviewed. Consider zones for the surface of Shuswap Lake. Also consider secondary suites, coach houses, parking requirements and density bonus provisions.	Short Term
Current Planning Documents	Review current planning documents to ensure they are consistent with the Official Community Plan.	The City has numerous planning policy documents which provide more specific policy direction on a local area or topic. Many of these documents such as the Modified Area B Study and the Parks and Open Space Plan have been incorporated into the OCP. Others should be reviewed and revised as required to ensure consistency with the OCP.	Ongoing
Update Financial Plan	Update the City's Financial Plan in relation to Residential Development Area phasing and infrastructure initiatives.	The OCP provides a number of recommendations which will generate financial expenditures and it also suggests timing for some expenditures. The Financial Plan should be reviewed to consider these directions.	Short Term
Subdivision and Development Servicing Bylaw	Review and modify the SDS bylaw to reflect subdivision and servicing recommendations.	Examples of likely changes required include industrial area servicing standards, sidewalk standards, landscape standards, and materials and construction standards based on best management practices.	Short Term
Development Cost Charge Bylaw	Modify the DCC bylaw to reflect initiatives of the OCP.	There are a number of new and continued initiatives that should be attributed, at least in part, to future development. These include improvement to the water system, roads, parks, community facilities, sewer system and storm drainage system. More detailed research may be required in advance of the DCC bylaw review process.	Short Term
Liaison /	Continue to work with	There are many actions where the City needs to	Ongoing



Bylaws and Existing Documents		This section includes requirements for review and updates of existing bylaws and documents.	
<i>Subject</i>	<i>Action</i>	<i>Discussion</i>	<i>Priority</i>
Advocacy	other groups and agencies to achieve specific Plan policies.	involve other groups or agencies to achieve the OCP's vision. In particular, the City will need to work with the CPR, MOTI, School District No. 83, First Nations, IHA, environmental management agencies, and community groups.	
Development Approval Information Bylaw	Prepare, adopt and implement a Development Approval Information Bylaw.	A Development Approval Information Bylaw will make it easier for the City to request the information necessary for a comprehensive evaluation of development proposals.	Short Term
Monitoring Framework	Prepare a monitoring framework for evaluating the OCP.	Monitoring can help the City evaluate whether the vision and goals are being achieved, and adjust implementation efforts accordingly.	Short Term
Community Involvement and Input	Facilitate ongoing community involvement and input in the implementation of the Plan in response to the growth and development of the community.	The successful implementation of the Plan will require ongoing community commitment to the principles and policies of the Plan. Community commitment can be developed by informing and engaging the public in the planning process through such activities as education and information as well as Plan reviews and strategic planning exercises.	Ongoing
New Studies and Projects		This section includes new research, studies or projects. These are listed under the OCP section headings and exclude projects in the section above.	
<i>OCP Section</i>	<i>Action</i>	<i>Priority</i>	
Growth Management Strategy	Community action plan to reduce GHG emissions and achieve targets	Short Term	
	Research local climate change and local adaptation strategies	Medium Term	
	Measure and report GHG emissions annually	Short Term	
	Review opportunities for a Development Permit Area for energy conservation and reduction of greenhouse gases	Medium Term	
	Investigate participation in the Partners for Climate Protection (PCP) Program	Short Term	
Environment	Conduct a Sensitive Ecosystem Inventory (SEI) or Environmentally Sensitive Areas (ESA) study	Short Term	
	Review and update the OCP based on SEI or ESA study, including potential new DP for terrestrial ESAs	Short Term / Medium Term	

New Studies and Projects		This section includes new research, studies or projects. These are listed under the OCP section headings and exclude projects in the section above.
<i>OCP Section</i>	<i>Action</i>	<i>Priority</i>
	Review and update the City's Tree Protection Bylaw	Medium Term
	Review and update the City's stormwater system	Ongoing
	Review opportunities for a Development Permit Area for water conservation	Medium Term
	Review opportunities for a Shuswap Lake Foreshore Development Permit Area	Short Term
	Incorporate procedures for assessing environmental considerations in development and infrastructure projects	Short Term
Potential Hazard Areas	Review and update the Hazard Areas Development Permit Area guidelines	Medium Term
	Review and update the floodplain provisions of the Zoning Bylaw	Medium Term
	Research and consider options for improving wildfire prevention and management	Medium Term
	Research and consider options for regulating the removal of soil and the deposit of soil	Medium Term
Rural and Agriculture	Consider updating and implementing the 2004 Agricultural Area Plan: <ul style="list-style-type: none"> • Research opportunities to permit enhanced agri-tourism • Research opportunities to promote urban agriculture 	Short Term
	Review potential land uses and servicing for "ALR Island"	Medium Term
Urban Residential	Prepare Hillside Development Guidelines and servicing standards for steep slopes	Short Term
	Prepare a Housing Strategy	Short Term
Industrial	Research options for increasing municipal services to industrial areas	Medium Term
	Revise zoning, servicing standards, and Development Permit Area guidelines in the Special Development Area	Medium Term
	Undertake a detailed aggregate supply and demand study	Long Term
Parks, Recreation and Greenways	Prepare a Parks and Recreation Master Plan	Short Term
Transportation	Prepare a City wide Transportation Management Plan	Medium Term
	Prepare a strategy for sidewalks, bike routes and bike lanes integrated with the Greenways Strategy	Short Term



New Studies and Projects		This section includes new research, studies or projects. These are listed under the OCP section headings and exclude projects in the section above.
<i>OCP Section</i>	<i>Action</i>	<i>Priority</i>
	Work with MOTI on planning to minimize negative impacts of the Trans Canada Highway and on design standards for provincial highway, frontage and service roads	Ongoing
	Work with CP Rail to minimize the negative impacts and improve the safety of the railway, including the development of a grade-separated crossing near the City Centre, and a grade-separated cycling and pedestrian crossing near Raven.	Ongoing
	Review and consider improvements to the public transit network	Ongoing
Utilities and Infrastructure	Prepare and implement potable water source protection strategies	Ongoing
	Update and implement the comprehensive water conservation strategy	Medium Term
	Adopt the City's Integrated Stormwater Management Plan	Short Term
Arts, Culture and Heritage	Prepare a Culture Master Plan (in conjunction with the Parks and Recreation Master Plan)	Medium Term (Short Term)
	Review options to protect archaeological sites	Medium Term
Community Services	Participate in a Social Needs Assessment and Community Social Plan	Short Term
	Prepare a Cemetery Master Plan for the new cemetery site	Short Term

Figure 16.1: Implementation Actions

16.4 Monitoring

Monitoring the OCP will be important in order to evaluate whether the vision and goals are being achieved. This can help the City to adjust their efforts during the term of the OCP to better meet the community's vision. Monitoring systems often include qualitative and quantitative measures.

Qualitative measures may involve expert opinion or surveys, e.g., questions to community groups such as "do you feel that your efforts are being supported by the City?" Focus groups can also be effective in contributing to monitoring, e.g., an annual workshop with the OCP Advisory Select Committee.

Quantitative measures may include:

- development statistics, e.g., amount of single family vs. multiple family housing,
- land area calculations, e.g., amount of environmentally sensitive area that is protected,

- other statistics, e.g., consumption of water and energy, transportation data,
- capital projects, e.g., utilities, recreation facilities, parks or greenways constructed, or
- social programs, e.g., programs for seniors, youth.

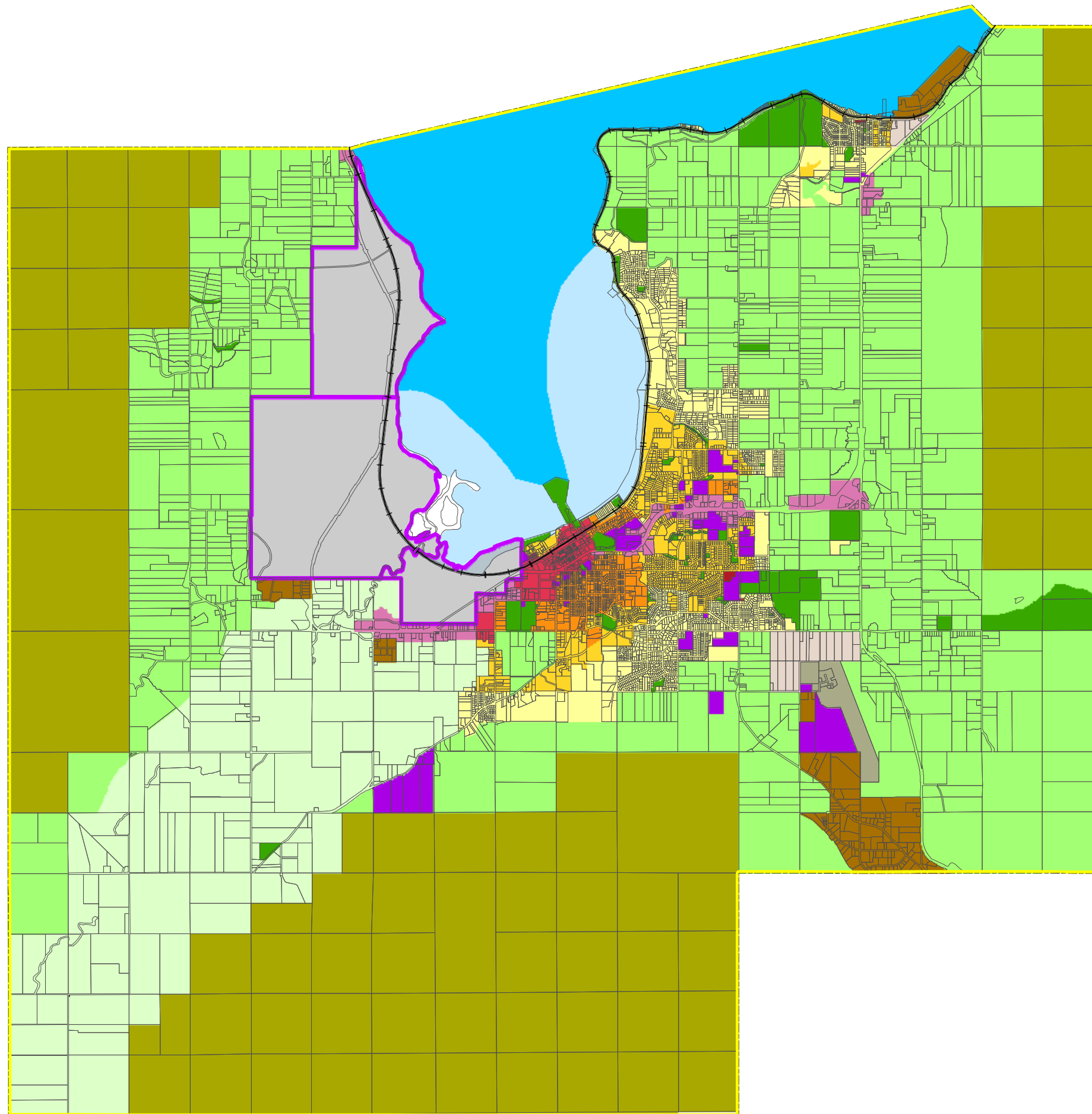
A monitoring system needs to have appropriate indicators that can be measured without too much effort. Ideal measures are those which are already collected by the City.

16.5 Monitoring Policies

- 16.5.1 Prepare and adopt a monitoring framework for evaluating the OCP implementation, including measures and the time frame for monitoring.



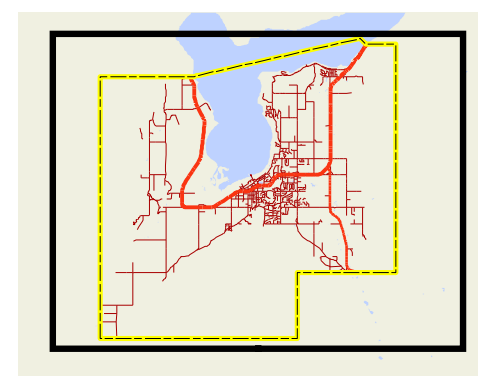
**Map A-1
Land Use**



Legend

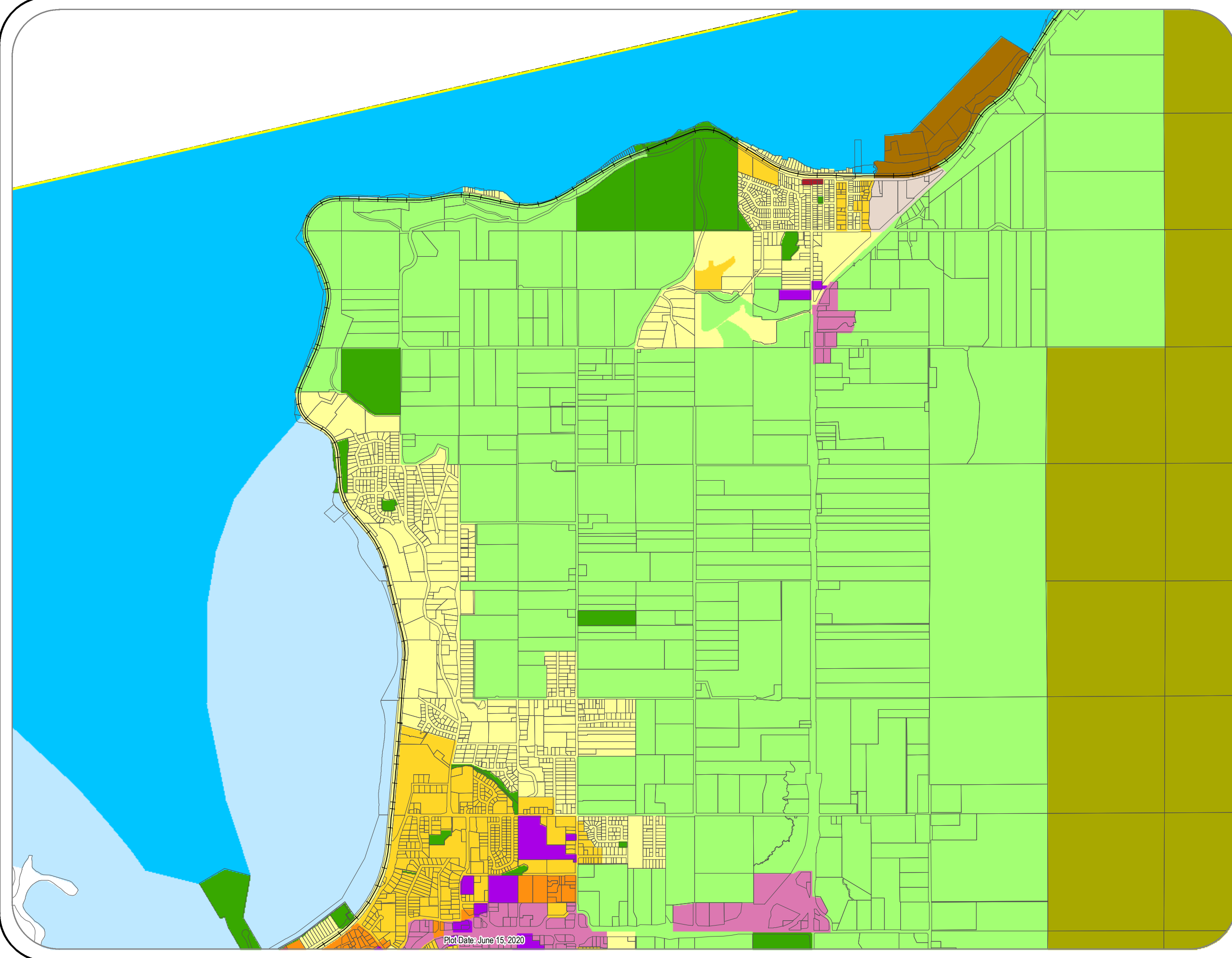
- Acreage Reserve
- Salmon Valley Agriculture
- Forest Reserve
- Park
- Environmentally Sensitive Lake Areas
- Lake Recreation
- Institutional
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Commercial - City Centre
- Commercial - Neighbourhood
- Commercial - Highway Service / Tourist
- Industrial - General
- Industrial - Light
- Industrial - Airside
- City Boundary
- Indian Reserves
- Parcels

Key Map



Kilometers
0 0.25 0.5 1

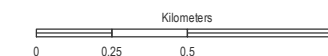
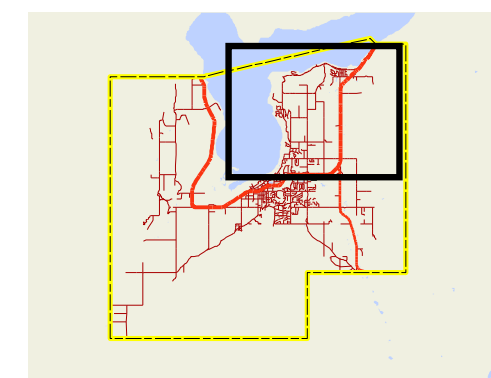
**Map A-1a
Land Use**



Legend

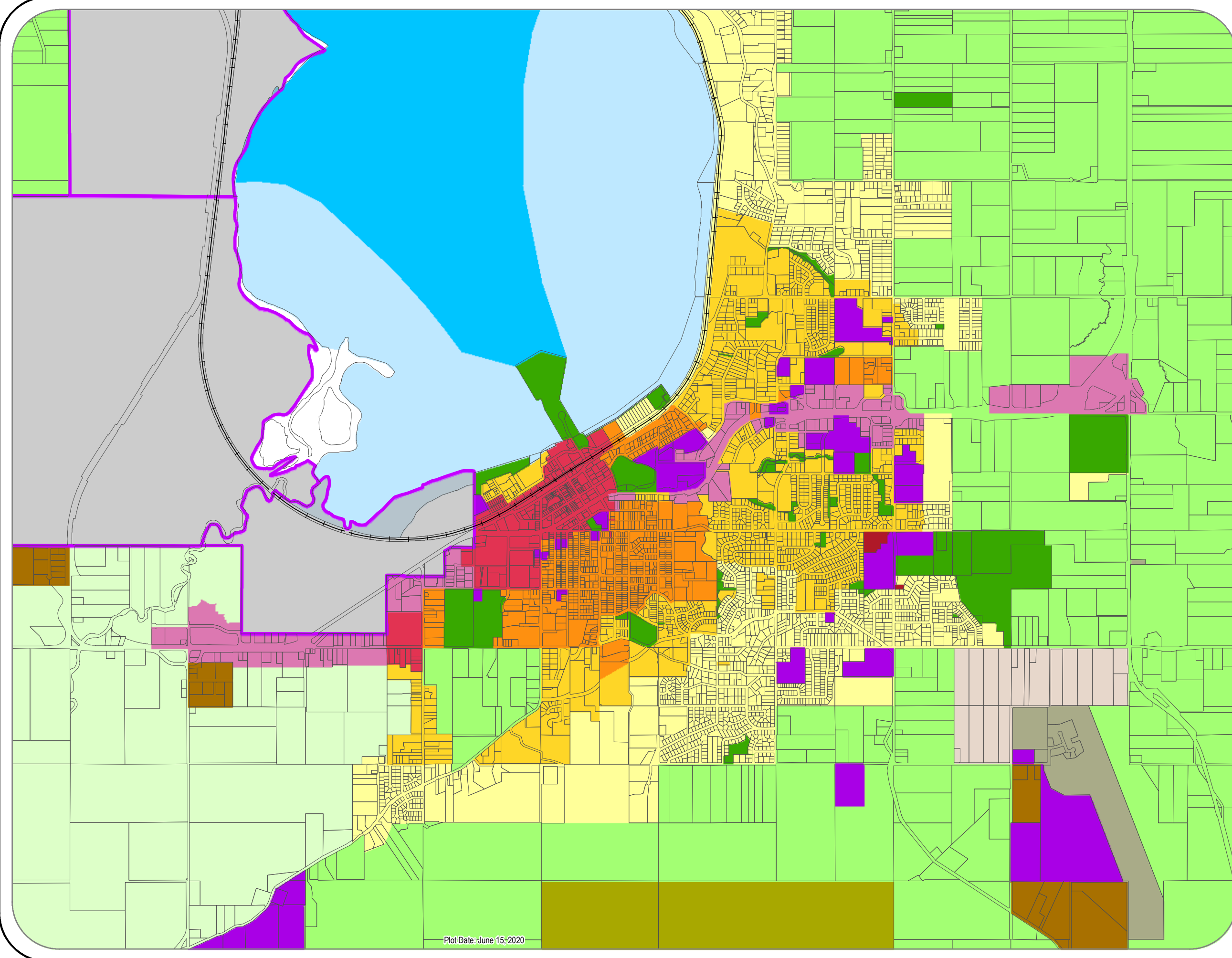
- Acreage Reserve
- Salmon Valley Agriculture
- Forest Reserve
- Park
- Environmentally Sensitive Lake Areas
- Lake Recreation
- Institutional
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Commercial - City Centre
- Commercial - Neighbourhood
- Commercial - Highway Service / Tourist
- Industrial - General
- Industrial - Light
- Industrial - Airside
- City Boundary
- Indian Reserves
- Parcels

Key Map



Plot Date: June 15, 2020

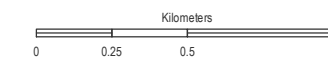
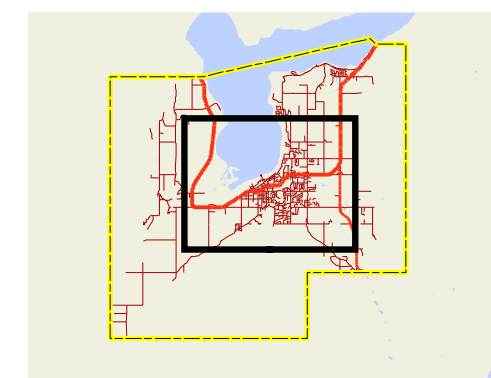
**Map A-1b
Land Use**



Legend

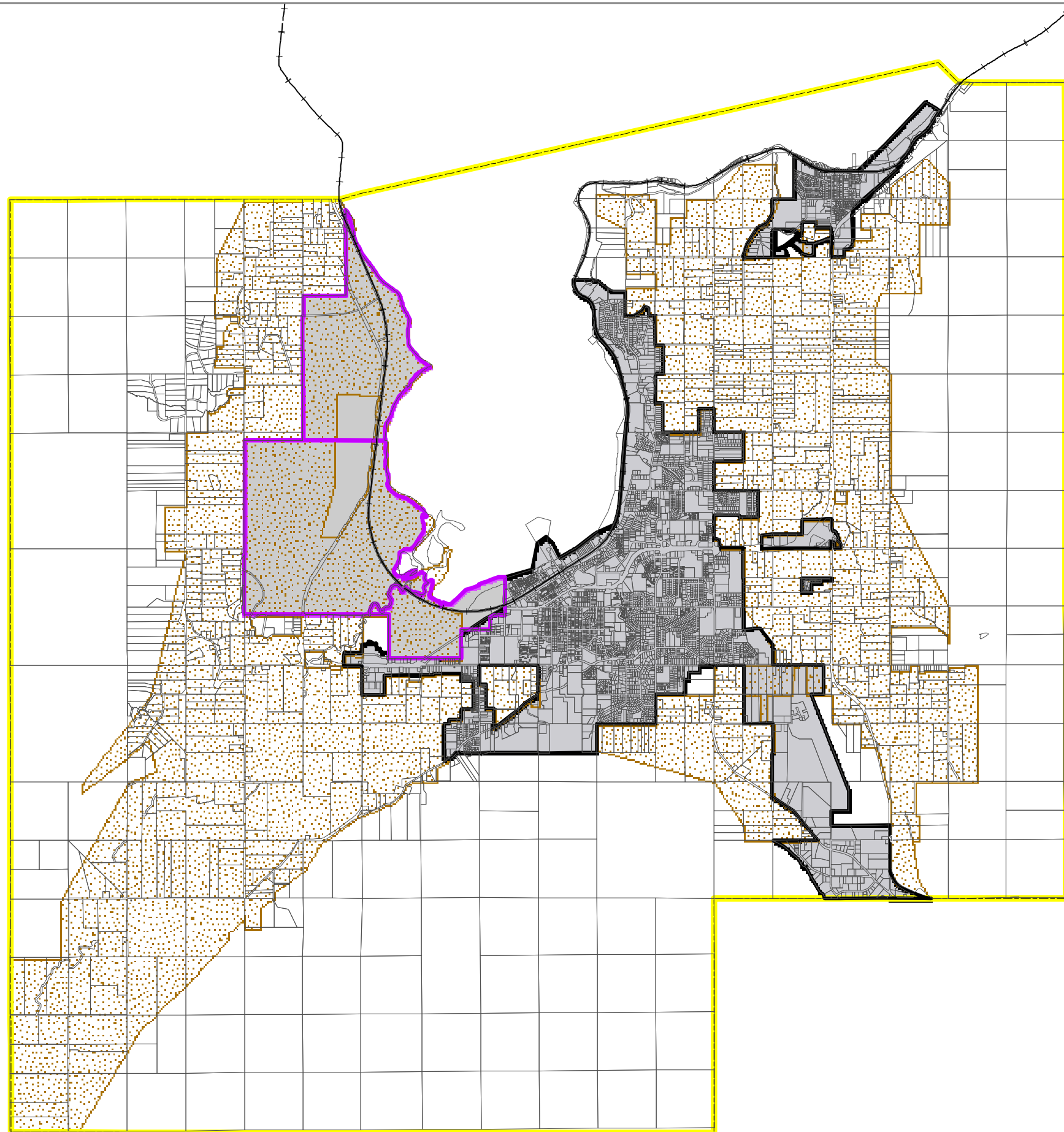
- Acreage Reserve
- Salmon Valley Agriculture
- Forest Reserve
- Park
- Environmentally Sensitive Lake Areas
- Lake Recreation
- Institutional
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Commercial - City Centre
- Commercial - Neighbourhood
- Commercial - Highway Service / Tourist
- Industrial - General
- Industrial - Light
- Industrial - Airside
- City Boundary
- Indian Reserves
- Parcels

Key Map







Plot Date: June 15, 2020

Map 4.1 Urban Containment Boundary



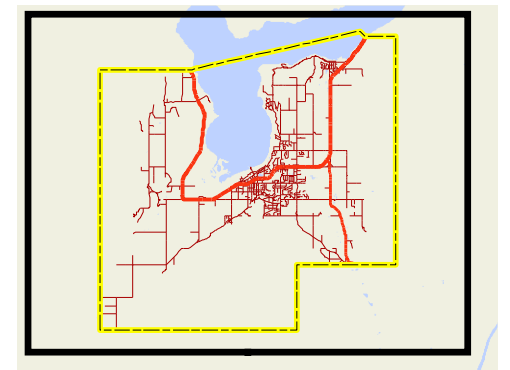
Legend

-  Urban Containment Boundary (UCB)
-  Potential UCB Expansion
-  Agricultural Land Reserve (ALR)*
-  City Boundary
-  Indian Reserves
-  Parcels

*Note:

This map provides a general representation of the parcels in the ALR. For exact boundaries consult the certified ALR boundary maps retained by the Agricultural Land Commission.













Key Map



Kilometers
0 0.25 0.5 1

Map 5.1 Environmental Resources

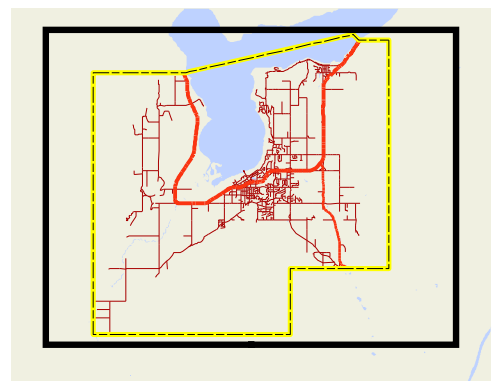
Legend

-  Known Fish Observations (MoE)
-  Suspected Non-Fish Bearing Stream
-  Suspected Fish Bearing Stream
-  Documented Fish Bearing Stream
-  Red Listed Species & Ecosystems (CDC, MoE)
-  Blue Listed Species & Ecosystems (CDC, MoE)
-  Environmentally Sensitive Lake Areas
-  1:200 Year Floodplain
-  City Boundary
-  Indian Reserves
-  Parcels
-  Streams

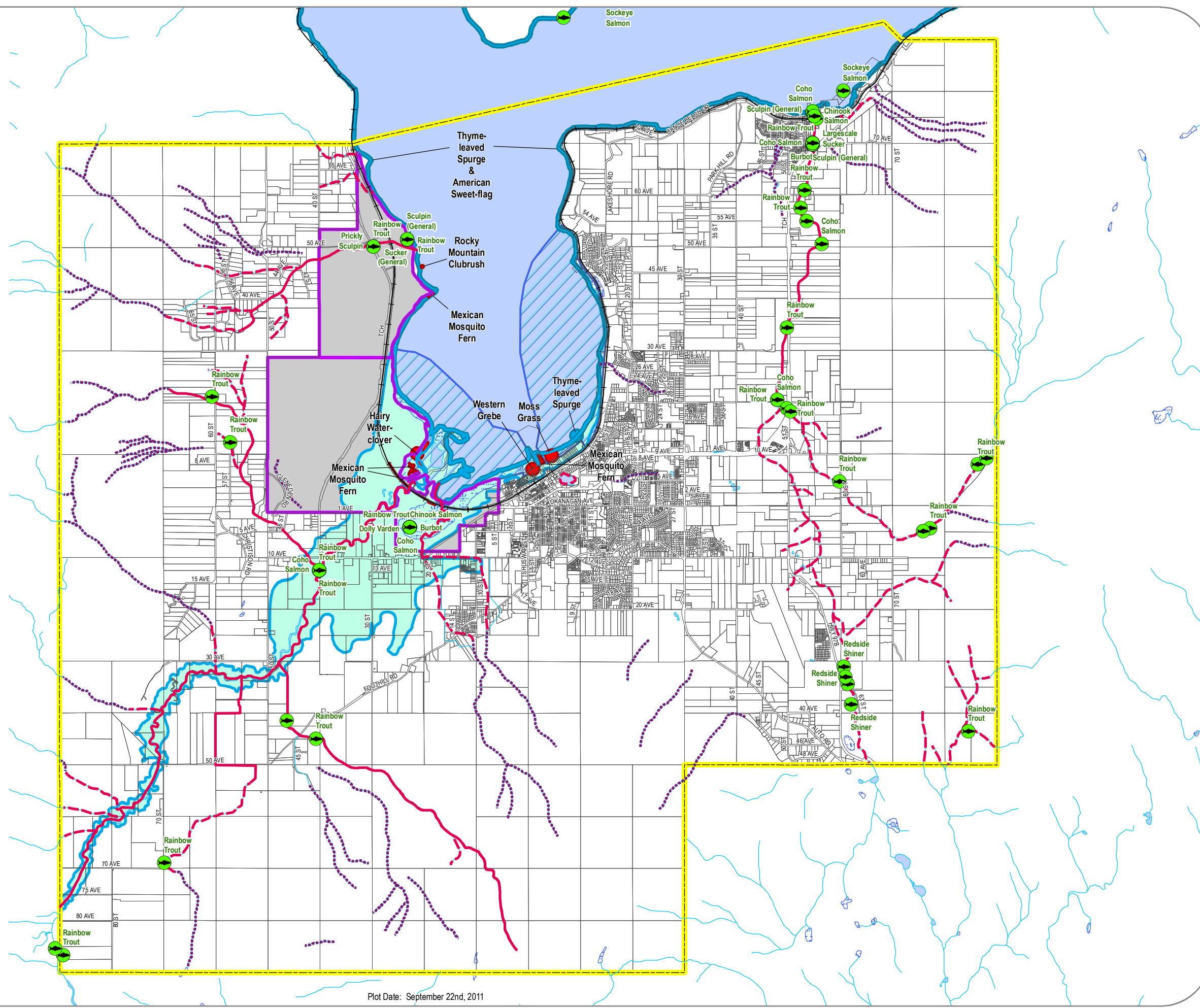
Note:

CSRD Shoreline / Foreshore data is not displayed due to difficulties showing detailed information at this map scale.

Key Map





Kilometers
0 0.25 0.5 1





Map 5.2
Environmentally Sensitive
Riparian Areas

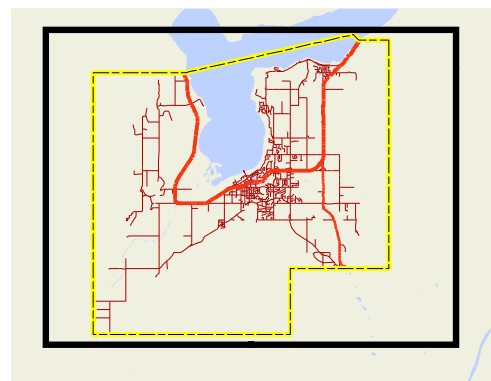
Legend

-  Environmentally Sensitive Riparian Areas
-  City Boundary
-  Indian Reserves
-  Parcels
-  Streams

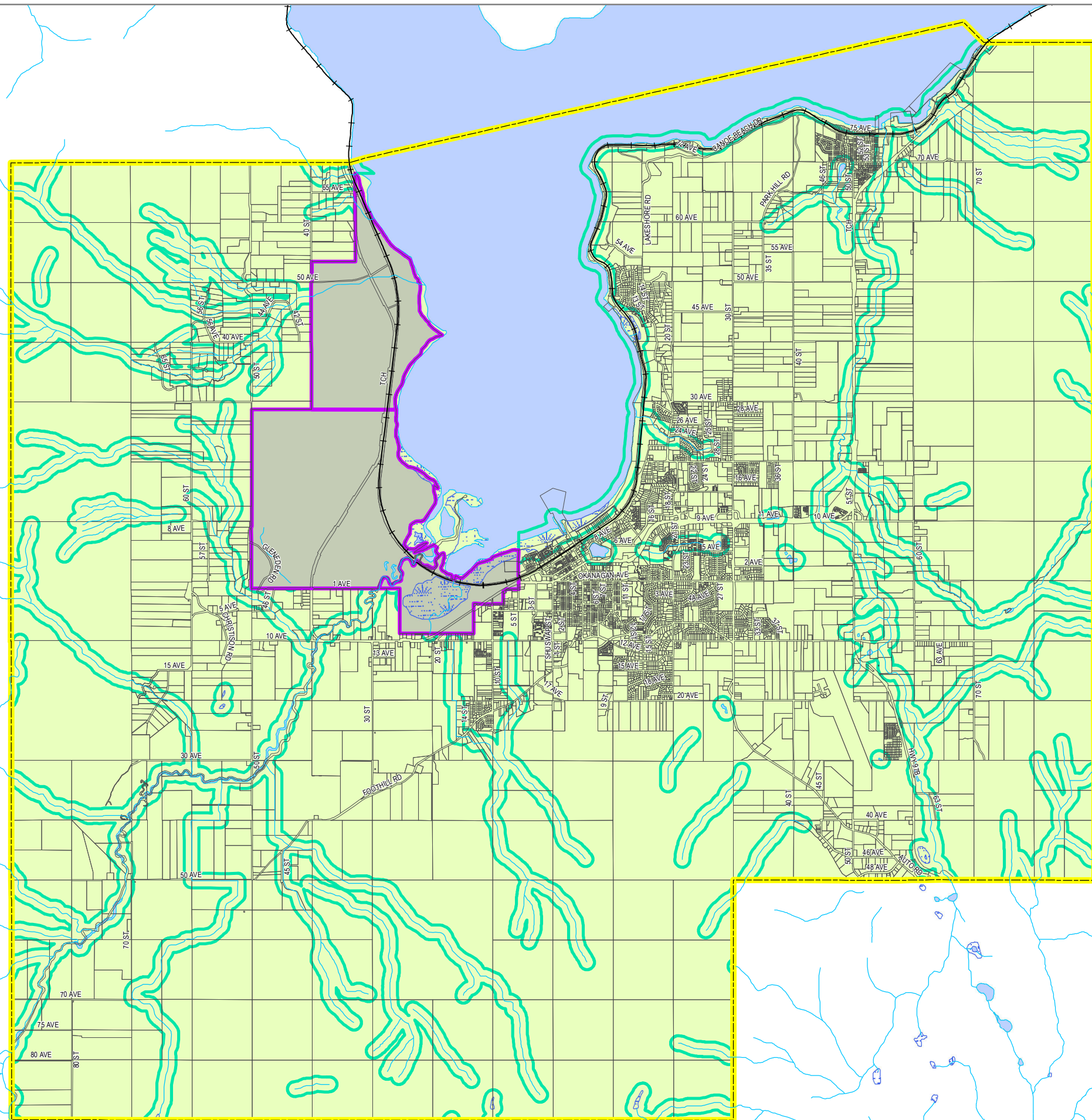
Note:

1. The approximate locations of Environmentally Sensitive Riparian Areas are shown as  but this inventory is incomplete and additional mapping is required, including site survey and/or assessment by a QEP as per Riparian Areas Regulation.
2. Width of Environmentally Sensitive Riparian Areas are not to scale. Refer to Policy 5.4 
3. All Designations are conceptual only, subject to site survey.

Key Map




Kilometers
0 0.25 0.5 1



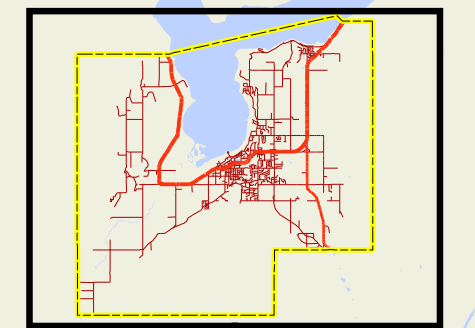


Map 6.1 Potential Hazard Areas

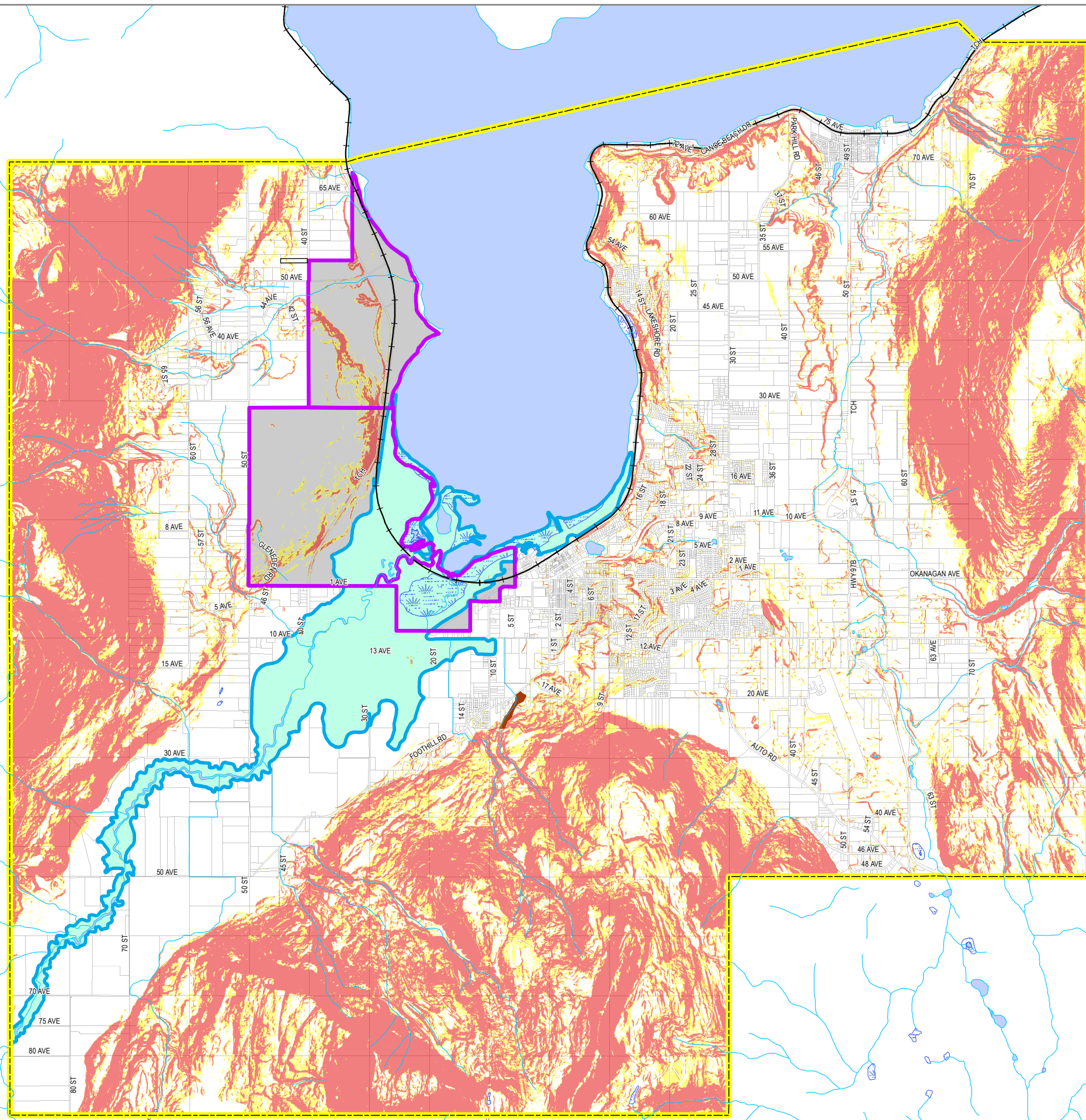
Legend

-  1:200 Year Floodplain
-  20 - 30% Slope
-  > 30% Slope
-  Debris Hazard (Golder Associates Ltd.)
-  City Boundary
-  Indian Reserves
-  Streams

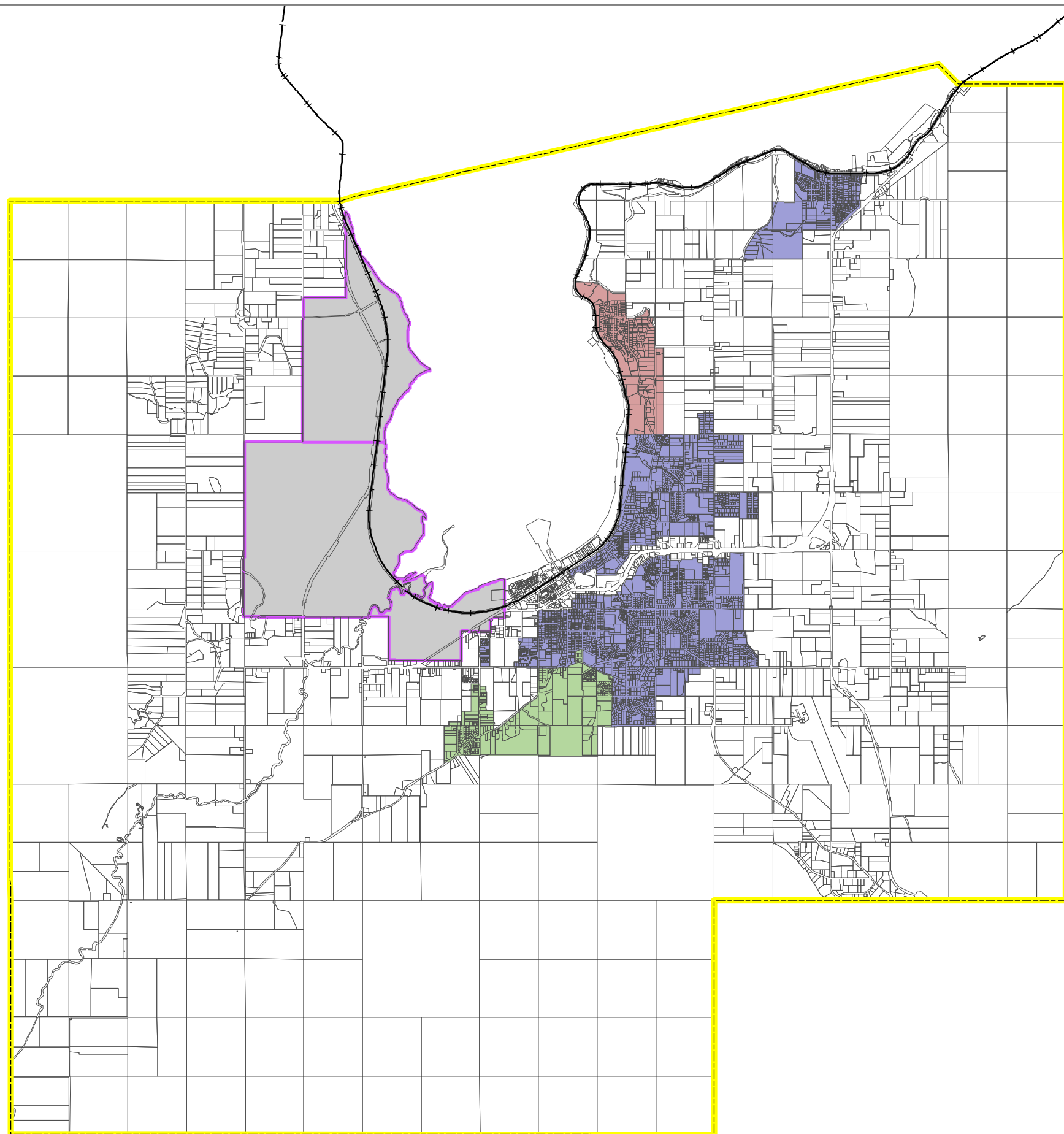
Key Map



Kilometers
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Map 8.1 Residential Development Areas

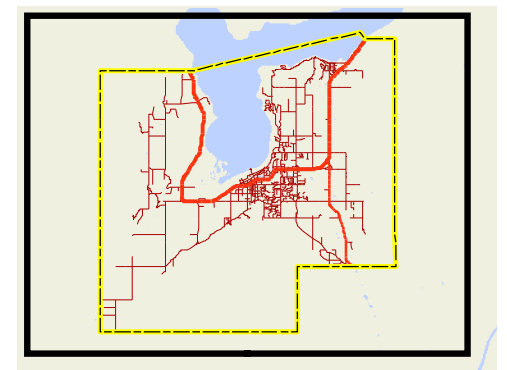


Legend

Residential Development Areas

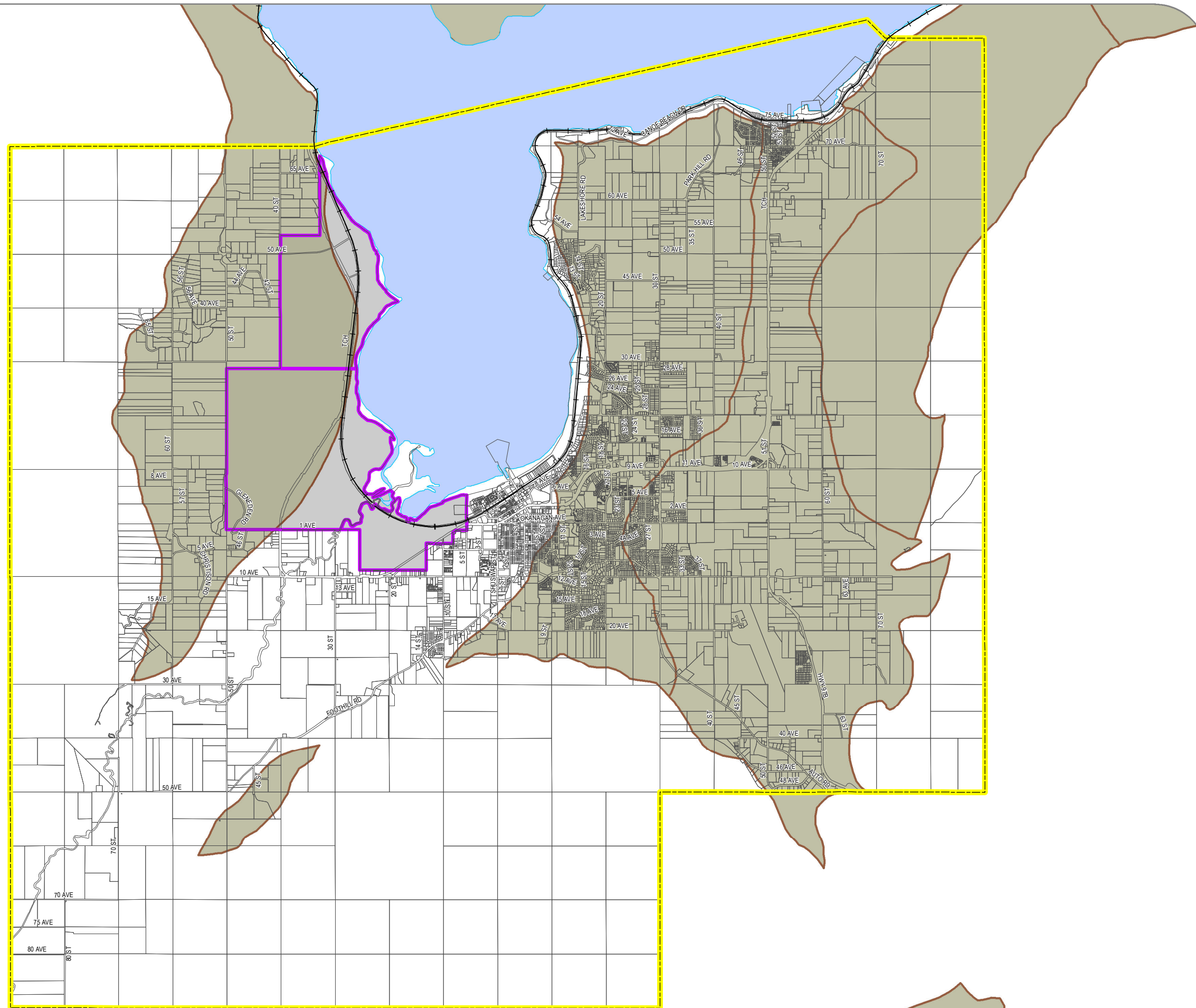
-  A
-  B
-  C
-  Potential Addition
-  City Boundary
-  Indian Reserves
-  Parcels

Key Map







Kilometers
0 0.25 0.5 1

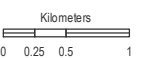
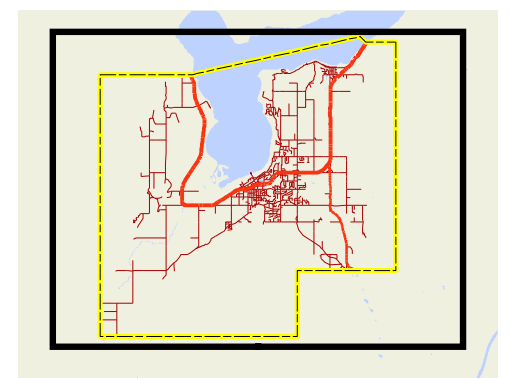
Map 10.2
Aggregate Potential



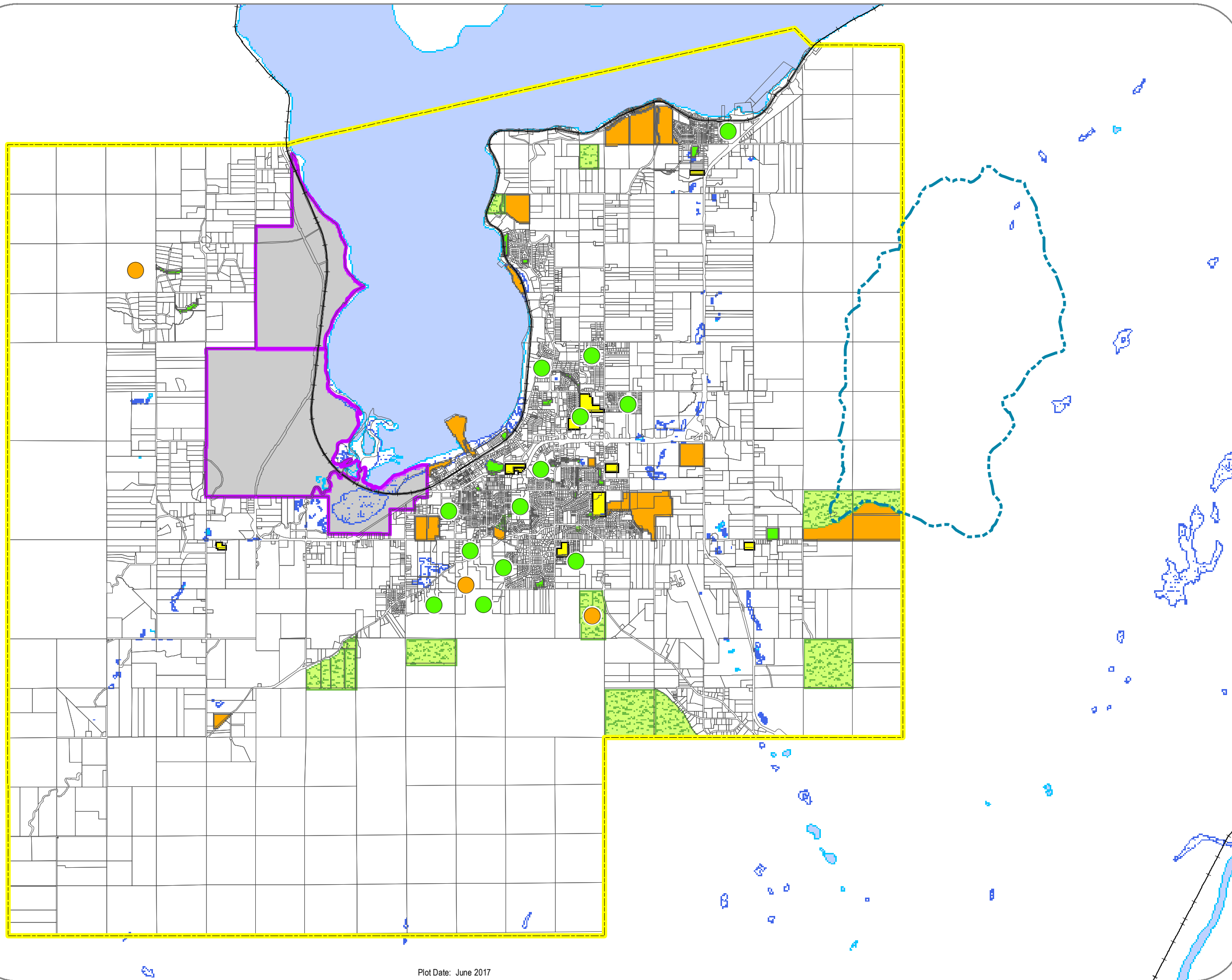
Legend

-  High Aggregate Potential (MEMPR)
-  City Boundary
-  Indian Reserves
-  Parcels












Key Map



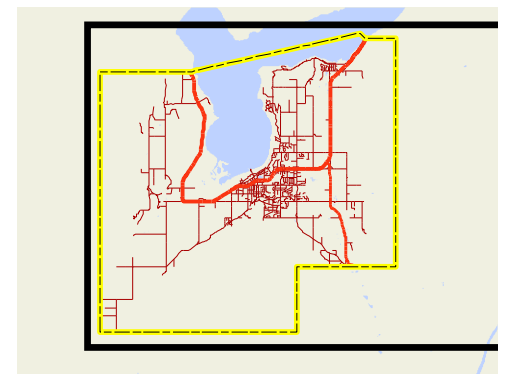
Map 11.1
Existing and Proposed Parkland



Legend

-  Community Park
-  Neighbourhood Park
-  Open Space
-  Indoor Recreation Facilities
-  Proposed Community Park (Approx. Location)
-  Proposed Neighbourhood Park (Approx. Location)
-  Schools
-  City Boundary
-  Indian Reserves
-  East Canoe Creek Watershed Boundary
-  Parcels

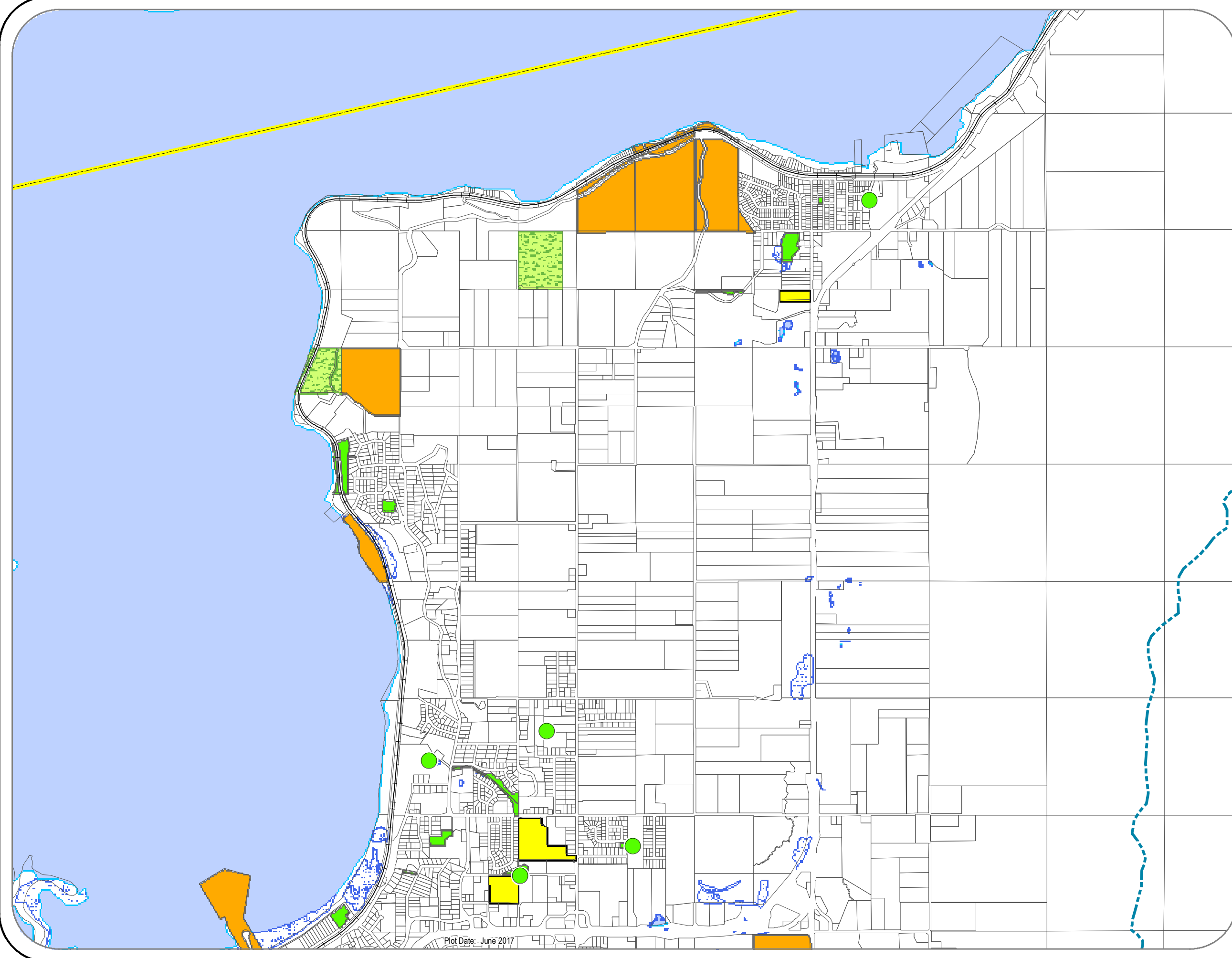
Key Map



Kilometers
0 0.25 0.5 1



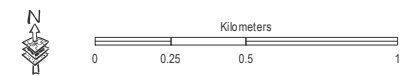
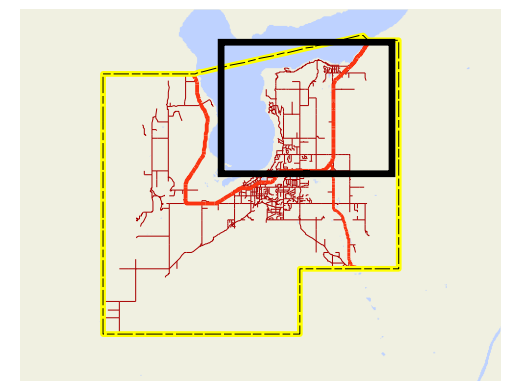
Map 11.1a Existing and Proposed Parkland



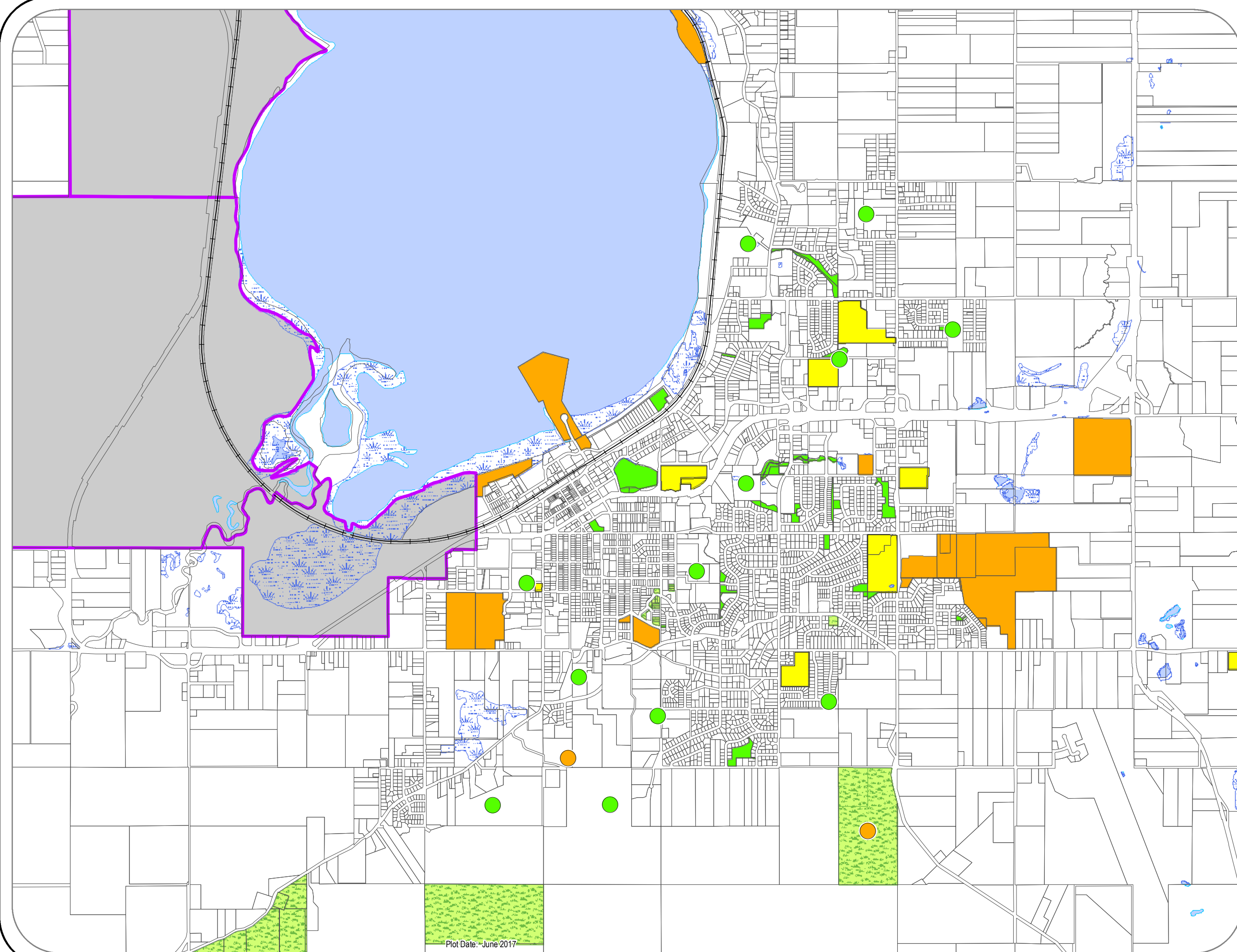
Legend

- Community Park
- Neighbourhood Park
- Open Space
- Indoor Recreation Facilities
- Proposed Community Park (Approx. Location)
- Proposed Neighbourhood Park (Approx. Location)
- Schools
- City Boundary
- Indian Reserves
- East Canoe Creek Watershed Boundary
- Parcels












Key Map



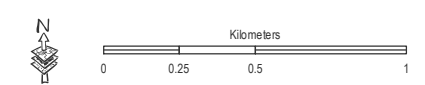
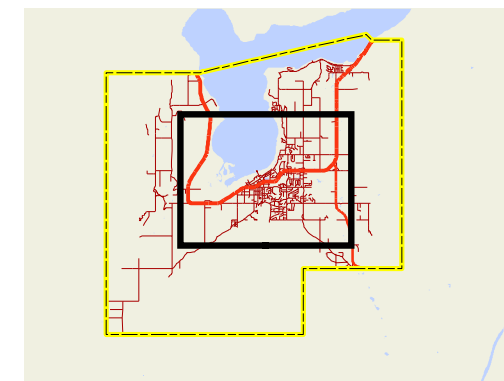
Map 11.1b Existing and Proposed Parkland



Legend

-  Community Park
-  Neighbourhood Park
-  Open Space
-  Indoor Recreation Facilities
-  Proposed Community Park (Approx. Location)
-  Proposed Neighbourhood Park (Approx. Location)
-  Schools
-  City Boundary
-  Indian Reserves
-  East Canoe Creek Watershed Boundary
-  Parcels

Key Map



Plot Date: June 2017



Map 11.2 Existing and Proposed Greenways

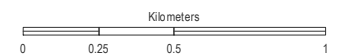
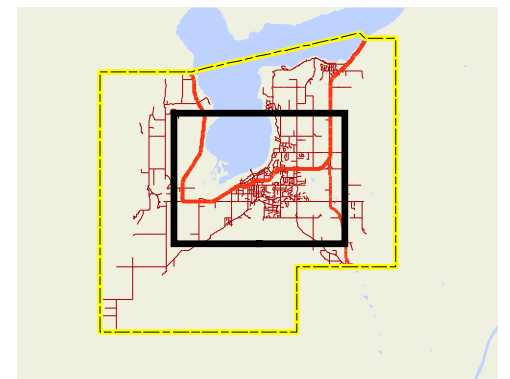
Legend

- Existing Greenways
- Proposed Greenways
- Community Park
- Neighbourhood Park
- Open Space
- Indoor Recreation Facilities
- Schools
- City Boundary
- Indian Reserves
- East Canoe Creek Watershed Boundary
- Parcels
- Streams

Note:

For Type and Priority of each existing and proposed greenway refer to Greenways Strategy.

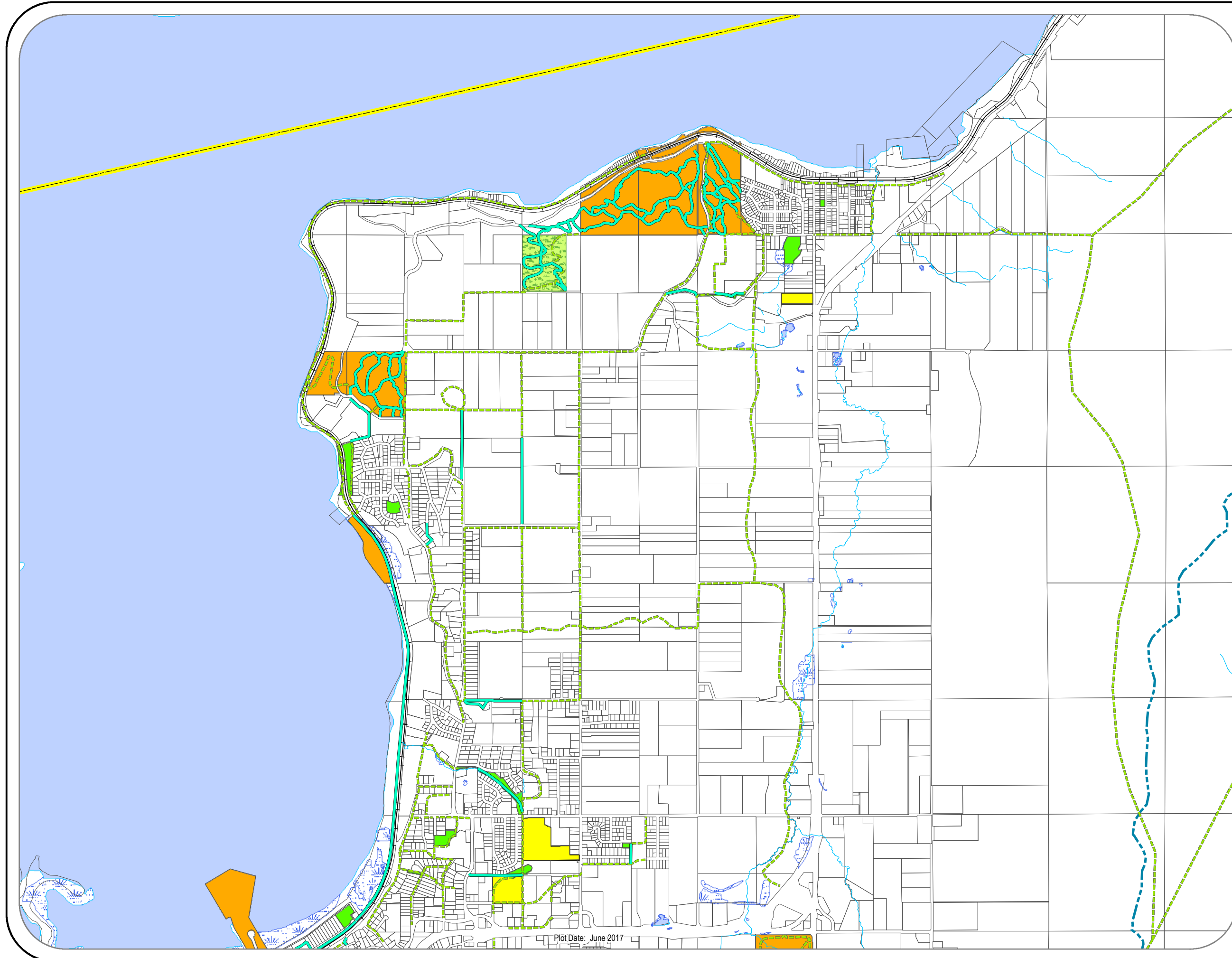
Key Map



Plot Date: June 2017



Map 11.2a Existing and Proposed Greenways



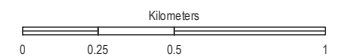
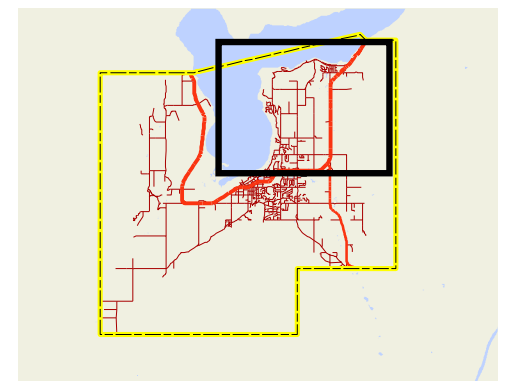
Legend

- Existing Greenways
- Proposed Greenways
- Community Park
- Neighbourhood Park
- Open Space
- Indoor Recreation Facilities
- Schools
- City Boundary
- Indian Reserves
- East Canoe Creek Watershed Boundary
- Parcels
- Streams

Note:

For Type and Priority of each existing and proposed greenway refer to Greenways Strategy.

Key Map





Map 11.2b Existing and Proposed Greenways

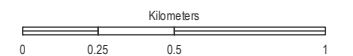
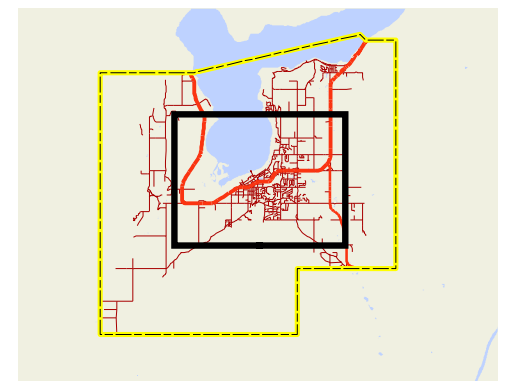
Legend

- Existing Greenways
- Proposed Greenways
- Community Park
- Neighbourhood Park
- Open Space
- Indoor Recreation Facilities
- Schools
- City Boundary
- Indian Reserves
- East Canoe Creek Watershed Boundary
- Parcels
- Streams

Note:

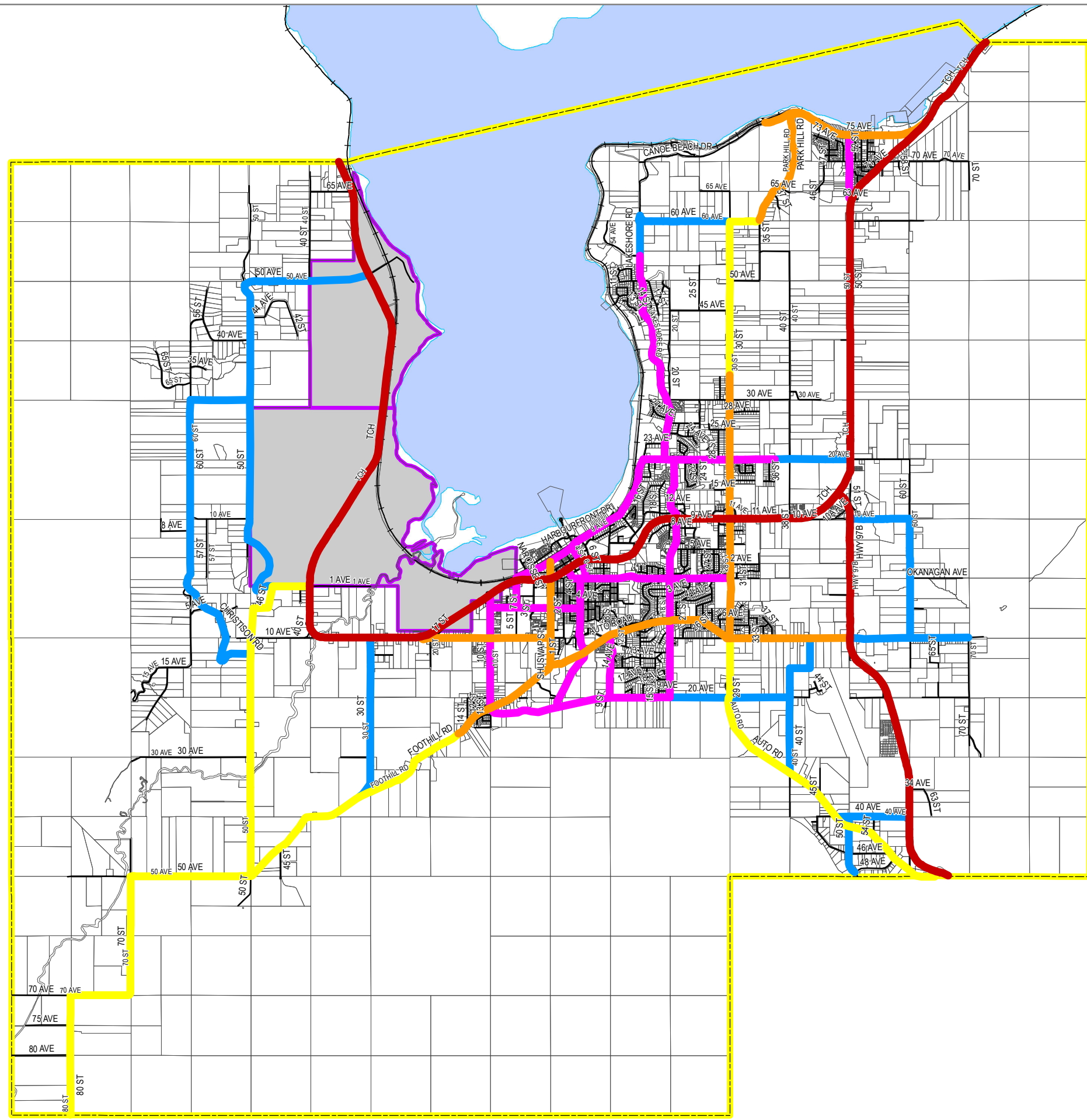
For Type and Priority of each existing and proposed greenway refer to Greenways Strategy.

Key Map






Plot Date: June 2017

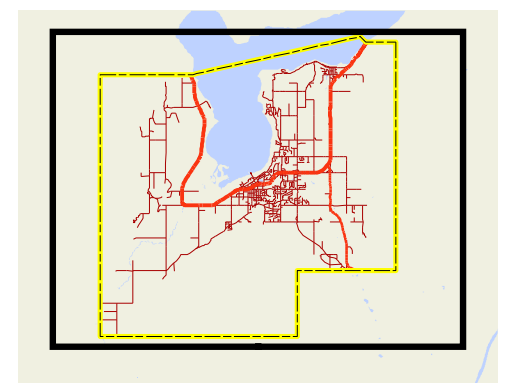
Map 12.1
Road Network Plan



Legend

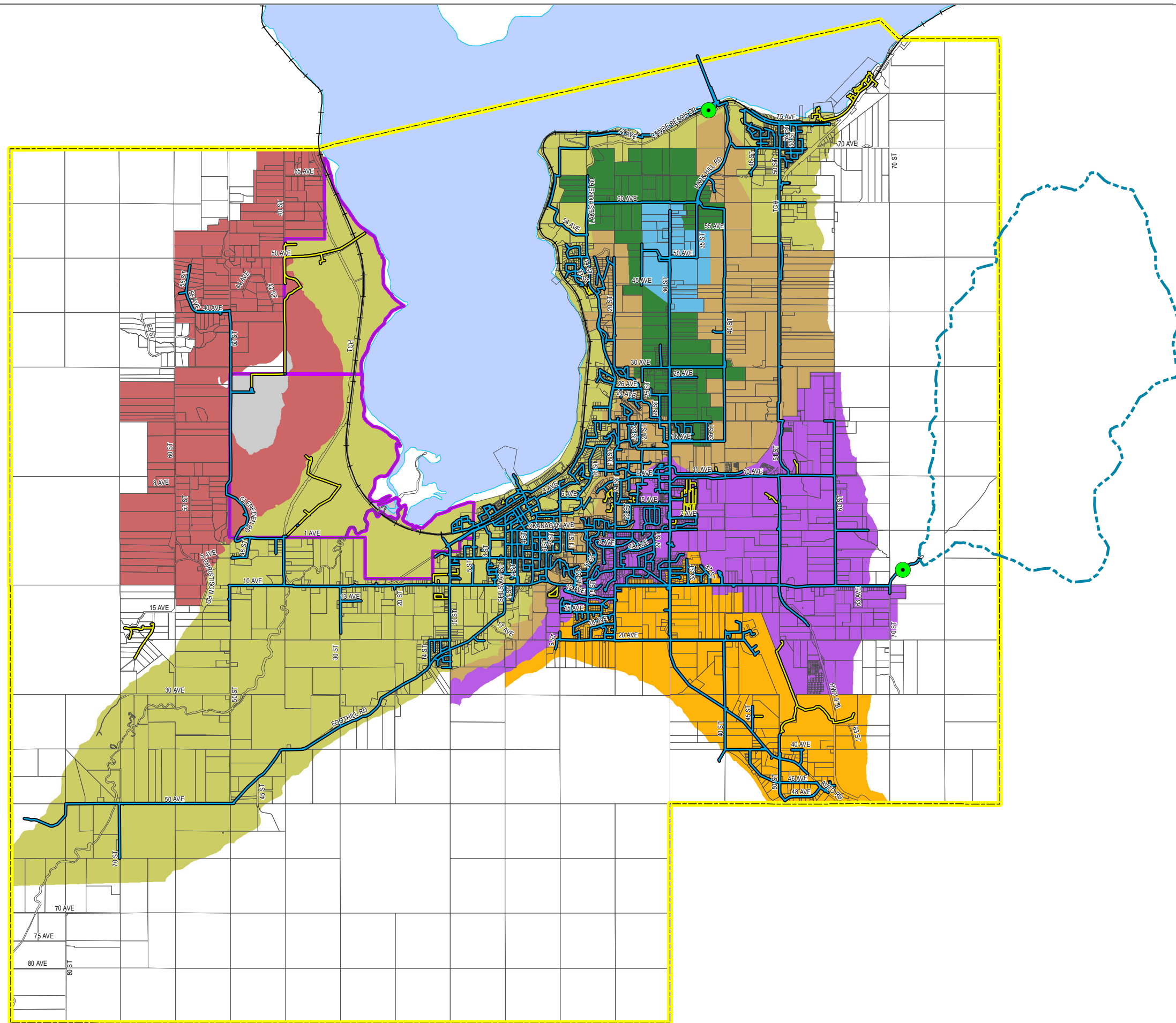
- Designated Provincial Highways
- Designated Urban Arterial Roads
- Designated Rural Arterial Roads
- Designated Urban Collector Roads
- Designated Rural Collector Roads
- Local Roads
-  City Boundary
-  Indian Reserves
-  Parcels

Key Map

















Kilometers
0 0.25 0.5 1

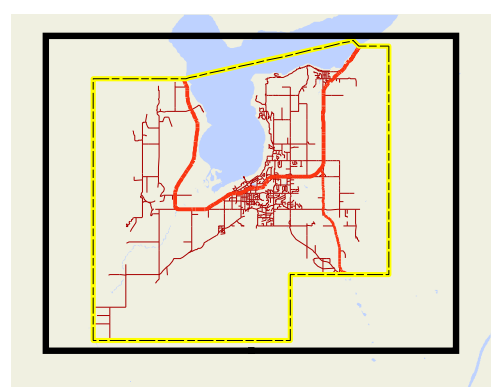
Map 13.1 Water System



Legend

-  Water Treatment Plant
-  East Canoe Creek Watershed Boundary
-  Water Main
-  Private Water Main
-  Water Pressure Zone 1
-  Water Pressure Zone 2
-  Water Pressure Zone 2a
-  Water Pressure Zone 3
-  Water Pressure Zone 3a
-  Water Pressure Zone 4
-  Water Pressure Zone 5
-  City Boundary
-  Indian Reserves
-  Parcels

Key Map



Kilometers
0 0.25 0.5 1

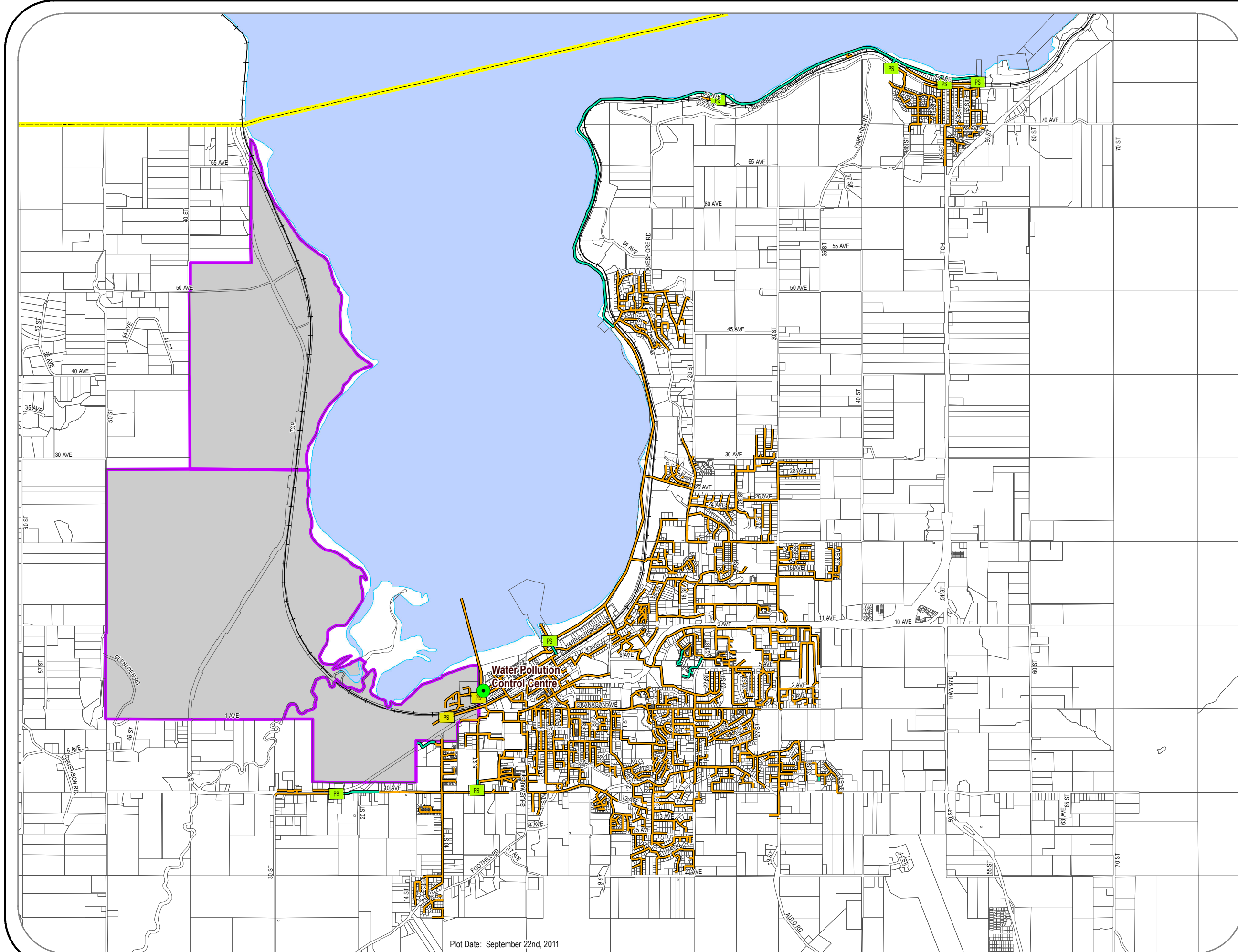
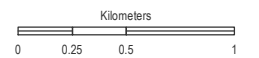
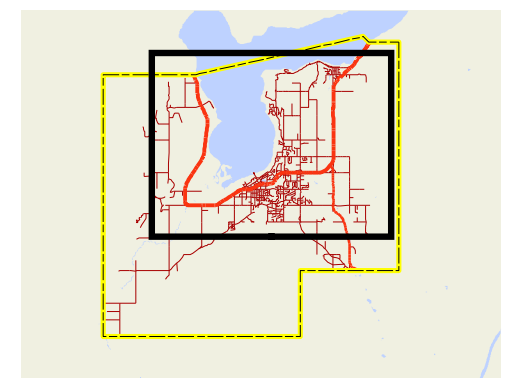


Map 13.2 Sanitary Sewer System

Legend

- Water Pollution Control Center
- Sanitary Liftstation
- Sanitary Liftstation (Private)
- Sanitary Sewer - Force Main
- Sanitary Sewer - Gravity Main
- City Boundary
- Indian Reserves
- Parcels

Key Map





Map 13.3 Storm Drainage System

Legend

- Storm Sewer Main
- East Canoe Creek Watershed Boundary
- Drainage Basin Boundary
- Drainage Sub-Basin Boundary
- Creek Basin Boundary
- Creek Sub-Basin Boundary
- City Boundary
- Indian Reserves
- Parcels
- Streams

Note:

For Drainage and Creek basin information refer to Master Drainage Plan and Storm Drainage System Detail.

Key Map

