


# OFFICIAL COMMUNITY PLAN

**Bylaw No. 2336, 2022**

Merritt

# Schedule "A"

# City of Merritt
# Project No, 20M-00813-00
# May 17, 2022

**Consolidated For Convenience – January 1, 2026**

| | |
|---|---|
| **Bylaw No. 2336, 2022** | **July 19, 2022** |
| **Amendment Bylaw No. 2409** | **January 13, 2026** |

Merritt
FLOURISH UNDER THE SUN

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## LOCAL FIRST NATIONS

Coldwater
Cook's Ferry
Lower Nicola
Nooaitch
Shackan
Upper Nicola

## LOCAL AGENCIES

Ask Wellness
Country Christmas
Elks Rotary
Nicola Valley Food Bank
NVIT
Ska-lu-la
School District 58

The project team would also like to thank all residents who participated in engagement activities in 2020, 2021, and 2022. Your input and feedback have been invaluable.

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# 1

# OUR VISION



SECTION HIGHLIGHTS

# 1

# FLOURISH TOGETHER

*Merritt is a desirable and inclusive community that values people, nature, and opportunity.*



**Our** Neighbourhoods



**Our** Economy



**Our** Relationships



**Our** Parks



**Our** Infrastructure



**Our** Environment



**Our** Safety and Resiliency

# OUR VISION

## FLOURISH TOGETHER

*Merritt is a desirable and inclusive community that values people, nature, and opportunity.*

# 1. OUR VISION



## 1.1 INTRODUCTION

The City of Merritt is in the traditional territory of the Nlɛʔkepmx and Syilx peoples and has never been ceded or surrendered in a Treaty. Merritt adapts to meet the needs of its people. The Nicola Valley, with its rivers and fertile lands, has long provided the necessities of life for the Nlɛʔkepmx and Syilx People. As additional settlers moved to the community near the turn of the 20th century, Merritt began to develop as a mining and agricultural settlement. After the Second World War, Merritt found new life as its forest industry boomed. With the completion of the Coquihalla Highway in 1990, Merritt adapted to its new identity as a gateway community to the Lower Mainland, the Okanagan, and the Thompson regions. Looking forward, as economic conditions and local demographics evolve, Merritt will lean into its strengths and continue to develop as a place where all its diverse residents can flourish under the sun.

## 1.2 VISION STATEMENT

**Flourish together: Merritt is a desirable and inclusive community that values people, nature, and opportunity.**

To provide greater specificity to our vision statement, we see a future where the following aspirations are achieved:



**Our Neighbourhoods** – We have complete neighbourhoods, where residents can gather, shop, learn, work, and recreate within walking distance from home. Our neighbourhoods are unique, designed to encourage walking and biking, and to encourage a variety of housing types and densities to promote housing affordability. We are a small city where relationships, social connection, and quality of life are paramount, though we have amenities that rival larger centres.



**Our Economy** - We have a strong, diverse local economy that is well integrated into regional economic systems. We support a dynamic clean industrial sector that provides high paying jobs and encourages families to live in Merritt. Our City Centre is vibrant and the true centre of our community, with regular programming and a variety of businesses that are fun and attractive for residents and tourists alike.



**Our Relationships** – We will work to earn the trust and confidence of First Nations communities by acting with integrity, listening, understanding, and regularly communicating. We will seek to ensure that residents feel well informed and have a high degree of confidence in their government.



**Our Parks, Recreation, and Culture** - We are a healthy, active community and people of all ages and abilities have access to public spaces, services, recreational opportunities and arts and culture programs that foster health, well-being, and a sense of community. We celebrate as often as possible and embrace events, festivals, and all things fun. We embrace the winter, and have businesses, activities and infrastructure that allow us to enjoy our community year-round.



**Our Infrastructure** – Infrastructure development will support active transportation and amenities such as streetlights, sidewalks, bike paths, crosswalks and transit stops will be standard. Our infrastructure will be in an excellent condition and comfortably support projected development and growth.



**Our Environment** – The Nicola Valley is one of the most beautiful places on Earth and we envision a future where it stays that way. We take account of climate change, effectively manage our water resources, and support policy and industry that allows us to live in an area with high quality air.



**Our Safety and Resiliency** – Residents will feel safe wherever they are in the City of Merritt. We embrace a culture of emergency preparedness and take pride in our collective efforts to keep our community safe. We actively work to reduce poverty and increase food security in our community.


MERRITT
Welcomes You

## 1.3 PURPOSE, SCOPE AND LEGISLATIVE AUTHORITY

**Official Community Plan Purpose:** The purpose of this Official Community Plan ('OCP') is to act as the City of Merritt's guiding policy document, establishing the vision, goals and policies that guide decisions on planning and land use within the City's boundaries. Where relevant, the OCP also works towards the purpose and goals set out in the Thompson Nicola Regional District Regional Growth Strategy.

**Official Community Plan Scope**: The vision, goals and policies in this Plan are intended to guide the growth and development of the City of Merritt through the year 2041 at which point the population of the community is estimated to be between 8,362 – 12,081 people. The OCP is best understood as a living document, which may be amended if such an amendment will support the goals and objectives set out in this document. While the OCP looks toward 2041 best practice is to review the OCP in its entirety every five to ten years, to ensure that the goals and objectives set out in the plan are being met.

**Legislative Authority:** The Local Government Act provides authority for municipalities to adopt an OCP and in addition to setting out consultation and adoption requirements, it stipulates what must and may be included in this document. Importantly, all bylaws enacted or works undertaken by Council must be consistent with the OCP. This OCP has been prepared to meet the requirements of the Local Government Act.





# 2

# OUR COMMUNITY CONTEXT

# 2

SECTION HIGHLIGHTS



Merritt is recognized as being a **vibrant, livable, small city** with numerous amenities that are attractive to young families and professionals.

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The Merritt community is **rooted around an active** and **outdoor four-season lifestyle**.



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There are **173 hectares** of land in Merritt currently designated as residential land, **where some 7,051 residents live**. The density is around 7.66 units per hectare (uph).



Based on the population projection, there may be population growth of **3,023** in the next 20 years.

# 2. OUR COMMUNITY CONTEXT




## 2.1 CURRENT IDENTITY AND CONDITIONS

Merritt is recognized as being a vibrant, livable, small city with numerous amenities that are attractive to young families and professionals. The Merritt community is rooted around an active and outdoor four-season lifestyle, with endless locations to hike, bike, fish, hunt, camp, kayak, snowmobile, quad, and more.

Nicola Lake is located only 15 minutes outside of Merritt and is home to recreational opportunities for fishing, swimming, and boating, surrounded by lakeside homes and rolling hills.

Merritt is a hub for multiple sports tournaments that occur throughout the year. This is due to Merritt being located on the main transportation route from the Lower Mainland to the communities in Interior British Columbia. Merritt is also known for being the home to iconic music festivals, including Rockin' River Music Festival and Bass Coast Music Festival, attracting thousands of locals and visitors to enjoy beloved musical acts.

Many residents from the coast of British Columbia, and other nearby municipalities, have chosen to reside and retire in Merritt for both its affordability and community-oriented lifestyle. It is the collective community spirit that makes Merritt such a beautiful, welcoming place to live, work, and play.



## 2.2 REGIONAL GROWTH STRATEGY

In accordance with the Local Government Act, an OCP must include a Regional Context Statement where a Regional Growth Strategy applies to the same area. The purpose of a regional context statement is to outline the principles of regional growth management strategies as they apply to the municipality and to identify the OCP policies that support those principles.

The City of Merritt is a member municipality of the Thompson-Nicola Regional District (TNRD), whose regional growth strategy dates from 2013 (Bylaw 2409). This is not a land use plan, but rather a cooperative strategy for achieving a sustainable future for the region . The City's Regional Context Statement conforms to and supports the Thompson-Nicola Regional District (TNRD) Regional Growth Strategy (RGS). The RGS establishes a vision for the region.

The regional vision statement for the TNRD as it appears in the Regional Growth Strategy is as follows:

*"The TNRD is a unique region of diverse urban and rural communities, wilderness and natural resource opportunities, and a vibrant economy. Building on this diverse mix of urban and rural, resource and wilderness settings shall be the dominant guiding principle as new development is encouraged. Urban places will grow while retaining their existing scope and character; rural places will remain rural while accepting appropriate new development; and settlement in resource areas will be limited and carefully managed."*[1]

[1] TNRD Regional Growth Strategy, TNRD, p.5

## MERRITT'S REGIONAL CONTEXT STATEMENT

The RGS establishes a vision for the region to grow in a manner that promotes economic, environmental, and social health. The RGS is organized into six policy areas. The City of Merritt's OCP policy direction is consistent with these RGS policy areas. Table 1 below demonstrates the connection between the RGS policy area and relevant OCP objectives and policies. Policies regarding the Fringe Area follow the table.

Table 1 - Relationship between Regional Policy Areas and the OCP

| TNRD RGS Policy Area and Supporting Goals | Alignment with Merritt OCP | OCP Section |
|---|---|---|
| **Human Settlement:**<br>**Contain urban and rural sprawl by building on the existing network of diverse regional centers. Direct growth into established centers. Promote policies of infill and intensification. Ensure adequate levels of servicing are provided.** | Developing in a compact, cost-effective sustainable manner.<br>Maintaining and enhancing the community's quality of life by growing the City to an ideal population of 15,000 thereby providing more housing choice, more business, industries and services and more efficient delivery of services and infrastructure. Please note however that the City will unlikely reach its ideal population of 15,000 by 2041 based on the population projections in Section 2.3 of this document.<br>Encouraging a high standard for development, particularly for medium density residential.<br>Establishing a commercial base to provide employment and serve the needs of residents and visitors.<br>Protecting and enhancing the quality of the natural environment.<br>Cooperating in managing regional growth. | Section 3 Land Use and Development<br>Section 4 Our Neighbourhoods<br>Section 5 Our Economy<br>Section 10 Our Environment |
| **Energy and Transportation:**<br>**Integrate energy and transportation considerations with land use and settlement planning to achieve conservation, mobility, and efficiency goals.** | Supporting energy and resource conservation programs including water conservation.<br>Implementing street upgrades and improvements to facilitate safe and efficient movement of people, goods and services throughout the community.<br>Improving traffic circulation with particular emphasis on the Voght Street/North Entry corridor.<br>Encouraging compact community design as well as infill and intensification of existing neighbourhoods.<br>Maintaining opportunities for expansion and safe operation of the City's airport.<br>Establishing bicycle and walking paths throughout the community with connections to the Nicola and Coldwater Rivers. | Section 3 Land Use and Development<br>Section 4 Our Neighbourhoods<br>Section 5 Our Economy<br>Section 6 Our Relationships<br>Section 9 Our Infrastructure<br>Section 10 Our Environment<br>Section 11 Our Safety and Resiliency |
| **Economic Development:** | Creating an "investment friendly climate" in Merritt. | Section 3 Land Use and Development |

| TNRD RGS Policy Area and Supporting Goals | Alignment with Merritt OCP | OCP Section |
|---|---|---|
| **Broaden the region's economic base through diversification and expansion. Support and encourage existing primary, secondary, and tertiary industries while promoting new economic development opportunities.** | Taking advantage of opportunities to expand the economy and encourage tourist-oriented developments.<br><br>Committing to undertaking a partnering approach with other agencies and stakeholders in the community.<br><br>Creating a Development Facilitation Board / Technical Planning Committee to ensure timely and consistent regulatory and permitting processes. | Section 5 Our Economy<br><br>Section 6 Our Relationships |
| **Environmental Protection:**<br><br>**Protect and enhance the environment through the adoption and co-operative use of stewardship principles.** | Recognizing the importance of protection of ground water resources which provide water to residents.<br><br>Permitting uses that do not degrade the natural environment, as well as to conserve and to protect the region's natural resources, amenities, and attributes.<br><br>Designating environmentally sensitive areas and preventing development that would negatively impact environmentally sensitive areas. | Section 3 Land Use and Development<br><br>Section 10 Our Environment |
| **Open Space and Cultural Heritage:**<br><br>**Protect the archeological and heritage resources, open space, and rural character of the TNRD.** | Encouraging conservation of areas and structures that have cultural and heritage value.<br><br>Continuing to recognize ranching, mining, forestry, and the former railroad as part of the cultural heritage of the City and the surrounding Nicola Valley.<br><br>Identifying and preserving areas within the City that have open space and natural amenities.<br><br>Partnering and working with Crown land agencies with respect to future development of Crown-owned lands to address open spaces and parks issues.<br><br>Continuing to partner and work with our First Nations neighbours to celebrate the culture and history in the Nicola Valley. | Section 6 Our Relationships<br><br>Section 7 Our Parks Recreation and Culture |
| **Co-operation and Process:**<br><br>**Implement the RGS through the establishment of ongoing co-operative processes.** | Working with the TNRD in a partnering relationship to achieve the goals and policies of the Regional Growth Strategy.<br><br>Working with the First Nations, Federal and Provincial Government, and private landholders to develop Ranchlands Village (Gateway 286). | Section 4 Our Neighbourhoods<br><br>Section 6 Our Relationships |

## FRINGE AREA

Since the last boundary expansions in Middlesboro, most of the development activity in the fringe areas of the city has occurred near Exit 290 (in the Grandview and Airport neighbourhoods). Development in this area has been geared toward Coquihalla Highway travellers. There are several other fringe areas with potential for significant development in future, however.

The first area is Active Mountain in Middlesboro where there are multiple development proposals for residential and industrial uses. About 66 ha (164 acres) of this area was brought into the City boundaries in the 21st century. Development in this area would need to be done delicately as portions of these lands may be affected by historical mining activities.

The second area is Coal Hill in Middlesboro where there are development proposals for residential uses. About 127 ha (314 acres) of these lands was brought into the City boundaries in the 21st century. Development in this area would need to be done delicately as portions of these lands may be affected by historical mining activities.

The third area is Ranchlands Village (Gateway 286), adjacent to Exit 286, where there are two development proposals for commercial and residential uses. These developments have the potential to have significant impact on the adjacent areas in the Thompson-Nicola Regional District and Joeyaska Reserve.

These three areas could have significant implications for the City's infrastructure (e.g., water, sewer, roads, transit) and delivery of services (e.g., fire protection, police protection, recreation amenities). Also, they could contribute significantly to the City's strategy for growth and job creation and should therefore be carefully coordinated with the City's overall economic development plans.

## POLICIES

2.2.1 Continue working cooperatively with the Active Mountain, Coal Hill, and Ranchlands Village (Gateway 286) proponents with the aim of determining the best approach for the provision of water, sewer, and transportation services and determining an equitable allocation of financial responsibility for provision of these services.

2.2.2 Continue working cooperatively with the Thompson-Nicola Regional District (TNRD) and Provincial agencies in matters pertaining to potential developments within the fringe area.

2.2.3 Continue working with the Lower Nicola Indian Band in consideration of potential infrastructure rights of way on the Joeyaska Reserve, particularly with respect to the possible extension of City sanitary sewer services. This will be in conjunction with the development of Ranchlands Village (Gateway 286).

## 2.3 GROWTH PROJECTION



Statistics Canada Census reveals Merritt had a population of 7,051 in 2021. The 2024 Housing Needs Report, prepared using BC Stats Custom Population Projections, estimates a much slower rate of population growth than previously expected. According to BC Stats, Merritt's population is projected to increase to 7,432 by 2041. This represents a total increase of 381 people over 20 years, or an average annual growth rate of 0.07%.

According to Statistics Canada Custom Census Reports referenced in the 2024 Housing Needs Report, Merritt experienced an average annual population decline of 0.5% between 1996 and 2021, amounting to a total decline of 11.7% over the previous 25-year period. During the most recent census period (2016 to 2021), the city's population declined by 2.0%, or approximately -0.4% per year on average. It is important to note, however, that the 2021 Census was conducted during the COVID-19 pandemic, a time of widespread disruption to housing, employment, and migration patterns. As such, the 2021 Census may reflect temporary distortions rather than long-term demographic trends.

Despite the conservative outlook from BC Stats, development activity in Merritt over the past several years has suggested the potential for stronger population growth. The City has experienced sustained increases in development applications and building permit issuance since 2020, along with continued housing demand from retirees relocating from the Lower Mainland and other parts of southern British Columbia. Merritt's comparatively lower housing costs and its access to regional transportation routes make it a desirable location for both new residents and real estate investment.

To better reflect emerging local conditions and provide a more flexible planning framework, this Official Community Plan extends the population projection horizon to **2045**, and adopts three population growth scenarios:

- **Low Growth Scenario**: Reflects the BC Stats projection of **0.07%** annual growth, reaching a population of **7,453** by 2045.
- **Medium Growth Scenario**: Assumes an average annual growth rate of **1.8%**, based on observed development activity and market dynamics, reaching a population of **10,819** by 2045.
- **High Growth Scenario**: Assumes sustained long-term growth at recent peak levels, with an average annual growth rate of **2.7%**, projecting a population of **13,440** by 2045.

While projections begin in 2021 to align with the Census base year, land and housing needs calculations are anchored to the 2025–2045 horizon to reflect realistic timing for new development.

Figure 1 illustrates the three scenarios from 2021 to 2045, all of which are based on the 2021 Census baseline population of 7,051.

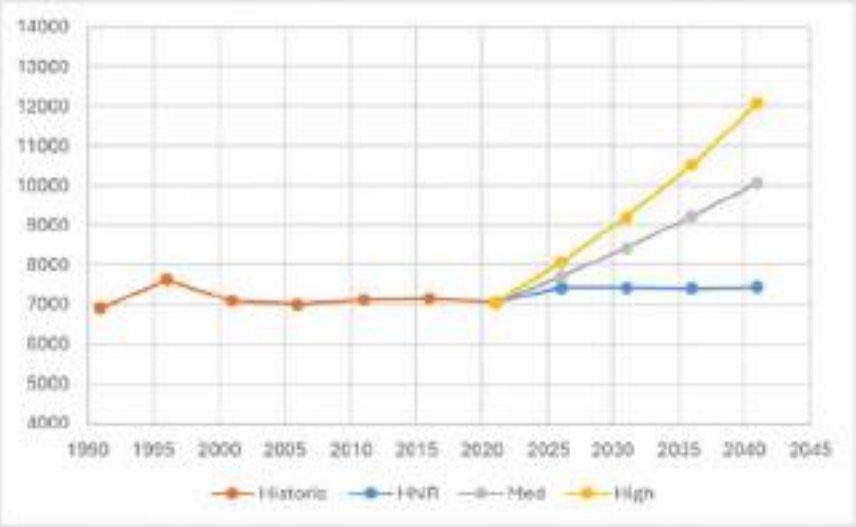



Figure 1 – Projected Population Scenarios (2021 - 2045)

## AGE COHORT

Merritt has a well-distributed population across age groups. However, the 20 to 39 age cohort remains slightly under-represented, while the 55+ age groups comprise an increasing share of the total population. According to the 2021 Census, Merritt had a median age of 49.2 years, up from 46.5 years in 2016 and 42.0 years in 2006, indicating a steady aging trend. The proportion of residents aged 65 and older increased from 22.5% in 2016 to 27.8% in 2021, while those aged 0 to 14 declined slightly from 16.2% to 15.2%.

As noted in the 2024 Housing Needs Report, this aging trend is projected to continue. By 2041, the proportion of seniors (65+) is expected to reach 30%, while the 15 to 64 age cohort, which includes the primary working-age population, is anticipated to remain steady at around 58% of the total population. Without a sustained influx of young families, the number of children and youth in Merritt is expected to continue to decline.

Policies contained in this Official Community Plan aim to support a more balanced demographic structure by promoting family-friendly housing, accessible employment opportunities, and community amenities that help attract and retain younger households and working-age residents.

Between 2006 and 2021, the median age in Merritt increased from 42 to 49.2. If the actual future population mirrors projections, the median age may further increase to about 50.1 by 2026.

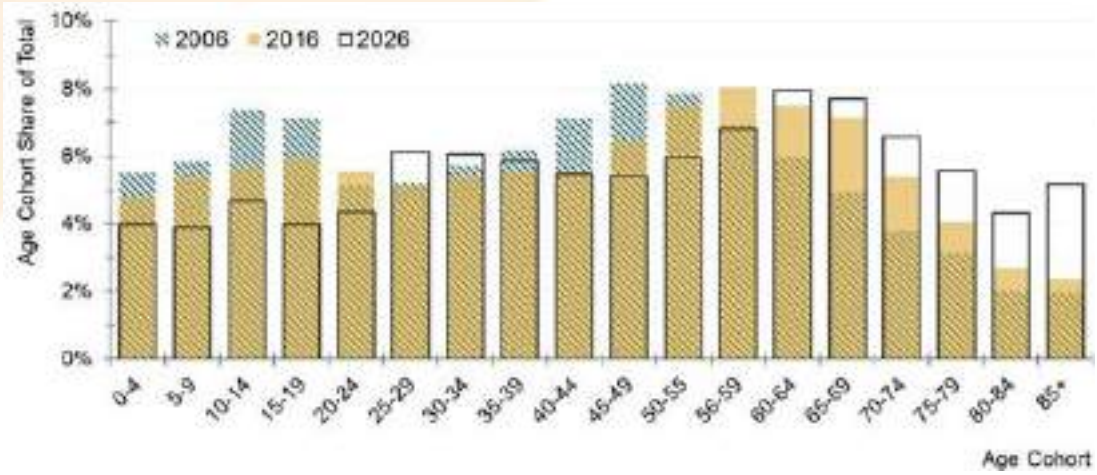



Figure 2 - Detailed Population Distribution (Share by Cohort, Historical + *Anticipated*). *Source: BC Stats, Statistics Canada*

## INDIGENOUS IDENTITY

According to the 2021 Census, 1,480 residents in Merritt identified as Indigenous, accounting for 21.9% of the city's population. This represents a significant decline from 1,575 individuals (23.4%) in 2016, suggesting a modest shift in demographic proportions over the five-year period. The 2020 Housing Needs Report projected continued growth in the Indigenous-identifying population; however, census data indicates that this growth has stabilised. While the 2021 Merritt flood occurred after census data was collected, that climate disaster disrupted housing stability and community settlement patterns, particularly in vulnerable and Indigenous communities, which may have caused a further decline in Indigenous population within the city.

While there is an overall trend of declining youth population in Merritt, a significant share of Indigenous residents are younger cohorts. In 2016, 46% of children under age 15 identified as Indigenous, highlighting a youth-heavy demographic profile.

Official census data and educational partnerships, such as with Nicola Valley Institute of Technology (NVIT), underscore the importance of Indigenous representation in Merritt's future planning. This OCP is committed to inclusive policies, land use directions, and engagement strategies that honour Indigenous identity, support culturally relevant infrastructure, and promote collaborative planning with First Nations and Indigenous organisations.

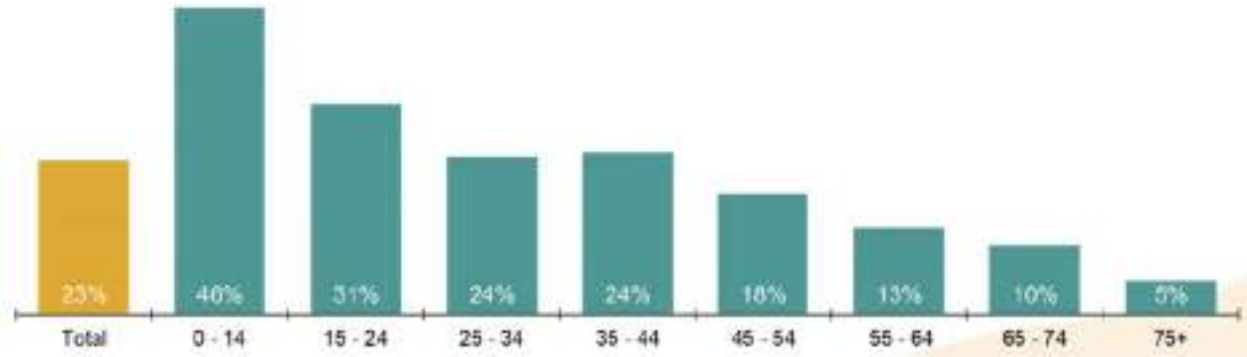



Figure 3 – Percent of Merritt's Total Population who Identify as Indigenous by Age, 2016 *Source: Statistics Canada*

## POLICIES

2.3.1 Promote the community to young families to aid in reversing the trend of a decline in the percentage of children within the city.

2.3.2 Work with School District No. 58 and NVIT to develop programs that will encourage secondary school graduates to stay in the community, thereby increasing the percentage of young adults within the city.

# 2.4 LAND NEEDS PROJECTION

Merritt's location in the Nicola Valley serves as a regional transportation hub for the interior of BC, an area rich in natural resources and spectacular landscapes that attract industry and tourism. These features also contribute to a constrained geography and limit the amount of land that is suitable for development. Rivers, creeks, floodplains, rocky terrain, mountains, hazardous and undermined areas, the Agricultural Land Reserve (as defined by the Agricultural Land Commission), forests, highways, and Merritt Airport form the natural and built environment that impact development potential in the city.

Land within the City boundary is a limited, finite resource. All land development must be carefully considered and should be evaluated against the guiding principles identified in this Plan.

## RESIDENTIAL LANDS

There are approximately 173 hectares of land in Merritt currently designated as residential, accommodating an estimated 7,051 residents as per the 2021 Census. This equates to an overall residential density of 7.66 units per hectare (uph). In 2021, the City recorded 2,975 households with an average household size of 2.3 persons.

The 2024 Housing Needs Report identifies a need for 1,325 additional housing units over a 20-year horizon, reflecting a 42% increase over the existing housing stock. This projection accounts for drivers such as population growth, homelessness, suppressed household formation, vacancy rate adjustments, and local market demand.

Based on an average annual increase of approximately 95 residents, Merritt's population is expected to rise from an estimated 7,437 in 2025 to approximately 9,347 by 2045, representing a 26% increase over the 20-year period. This estimate incorporates tailored household size assumptions across need components to reflect realistic occupancy outcomes. A standard household size of 2.1 persons per unit was applied for anticipated growth and local demand, in line with the Housing Needs Report.



Table 2 – Population growth projection by need component:

| Component | 5-Year Need | 20-Year Need | Population (2021–2045) |
|---|---|---|---|
| A. Extreme Core Housing Need | 19.03 | 76.11 | 91 |
| B. Persons Experiencing Homelessness | 27.85 | 55.7 | 56 |
| C. Suppressed Household Formation | 41.54 | 166.16 | 0 |
| D. Anticipated Growth | 295.98 | 678.91 | 1,426 |
| E. Rental Vacancy Rate Adjustment | 3.33 | 13.3 | 16 |
| F. Additional Local Demand | 83.69 | 334.77 | 703 |
| Total New Units (2025–2045) | 471 | 1,325 | |
| Total Projected Population Increase | | | 2,292 |

*Note: Population growth by need component is calculated using differentiated household size assumptions: 1.2 for extreme core housing need and vacancy adjustments, 1.0 for homelessness, 2.1 for growth and demand, and 0.0 for suppressed household formation (internal shift).*

Table 3 - **Gross Density** for each zone/housing type is estimated based on the Zoning Bylaw:

| Zones | Housing Type | Zoning Bylaw Requirements | | | | |
|---|---|---|---|---|---|---|
| | | Min. Lot Size (sq. m) | Min. Lot Size per Unit * (sq. m) | Recommended Density (UPH)* | Net Density (UPH) | Gross Density ** |
| R1 – Low Density Residential | Single Detached | 270 | 270 | Up to 3 units (≤280 m²); 4 units or 40 uph (>280 m²) | 37.0 | 25.9 |
| | Semi-detached | 540 | 270 | Up to 3 units (≤280 m²); 4 units or 40 uph (>280 m²) | 37.0 | 25.9 |
| | Multiple Unit Townhome and Multiple Unit Apartment | 360 | 120 | Up to 3 units (≤280 m²); 4 units or 60 uph (>280 m²) | 83.3 | 58.3 |
| R2 – Residential Mobile Home | Mobile Single | 280 | 280 | 35 | 35.7 | 25.0 |
| | Mobile Double | 455 | 455 | 21 | 22.0 | 15.4 |
| R3 – Small Parcel Residential | Single Detached | 112.5 | 112.5 | Up to 3 units (≤280 m²); 4 units or 60 uph (>280 m²) | 88.9 | 62.2 |
| | Semi-detached | 180 | 90 | Up to 3 units (≤280 m²); 4 units or 60 uph (>280 m²) | 111.1 | 77.8 |
| | Multiple Unit Townhome and Multiple Unit Apartment | 225 | 75 | Up to 3 units (≤280 m²); 4 units or 90 uph (>280 m²) | 133.3 | 93.3 |

| | | | | | | |
|---|---|---|---|---|---|---|
| R4 - Residential Modular Home | Single Detached | 160 | 160 | Up to 3 units (≤280 m²); 4 units or 40 uph (>280 m²) | 62.5 | 43.8 |
| | Semi - Detached | 180 | 90 | Up to 3 units (≤280 m²); 4 units or 40 uph (>280 m²) | 111.1 | 77.8 |
| | Multiple Unit Townhome and Multiple Unit Apartment | 225 | 75 | Up to 3 units (≤280 m²); 4 units or 60 uph (>280 m²) | 133.3 | 93.3 |
| R5 - Mobile Home Park | Mobile Single | 180 | 180 | 55 uph | 55.6 | 38.9 |
| | Mobile Double | 280 | 280 | 55 uph | 35.7 | 25.0 |
| R7 - Medium Density Residential | Multiple Unit Townhome | 360 | 120 | 150 | 83.3 | 58.3 |
| | Multiple Unit Apartment | 360 | 120 | 150 | 83.3 | 58.3 |
| R8 - High Density Residential | Multiple Unit Town home | 360 | 120 | 225 | 83.3 | 58.3 |
| | Multiple Unit Apartment | 360 | 120 | 225 | 83.3 | 58.3 |
| Mixed Use (Residential in C2–C5) | Secondary Residential (Single Detached / Modular /Town home Apartment) | 375-750 | 375 | Unlimited | 26.7 | 18.7 |
| Mixed Use (Residential in C6) *** | Primary Use (Apartments/ Town home) | 120 | 120 | Unlimited | 83.3 | 58.3 |

* assuming minimum 1 unit per lot for single detached, 2 units for semi-detached, 3 units for apartment/ townhouse.

** assuming 30% of gross development land being roads, utility, right of way, parks, etc.

*** assuming the density of mixed-use development is at the low end of condo/apartment development

Table 3 outlines the zoning standards and corresponding density assumptions for residential and mixed-use zones in Merritt, forming the basis for future land needs and housing allocations. The newly merged R1 zone permits a range of ground-oriented and medium-density housing forms, including single detached dwellings, semi-detached homes, townhomes, and apartments. This zone is expected to absorb 37% of future growth. The remaining demand is allocated across multifamily zones (R3–R8), reflecting each zone's capacity and gross density.

Table 4 – Anticipated Growth Based on Housing Type

| Zones | Housing Type | % of Total Population | Population | Persons per Household | Units | Gross Density (UPH) | Land needs (ha) |
|---|---|---|---|---|---|---|---|
| R1 - Low Density Residential | Single Detached | 12 | 349 | 2.2 | 159 | 25.93 | 6.13 |
| | Semi-detached | 15 | 417 | 2.1 | 199 | 25.93 | 7.67 |
| | Multiple Unit Townhome | 10 | 279 | 2.1 | 133 | 58.33 | 2.28 |
| | Multiple Unit Apartment | 7 | 102 | 1.1 | 93 | 58.33 | 1.59 |
| R2 – Residential Mobile Home | Mobile Single | 1 | 16 | 1.2 | 13 | 38.89 | 0.33 |
| | Mobile Double | 1 | 17 | 1.3 | 13 | 25.00 | 0.52 |
| R3 - Small Parcel Residential | Single Detached | 1 | 29 | 2.2 | 13 | 62.22 | 0.13 |
| | Semi-detached | 1 | 27 | 2.1 | 13 | 77.78 | 0.11 |
| | Multiple Unit Townhome | 1 | 27 | 2.1 | 13 | 93.33 | 0.14 |
| | Multiple Unit Apartment | 1 | 14 | 1.1 | 13 | 93.33 | 0.14 |
| R4 - Residential Modular Home | Single Detached | 1 | 29 | 2.2 | 13 | 43.75 | 0.30 |
| | Semi - Detached | 1 | 27 | 2.1 | 13 | 77.78 | 0.17 |
| | Multiple Unit Townhome | 1 | 27 | 2.1 | 13 | 93.33 | 0.12 |
| | Multiple Unit Apartment | 1 | 14 | 1.1 | 13 | 93.33 | 0.14 |
| R5 - Mobile Home Park | Mobile Single | 1 | 16 | 1.2 | 13 | 38.89 | 0.33 |
| | Mobile Double | 1 | 17 | 1.3 | 13 | 25.00 | 0.52 |
| R7 - Medium Density Residential | Multiple Unit Apartment | 6 | 88 | 1.1 | 80 | 58.33 | 1.37 |
| | Multiple Unit Townhome | 9 | 252 | 2.1 | 120 | 58.33 | 2.04 |
| R8 - High Density Residential | Multiple Apartment | 9 | 132 | 1.1 | 120 | 58.33 | 2.04 |
| | Multiple Unit Townhome | 8 | 222 | 2.1 | 106 | 58.33 | 1.37 |
| Mixed-use (Residential component in C2, C3, C4, C5) | Secondary Residential (Single/ Modular/ Apartment/ Townhome) | 5 | 79 | 1.2 | 66 | 18.67 | 3.54 |
| Mixed-use (Residential component in C6) | Primary Use (Apartment/Townhome) | 1 | 16 | 1.2 | 13 | 58.33 | 0.22 |
| | Secondary Use (Apartment/Townhome) | 6 | 96 | 1.2 | 80 | 58.33 | 1.37 |
| Total | | 100 | 2292 | - | 1325 | - | 32.57 |

The growth model presented in Table 4 outlines the anticipated distribution of future housing development by housing type between 2021 and 2045. To meet the projected housing demand over the next 20 years, the City will need to accommodate 1,325 new units. These units are allocated across residential zones based on the permitted housing types, drawing from previous OCP assumptions and updated figures in the 2024 Housing Needs Report.

The 20-year housing target of 1,325 units includes additional needs not directly tied to population growth such as suppressed household formation, homelessness, and vacancy rate adjustments which still require physical dwelling units and corresponding land.

The total land need for 1,325 units is approximately 33 hectares. This amount of land ensures the City plans comprehensively for all units identified in the Housing Needs Report. Strategies such as infill, higher-density housing, and targeted greenfield expansion will be important to meet the demand while optimising land efficiency.

Table 5 Density Totals of New Housing Development in Merritt

| New housing Development | Unit s | % of total |
|---|---|---|
| Low to Medium Density | 462 | 35% |
| Medium to High Density | 704 | 53% |
| Mixed-Use | 159 | 12% |
| **Total** | 1,325 | 100% |

In summary, Table 5 suggests low to medium density housing will make up 35% of the overall new housing development (this includes single-detached, modular, mobile, and semi-detached homes). The focus of new housing development will take place in medium to high density (townhouses and condos / apartments) and mixed-use areas, predominantly concentrated in developed neighbourhoods.

## POLICIES

2.4.1 Plan for residential growth in the community such that 65% is mixed-use or multi-unit medium and high density, including townhomes and apartments (condo or rental), and 35% is lower density single detached, semi-detached, triplexes, fourplexes, and accessory dwelling units, including secondary suites and detached secondary dwellings.

2.4.2 Ensure the Merritt **Zoning Bylaw** is amended to increase the maximum density for Medium Density Residential (R7) and High Density Residential (R8) according to Table 3.

2.4.3 Ensure that adequate land is zoned for residential that will enable housing to be constructed for all demographics, including young families.

## COMMERCIAL LANDS



Lands designated for commercial use within the City boundary totals 66 hectares. There is potential for the redevelopment of already serviced commercial sites, particularly in the City Centre. The use of existing infrastructure for active commercial businesses would be more efficient for the municipality and support residential infill policies contained in this Plan. In addition to the City Centre, Urban Villages will play an important role for commercial uses. Grandview Village and Ranchlands Village (Gateway 286), in particular, are expected to provide significant amounts of new commercial spaces.

## INDUSTRIAL LANDS

Due to land constraints within Merritt, the City would like to designate more land for light industrial use. The City is actively working on creating an industrial park to increase and diversify local employment opportunities. However, these lands would repurpose existing heavy industrial lands for light industrial use. In addition, there should be a focus on light industrial uses that do not require intensive water use, as a measure to conserve the City's water supply and limit impact on the Coldwater River's fish habitat.




# 3 LAND USE AND DEVELOPMENT

SECTION HIGHLIGHTS

# 3



## OUR GOAL

The City of Merritt will create great communities by developing land use policies and zoning that promotes high quality development that is sensitive to context, contains vibrant public spaces, and allows for creativity, and innovation.

---

**Future development planning in Merritt considers**

# 12

Land Use categories:



- Low to Medium Density Residential
- Medium to High Density Residential
- Agricultural
- Urban Centre
- General Commercial and Mixed-Use
- Service Commercial
- Airport Commercial
- Industrial
- Institutional
- Parks
- Comprehensive Development
- Future Development

# 3. LAND USE AND DEVELOPMENT

## OVERVIEW

Future development planning in Merritt considers 12 Land Use categories:

- Low to Medium Density Residential
- Medium to High Density Residential
- Agricultural
- Urban Centre
- General Commercial and Mixed-Use
- Service Commercial
- Airport Commercial
- Industrial
- Institutional
- Parks
- Comprehensive Development
- Future Development

The objectives and policies below are to provide high-level guidance for land use and development in Merritt. OCP-level policies are written to ensure high-quality development in the community by demonstrating to developers what types of development outcomes the community would like to see. The OCP is the highest-level of land-use planning in the municipality. In addition to conforming with the OCP, new developments must also follow regulations in the **Zoning Bylaw** and **Subdivision and Development Servicing Bylaw** and any other applicable plans for the development area. The policies below describe the general goals and outcomes for development in Merritt.

The Land Use Designation Map in Appendix A outlines areas within the city which are appropriate for current and future uses of each type. Further details and sub-categories of each land use are described in **Merritt's Zoning Bylaw No. 2284, 2020**, as amended from time to time.

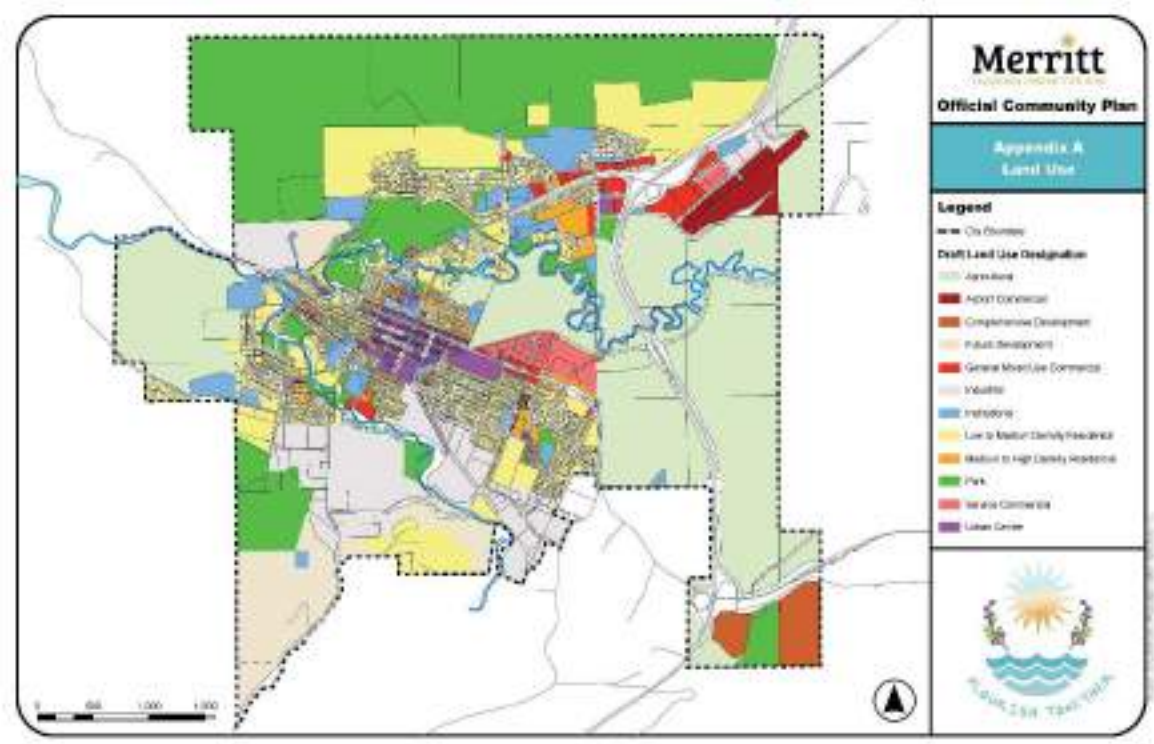



Figure 4 - Land Use Designation map (Appendix A)

**Goals:** The City of Merritt will create great communities by developing land use policies and zoning that promotes high quality development that is sensitive to context, contains vibrant public spaces, and allows for creativity, and innovation.

## 3.1 GENERAL LAND USE POLICIES

### *OBJECTIVE*

***Plan the Community in Such a Way to Create a Compact, Dense, Walkable, Bikeable, Green, Attractive City.***

### POLICIES

The policies below apply to all land use categories:

3.1.1 Land Use of all the future development shall conform to the Land Use Designation Map, attached as Appendix A.

3.1.2 Promote the following winter city principles in the development of new residential, commercial, industrial, and institutional land uses for the purpose of improving pedestrian comfort and safety:

- Incorporate design strategies to block wind and downdrafts.
- Maximize exposure to winter sunshine and provide summer shade through building orientation, planting, and design.
- Use colour in public spaces and private property to enliven the winterscape.
- Use lighting in creative ways to take advantage of the short days in winter.
- Consider current and future climate change conditions (i.e., warming temperatures) when developing winter recreation and tourism opportunities.

3.1.3 The City's boundaries should not be expanded, with the exception of the residential area between Diamond Vale and Joeyaska reserve should the opportunity arise.

3.1.4 Ensure a range of housing types, densities, and affordable housing options are available in all neighbourhoods, except for the Airport neighbourhood where residential is discouraged.

3.1.5 Encourage developers to include three or more bedroom units within multiple unit residential, to ensure young families have housing options within the city.

3.1.6 Develop and implement a **Housing Strategy,** working with other agencies and organizations, including BC Housing and BC Transit, to encourage the development of affordable, rental, and special needs housing.

3.1.7 Develop **Housing Affordability Study** and include its recommendations in the **Housing Strategy**, to support the future development of affordable housing.

3.1.8 Encourage accessory dwelling units, including detached secondary dwellings and secondary suites, in all neighbourhoods, except within the Airport neighbourhood. Detached secondary dwellings must be smaller than the principal dwelling on the parcel.

3.1.9 Keep regulations and procedures under review to ensure there are no unnecessary barriers to the development of affordable housing.

3.1.10 Ensure the **Zoning Bylaw** permits daycare centres in residential, commercial, industrial, and institutional zones.

3.1.11 Encourage new development and redevelopment within existing serviced areas. With the exception of Ranchlands Village (Gateway 286), leapfrog development is discouraged.

3.1.12 Continue to improve transparency of the development approval process by implementing a pre-application process for development applications.

3.1.13 Keep development fees under review to ensure competitiveness with similar municipalities and adequate funding for application processing.

3.1.14 Provide necessary resources to Planning & Development Services department to ensure processing timelines do not reduce Merritt's appeal.

3.1.15 Temporary Use Permits regulations are outlined within the **Zoning Bylaw**.

3.1.16 Allow secondary suites in single detached, semi-detached, and townhome dwellings.

3.1.17 Encourage residential infill development in all neighbourhoods, excluding the Airport neighbourhood.

3.1.18 Infill, redevelopment, and intensification is permitted throughout existing communities.

3.1.19 Enable home-based businesses in residential and mixed-use areas throughout the community.

3.1.20 Home-based businesses must be clearly secondary and incidental to the residential use of the property.

3.1.21 Ensure adequate off-street and on-street vehicle parking in residential areas.

3.1.22 Allow reduced parking requirements for all uses within the designated City Centre area, as shown on the City Centre Parking Zone map in the **Zoning Bylaw**, where payment in lieu of a parking reduction or other parking solutions, such as short-term or long-term bicycle parking, is provided.

3.1.23 Consider amending the **Zoning Bylaw** to include transit infrastructure as a community amenity contribution for new developments.

3.1.24 Include BC Hydro, BC Transit, Canada Post, Interior Health, Ministry of Environment, Ministry of Transportation and Transit, Ministry of Water, Land and Resource Stewardship, Ministry of Agriculture and Food, RCMP, Trans Mountain Pipeline, Fortis, Shaw, and Telus for any relevant development referrals.

3.1.25 Explore the possibility of partnering with other levels of government and non-profit organizations in the development of affordable, rental, and special needs housing projects that respond to the unique needs of residents.

3.1.26 Encourage rental housing development in which tenants have adequate opportunities to live in healthy, safe, and secure housing.

3.1.27 Expedite the rezoning or development permit process for purpose-built rental developments if a restrictive covenant and/or housing agreement to require rental units is registered on title.

3.1.28 Utilize surplus City-owned lands to create affordable housing by partnering with other levels of government, non-profit organizations, and developers.

3.1.29 Encourage developers to include a minimum of 30% of affordable housing units within new residential and mixed-use developments.

3.1.30 Encourage a range of densities with highest densities in the City Centre and Urban Villages.

3.1.31 Provide density bonuses for inclusion of affordable or special needs housing units within residential and mixed-use developments.

3.1.32 Provide height bonuses for inclusion of affordable or special needs housing units within multiple unit residential and mixed-use commercial developments.

3.1.33 Encourage small lot and narrow lot residential.

3.1.34 Encourage the development of attainable housing that does not exceed 30% of household income, thereby reducing extreme core housing need in the community.

3.1.35 Work with BC Housing, local First Nations, and non-profit organisations to ensure the provision of housing for persons experiencing homelessness.

3.1.36 Encourage the development of rental housing, housing suitable for downsizing, and housing that is attainable for first-time home buyers to address suppressed household formation.

3.1.37 Ensure that sufficient supply of housing is being developed to meet household growth, with a focus on multi-bedroom units.

3.1.38 Encourage the development of market rental and affordable rental housing to meet the rental demand in the community, with a targeted vacancy rate of at least 3%.

3.1.39 Ensure that sufficient supply of housing is being developed to meet anticipated growth in the community.

3.1.40 Residential development density should conform to the following:

- A maximum of one dwelling per parcel for Future Development land use.
- 15 to 150 units per hectare for Low to Medium Density Residential land use.
- 120 to 225 units per hectare for Medium to High Density Residential land use.
- No density limits for Mixed-Use Commercial, Urban Centre, or Comprehensive Development land uses.

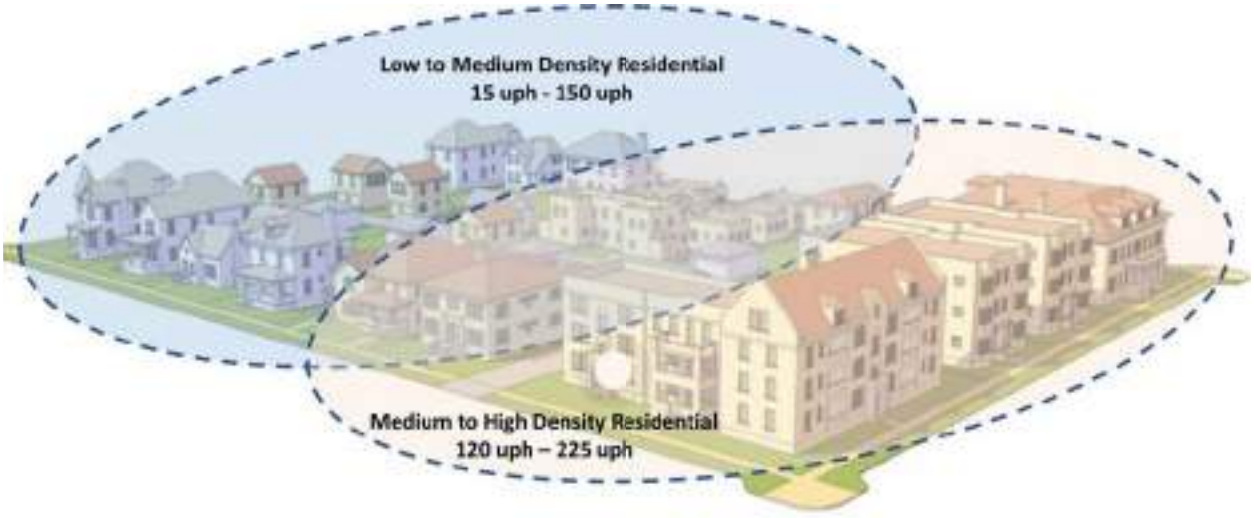



Figure 5 – Residential Density Limit Guidelines

## 3.2 LAND USE DESIGNATION: LOW TO MEDIUM DENSITY RESIDENTIAL

### *OBJECTIVE*

***Encourage Low to Medium Density Residential in Areas Other Than the City Centre or Urban Villages***



**173 hectares**

of land zoned for residential use

Zoning Bylaw, 2020

**Low to Medium Density Residential:** Low to Medium Density Residential land use in the city is intended to accommodate and situate the development of residential areas containing primarily single detached, semi-detached, and multiple unit residential development. This style of residential development will have a gross density range of 15 units per hectare to 150 units per hectare.

### POLICIES

3.2.1 Low to Medium Density Residential land use areas will generally be located outside the City Centre, with the exception of the Nicola, Kengard, and River Districts and shall conform to the Land Use Designation Map, attached as Appendix A.

3.2.2 Encourage the development of Detached Secondary Dwellings, such as carriage homes, garden suites, or laneway homes, in Low to Medium Density Residential areas.

3.2.3 Encourage secondary suites in single detached, semi-detached, and townhome dwellings in Low to Medium Density Residential areas.

3.2.4 Support reduced front parcel setbacks in Low to Medium Density Residential areas where single detached, semi-detached, and townhome dwellings have rear lane access.

3.2.5 Support reduction or elimination of front parcel setbacks in Low to Medium Density Residential areas for multiple unit residential to improve pedestrian access and walkability.

3.2.6 Support home-based businesses in Low to Medium Density Residential areas, provided that they are clearly secondary and incidental to the principal residential use.

3.2.7 All areas of a property for multiple unit residential developments in Low to Medium Density Residential areas should include Crime Prevention Through Environmental Design principles in their design and construction.

3.2.8 Low to Medium Density Residential may include low and mid-rise buildings.

3.2.9 Support the development of small-scale residential, such as single detached, semi-detached, townhomes, apartments, and accessory dwelling units, in Low to Medium Density Residential areas, including as infill development within established neighbourhoods.

## 3.3 LAND USE DESIGNATION: MEDIUM TO HIGH DENSITY RESIDENTIAL

### *OBJECTIVE*

***Encourage Medium to High Density Residential in the City Centre, within Urban Villages, and Along Transit and Active Transportation Corridors***

**Medium to High Density Residential:** Medium to High Density Residential land use in the city is intended to accommodate and situate for the development of residential areas containing primarily multiple unit residential development. This style of residential development will have a gross density range of 120 units per hectare to 225 units per hectare.

### POLICIES

3.3.1 Medium to High Density Residential land use areas will be generally located within the City Centre and Urban Villages and along arterial roads and designated transit and cycle routes, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.3.2 Encourage underground and under-building parking in Medium to High Density Residential areas.

3.3.3 Encourage surface parking lots to be located behind buildings in Medium to High Density Residential areas.

3.3.4 All areas of a property for residential developments in Medium to High Density Residential areas should include Crime Prevention Through Environmental Design principles in their design and construction.

3.3.5 Medium to High Density Residential may include low and mid-rise buildings.

3.3.6 Mid-rise multiple unit residential and mixed-use commercial buildings are encouraged in the City Centre and Urban Villages.

3.3.7 Encourage a variety of forms of townhouses in Medium to High Density Residential areas, including rowhouses, stacked, as well as back-to-back where rear lanes exist.

3.3.8 Encourage secondary suites in townhome dwellings in Medium to High Density Residential areas.

3.3.9 Support reduction or elimination of front parcel setbacks in Medium to High Density Residential areas for multiple unit residential to improve pedestrian access and walkability.

3.3.10 Support home-based businesses in Medium to High Density Residential areas, provided that they are clearly secondary and incidental to the principal residential use.



## 3.4 LAND USE DESIGNATION: AGRICULTURAL

### *OBJECTIVE*

***Support Appropriate Agricultural Uses and Associated Activities to Contribute to Local Food Production and Economic Development***

The **Agricultural** land use is intended to support local food production and distribution, providing opportunities for economic development and food security.

### POLICIES

3.4.1 Agricultural land use areas should generally be directed to areas identified as Agricultural Land Reserve, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.4.2 Discourage the conversion of agricultural land to residential settlements.

3.4.3 Support the development of seasonal employee housing in Agricultural areas to support agricultural production, noting that this would be subject to ALC approval if required.

3.4.4 Provide adequate buffers, separation distances and effective transition zones between Agricultural land and other land uses.

3.4.5 The incinerating or processing of fish, animal, or vegetable waste products is not permitted in the city, including in Agricultural land use areas, unless permitted by the ALC.

3.4.6 Allow and encourage abattoir and butcher facilities in appropriate locations in Merritt.

3.4.7 Encourage indoor farm operations in Agricultural areas, including greenhouse and vertical farming.

3.4.8 Encourage vineyards and orchards, as well as related processing facilities, in Agricultural areas, such as wineries or fruit canning.

3.4.9 Discourage water use intensive businesses in Agricultural areas, within the parameters of the ALR Use Regulations, where applicable.




## 3.5 LAND USE DESIGNATION: URBAN CENTRE

### *OBJECTIVE*

***Encourage Urban Centre Land Use in the City Centre with Urban Villages***

The **Urban Centre** land use is intended to direct a mix of multiple unit residential, general and mixed-use commercial, and institutional development to the City Centre and Urban Villages to create a vibrant and active community.

### POLICIES

3.5.1 Urban Centre land use will be located in the City Centre and Urban Villages, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.5.2 The Urban Centre land use may include multiple unit residential, general commercial, tourist commercial, mixed-use commercial and institutional uses.

3.5.3 Residential development in the Urban Centre land use areas should be Medium to High Density Residential or mixed-use, except in the City Centre's Nicola, Kengard, and River districts and Collettville Centre Urban Village where Low to Medium Density Residential is also acceptable.

3.5.4 Mid-rise buildings are encouraged in the Urban Centre land use areas.

3.5.5 Encourage underground and under-building parking, while discouraging surface parking, in the Urban Centre land use areas.

3.5.6 Encourage parking access from rear lanes, where possible, in Urban Centre land use areas.

3.5.7 Encourage the development of wider sidewalks, street trees and street patios in Urban Centre land use areas.

3.5.8 Encourage the development of publicly accessible rooftop gardens and open space in Urban Centre land use areas.

3.5.9 All developments in Urban Centre land use areas should incorporate winter city elements.

3.5.10 All developments in Urban Centre land use areas should include Crime Prevention Through Environmental Design principles in their design and construction.

3.5.11 Residential spaces in mixed-use commercial buildings in Urban Centre land use areas should be located above or below the ground floor or behind the ground floor of the commercial space.

3.5.12 Multiple unit residential and mixed-use commercial buildings within Urban Centre land use areas should be pedestrian-oriented with building fronts abutting the sidewalk.

## QUILCHENA DISTRICT

3.5.13 Buildings in the Quilchena District that are taller than two storeys should utilize a step back.

3.5.14 Continue to encourage retail businesses and restaurants to locate on the ground floor of buildings within the Quilchena District in order to help enhance the vitality of the City Centre.

3.5.15 Institutional uses are not supported in Quilchena District.

## 3.6 LAND USE DESIGNATION: GENERAL COMMERCIAL AND MIXED-USE

### *OBJECTIVE*

***Support a Wide Range of General and Mixed-Use Commercial Uses for Residents and Visitors***



**66 hectares**

of land zoned for commercial use

Zoning Bylaw, 2020

The **General Commercial and Mixed-Use** land use is intended to accommodate a mix of commercial and residential development, which enhances the vibrancy of community and creates a cohesive neighbourhood feeling.

### POLICIES

3.6.1 General Commercial and Mixed-Use land use areas should be directed to the City Centre, Urban Villages, Airport neighbourhood to the west of Airport Road, and along the Nicola Avenue and Voght Street corridors, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.6.2 Ensure that adequate commercial lands are provided for future growth and expansion, while taking into consideration the growing trend of online business.

3.6.3 Encourage residential dwellings in mixed-use developments to be located above or below the ground floor or behind the ground floor of the commercial space.

3.6.4 Support home-based businesses in residential dwellings within mixed-use developments, subject to zoning conditions to manage negative impacts.

3.6.5 Encourage parking access from rear lanes, where possible, in the General Commercial and Mixed-Use area.

3.6.6 All areas of a property in General Commercial and Mixed-Use land use areas should include Crime Prevention Through Environmental Design principles in their design and construction.

3.6.7 Encourage parking for new and existing commercial and mixed-use development in the General Commercial and Mixed-Use areas to be lane accessible and in enclosed structures.

3.6.8 Encourage wide sidewalks, street trees, and street patios in General Commercial and Mixed-Use land use areas.

3.6.9 Encourage the development of publicly accessible rooftop gardens and open space in General Commercial and Mixed-Use areas.

3.6.10 All developments in General Commercial and Mixed-Use areas should incorporate winter city elements.

3.6.11 Developments within General Commercial and Mixed-Use areas should be pedestrian-oriented with building fronts abutting the sidewalk.



## 3.7 LAND USE DESIGNATION: AIRPORT COMMERCIAL

### OBJECTIVE

***Encourage Airport Commercial Uses to Locate on Lands Adjacent to the Merritt Airport***

The **Airport Commercial** land use is intended to accommodate the appropriate commercial uses supporting airport operations and encourage economic development, including transportation, tourism, and other aviation businesses.

### POLICIES

3.7.1 Airport Commercial land use areas should be directed to properties adjacent to the Merritt Airport, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.7.2 Encourage appropriate commercial uses, including the services related to aviation, visitor/tourism, transportation, warehousing, and logistics to support the growth of aviation, transportation, and tourism industries.

3.7.3 Enhance City owned land adjacent to the airport through additions of hangars and other amenities to increase its desirability for lease.

3.7.4 Ensure buildings and structures do not impede on the airport's Obstacle Limitation Surfaces, as determined by the airport's classification as an AGNII non-instrument aerodrome.

3.7.5 Ensure new Airport Commercial development conforms with the City's **Airport Development Plan**, as amended from time to time.

## 3.8 LAND USE DESIGNATION: SERVICE COMMERCIAL

### OBJECTIVE

***Encourage Service Commercial Uses to Locate Near to Highways.***

The **Service Commercial** land use is intended to be situated strategically near major vehicle transportation routes and include service-oriented businesses that require high visibility, sufficient parking, and easy access from highways.

### POLICIES

3.8.1 Service Commercial land use areas should be directed to properties west of Airport Road in the Airport neighbourhood, properties in Diamond Vale north of, but not fronting, Nicola Avenue, and DeWolf Way in Grandview, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.8.2 Provide for means of accessibility through the creation of high quality and visually appealing streetscapes in Service Commercial area

3.8.3 Continue to develop and enhance the clusters of commonly used services such as service stations, hotels/motels, restaurants, and tourist services at following locations:

- area on DeWolf Way and Voght Street in Grandview neighbourhood,
- area west of Airport Road in Airport neighbourhood, and
- area north of Nicola Avenue in the northern area of Diamond Vale.

3.8.4 Filling stations are not permitted in the City Centre or Urban Villages and should be directed to the Service Commercial areas in Grandview, Airport or Diamond Vale.

3.8.5 Vehicle services businesses, including automobile service stations and car washes, are not permitted in the City Centre or Urban Villages, and should be directed to the Service Commercial areas in Grandview, Airport and Diamond Vale.

3.8.6 Drive-through businesses are not permitted in the City Centre or Urban Villages and should be directed to the Service Commercial areas in Grandview, Airport and Diamond Vale.



## 3.9 LAND USE DESIGNATION: INDUSTRIAL

### *OBJECTIVE*

***Strategically Promote the Best and Highest Use of Industrial Lands to Provide Local Employment Opportunities***

The **Industrial** land use is intended to be sensitively integrated within the community to ensure it does not create nuisances that would impact the use and enjoyment of adjacent properties.

### POLICIES

3.9.1 Industrial land use areas should be directed to the Airport, Diamond Vale, and Middlesboro neighbourhoods, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.9.2 Industrial in the Diamond Vale neighbourhood should be directed to parcels south of Clapperton Avenue.

3.9.3 Industrial in the Middlesboro neighbourhood should be located along the designated truck route.

3.9.4 Minimize the impact of Industrial uses on adjacent lands, including nuisances such as emissions, dust, and noise. This may include strategies such as buffering with landscaping or a gradual transition from industrial to commercial to residential uses.

3.9.5 Ensure Industrial uses are located to minimize impacts on residential areas, daycares, schools, and health centres.

3.9.6 A substantial buffer of either natural or man-made features or uses must be placed between Industrial and residential, commercial, or other non-industrial land uses to provide an adequate transition between uses and to minimize conflicts.

3.9.7 Support a combination of small and large parcels in Industrial areas to accommodate a diversity of industrial uses.

3.9.8 Industrial development adjacent to highway entrances and exits should utilize landscaping and office buildings to visually buffer industrial activities from vehicle and pedestrian traffic.

3.9.9 Existing vacant Industrial parcels should be utilized prior to designating new industrial areas to ensure the efficient use of transportation and other infrastructure.

3.9.10 The following uses are not permitted as Industrial land uses:

- the outdoor display of automobiles in a state of disrepair, such as a junkyard or auto wrecker business;
- the manufacturing of pulp, paper, or petroleum; and
- the incinerating or processing of fish, animal, or vegetable waste products.

3.9.11 Encourage indoor farming operations, such as greenhouse and vertical farming, in Industrial areas.

3.9.12 Locate surface parking lots to the rear of the building in Industrial areas, where possible.

3.9.13 Landscaping screening should be utilized to screen parking lots in front or side yards.

3.9.14 Discourage water use intensive Industrial businesses, including cannabis grow facilities, paint manufacturing, textiles, or other water-intensive industries.

3.9.15 Ensure an adequate supply of land is made available to meet anticipated demands for a full range of Industrial uses.

3.9.16 Ensure Industrial uses are located in areas with access the City's designated truck route.




## 3.10 LAND USE DESIGNATION: INSTITUTIONAL

### *OBJECTIVE*

***Ensure Adequate Institutional Designated Lands to Serve Residents***

The **Institutional** land use is intended to accommodate institutional uses such as hospitals, post secondary institutions, government facilities and not-for-profit offices and services which provide services to the community.

### POLICIES

3.10.1 Institutional land use areas should generally be directed to the City Centre, Urban Villages, and along Voght Street and Nicola Avenue, with the exception of schools, daycares, and utilities, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.10.2 Collaborate with School District No. 58 in the planning and development of school expansions and new schools in the community.

3.10.3 Consider accessory and supportive commercial and multiple unit residential developments on Institutional properties where this will not prevent or hinder the primary Institutional use.

3.10.4 Work with BC Housing to locate a shelter in the City Centre for unhoused residents.

3.10.5 If a safe injection site is established, ensure that it is located in the City Centre.

3.10.6 If a specialized community care facility is established, ensure that it is located in the City Centre or adjacent to a designated transit route.

3.10.7 Institutional uses are not supported in the City Centre's Quilchena District.


TNRD
MERRITT LIBRARY

## 3.11 LAND USE DESIGNATION: PARK

### *OBJECTIVE*

***Provide Sufficient, Accessible, Well Maintained and Interlinking Parks, Natural Areas and Trails Systems***

The **Park** land use is intended to develop parks, open spaces, pathways, and trails as the backbone of active recreation in the area, connecting neighbourhoods, tourist destinations, and providing informal gathering spaces.

### POLICIES

3.11.1 Park land use areas should be planned, established, and maintained in all neighbourhoods, and shall conform to the Land Use Designation Map, attached as Appendix A.

3.11.2 As the city's population continues to increase, the City should ensure that the provision of parks and open space is responsive to demographic, cultural, and leisure trends, and set goals to increase its parks to people ratio appropriately.

3.11.3 Establish standards with respect to the development of parks, trails, and green space in new neighbourhoods, including consideration for winter season elements, CPTED principles, and universal accessibility.

3.11.4 Parks and open spaces should be developed and integrated with environmentally significant areas.

3.11.5 Parks and open spaces should accommodate a range of active and passive uses through a variety of facilities that are both flexible and adaptable to the future needs of the City's growing population, such as field houses, community buildings, multi-purpose courts, playgrounds, gathering spaces, open play space, and trails.

3.11.6 Utilize Crime Prevention Through Environmental Design's three basic strategies – natural access control, natural surveillance, and territorial reinforcement – to address the security, safety, and well-being of the users, as well as the maximum capacity of developed park, open spaces, and pathways/trail facilities.

3.11.7 Establish multiple types of parks, including active, passive, recreation, conservation, plaza, pocket, parklet, and dog parks.

3.11.8 Active parks should be located in City Centre, Parkdale, Diamond Vale, Middlesboro, Collettville, Riverside, North Bench, Grandview, and Ranchlands. These parks should include amenities, such as playgrounds, sports fields, water parks, or other activities for users.

3.11.9 Passive parks should be located in Parkdale, Diamond Vale, Collettville, and Bench. These parks should include picnic tables and benches.

3.11.10 Recreation parks should be located in Middlesboro, North Bench, and Ranchlands. These parks should include trails for hiking and mountain biking.

3.11.11 Conservation parks should be located along the Nicola and Coldwater Rivers in Parkdale, Middlesboro, Collettville, and Grandview. These parks should be maintained for native vegetation and wildlife.

3.11.12 Plazas should be located in the City Centre and Urban Villages, including Spirit Square and Civic Plaza. These spaces should be programmed with amenities and activities.

3.11.13 Pocket parks should be located in dense neighbourhoods, including Diamond Vale and Riverside. These spaces could be created using existing road dedication, and should include public art, seating, and other amenities.

3.11.14 Parklets should be located in the City Centre and Urban Villages. These spaces should utilize existing street parking, particularly on Quilchena Avenue, and be programmed with public art, seating, bike parking, and activities to engage residents and visitors.

3.11.15 Dog parks should be located in Collettville, Diamond Vale, and Grandview. These three spaces should enable off leash activities for dogs and encourage users to socialize.



## 3.12 LAND USE DESIGNATION: COMPREHENSIVE DEVELOPMENT

### *OBJECTIVE*

***Utilize Comprehensive Development Land Use for Developments that do not Conform to Established Land Uses or Zones***

The **Comprehensive Development** land use is intended to allow for the creation of comprehensive, site specific land use regulations for development, where conventional zones in the Zoning Bylaw are inappropriate or inadequate with regards to existing or future surrounding developments or to the interest of the property owner or to the public.

### POLICIES

3.12.1 The Comprehensive Development land use will be created where the following conditions are met:

- the proposed development is considered appropriate for the site and in compliance with the Objectives and Policies of this Plan and any other applicable City plan or policy;
- the use of any other zone in the Zoning Bylaw to accommodate the proposed development would result in potential conflicts with the scale and character of existing or future surrounding development, should the full development potential of such zone be utilized; and
- the proposed development is of a scale, character, or complexity requiring comprehensive planning and implementation that is of a unique form or nature not contemplated or reasonably regulated by another zone.

3.12.2 If the Comprehensive Development land use is located in a Development Permit Area, the City shall specify in the Comprehensive Development Zone in the **Zoning Bylaw** the nature of development that is permitted, or which requires a Development Permit, in accordance with this Plan.

## 3.13 LAND USE DESIGNATION: FUTURE DEVELOPMENT

### *OBJECTIVE*

***Support Future Development Uses on Greenfield Properties in Peripheral Areas***

The **Future Development** land use is intended to include a variety of unprogrammed space and should be planned in a contiguous network.

### POLICIES

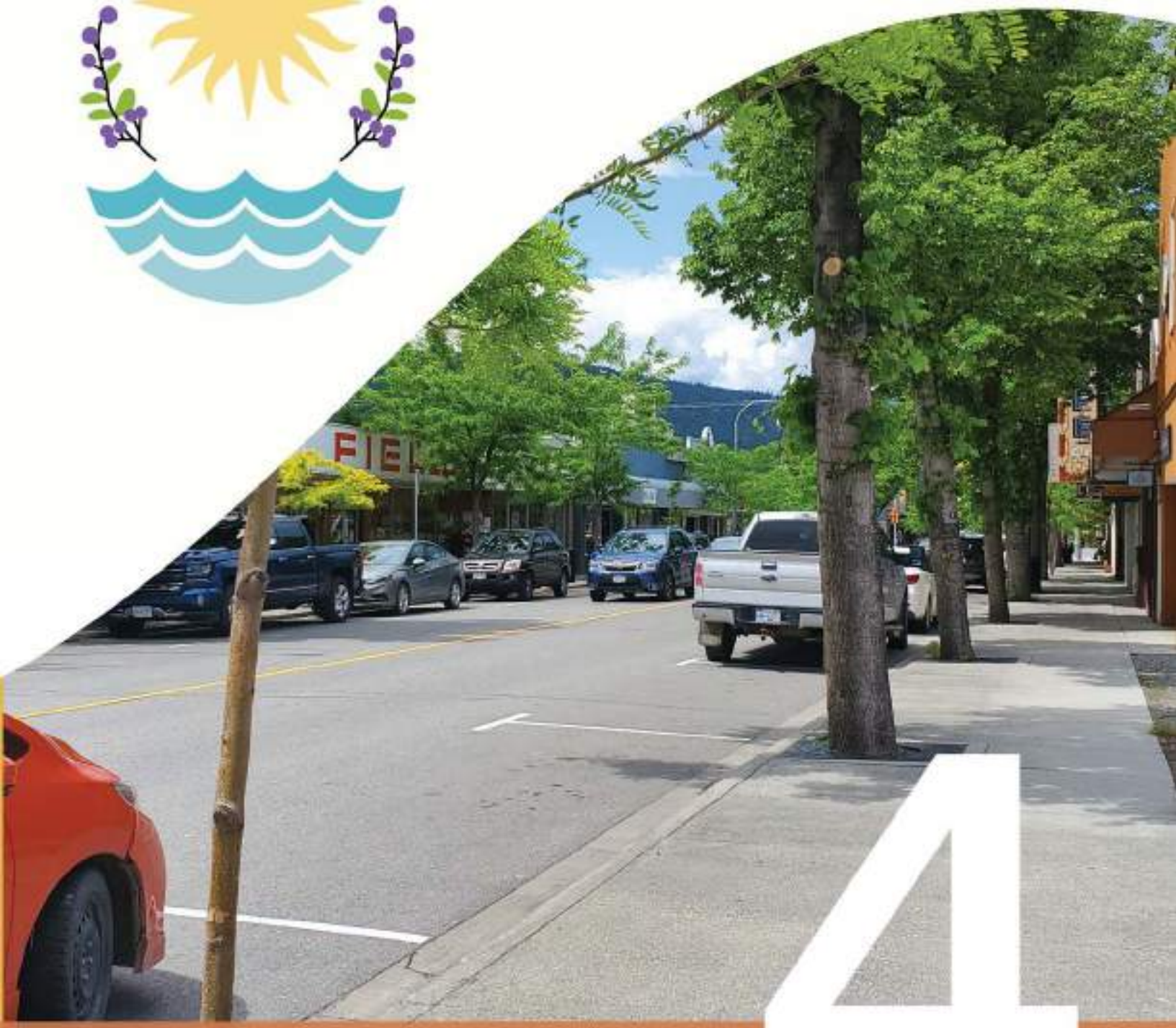
3.13.1 Lands designated as Future Development land use shall not be rezoned or subdivided without an OCP amendment to change the land use designation. The City may also require the creation of an approved Neighbourhood Development Plan.

3.13.2 A Neighbourhood Development Plan should be supported by the following studies and assessments:

- Servicing strategies (water, wastewater, stormwater);
- Traffic impact assessment;
- Environmental assessment; and
- Any other studies that the City deems applicable.

3.13.3 Subject to all other policies of this Plan, the following design approaches and site elements should be considered as part of the rezoning application:

- Future residential development should be clustered to protect natural areas and green space and create walking trails and access to other areas.
- Identify and protect areas with potential for future parks, recreation, and open space uses.
- Encourage new development to retain original natural areas and features, and to incorporate green spaces as much as possible.
- Ensure appropriate buffers are established between incompatible land uses.
- Encourage property owners and developers to follow provincial Best Stormwater Management Practices to protect water courses from adjacent surface disturbance and development.
- Landscaping opportunities, particularly strategies to control invasive plants as described in the BC Weed Control Act.



# 4 OUR NEIGHBOURHOODS

# 4

SECTION HIGHLIGHTS



**The City is composed of**

**11**

distinct neighbourhoods.

One approach to city planning is called a '15-minute community'. It is defined as any residential area **in which all day-to-day needs can be acquired within a 15-minute walk, bike, or bus ride.**







## OUR GOAL



Manage the growth and development of Merritt in a way that **fosters businesses, accessibility to amenities, diversity of housing choice** and **vibrant communities.**

# 4. OUR NEIGHBOURHOODS

## OVERVIEW

The City is composed of 11 distinct neighbourhoods. Each area of the City is framed and shaped by the features that surround it, from dramatic mountain benches to scenic rivers to fertile valley grassland. As communities grow and change, our neighbourhoods must evolve to support our community members in their pursuit of a good life in Merritt.

As with most western Canadian cities, rugged terrain, variable weather, and large expanses of land resulted in Merritt planning infrastructure around vehicles and most households relying heavily on their cars for day-to-day activities. The convenience once afforded by cars now comes with a host of other challenges, including traffic congestion, high operating costs for drivers, poor air quality, motor vehicle accidents, compromised physical and mental health, and financially unsustainable road construction and maintenance. Cities around the world are looking for better, healthier, and more sustainable ways for communities to adapt and get around.

One approach to city planning is called a '15-minute community'. It is defined as any residential area in which all day-to-day needs can be acquired within a 15-minute walk, bike, or bus ride. The more grid-like, connected, and permeable the street and active transportation network is, the larger a 15-minute community will be. Developing community neighbourhood nodes that are populated with residential land uses and well-placed neighbourhood commercial land uses will improve the walkability of neighbourhoods, and increase community members' ability to live, recreate, and access basic services within their own neighbourhoods.

With established neighbourhoods (sectors) already in place, Merritt has a unique opportunity to employ a '15-minute community' in its established neighbourhoods by formalizing higher density multi-family residential and commercial nodes within each neighbourhood as Urban Villages. Following the rationale of 15-minute communities, an Urban Village is an area within a neighbourhood that includes commercial, recreational, and/or institutional amenities for residents. Establishing a series of Urban Villages (neighbourhood nodes) which are connected by parks, paths and trails will allow for the location of services in proximity to many more residents' homes, which will provide economic, social, health and environmental benefits. This kind of change is incremental, and some low-density residential areas may not be able to support enough retail or other services to create a successful urban village or neighbourhood node.

**Goal:** Manage the growth and development of Merritt in a way that fosters businesses, accessibility to amenities, diversity of housing choice and vibrant communities.

## 4.1 15-MINUTE NEIGHBOURHOODS

### *OBJECTIVE*

***Promote 15-minute Neighbourhoods Where Residents Can Meet Their Daily Needs***

### POLICIES

4.1.1 Formalize Merritt's 11 neighbourhoods as City Centre, Parkdale, Diamond Vale, Middlesboro, Collettville, Riverside, Bench, North Bench, Grandview, Airport, and Ranchlands, as shown on Appendix D: Neighbourhood Map, and promote a mix of residential, neighbourhood commercial, institutional, and open space land uses in each neighbourhood to increase opportunity for proximity to daily amenities.

4.1.2 Organize neighbourhoods to be 15-minute neighbourhoods, where amenities are within walking or biking distance, and encourage new development in all neighbourhoods that will be easily accessible for people of all ages and abilities, with connected and compact transportation networks.

4.1.3 Formalize the establishment of Merritt's 7 Urban Villages within the city's neighbourhoods as City Centre, Diamond Vale Centre, Collettville Centre, Riverside Village, Bench Village, Grandview Village, and Ranchlands Village.

4.1.4 Encourage a mix of medium to high density residential, mixed-use commercial, and institutional uses within Urban Villages.

4.1.5 Consider the creation of Urban Villages, when new neighbourhoods are developed, to provide strategically located commercial amenities.

4.1.6 Maintain and increase active transportation connections within and between neighbourhoods.

4.1.7 Prioritize safety and accessibility in neighbourhood design.

4.1.8 Develop social gathering spaces and parks for passive and programmed use in each neighbourhood.

4.1.9 Neighbourhoods should be maintained so they are attractive, safe, and clean.

4.1.10 Encourage a mix of residential densities in all neighbourhoods.

4.1.11 Direct high density residential and commercial uses to be located within Urban Villages and along designated transit and bike routes.

4.1.12 Promote walkability, bikeability and connectivity by designing neighbourhoods to incorporate linkages to active transportation and transit routes.

4.1.13 Ensure that neighbourhoods and Urban Villages are designed for all ages and abilities, including children and seniors.

4.1.14 Encourage the establishment of daycare centres within all neighbourhoods.

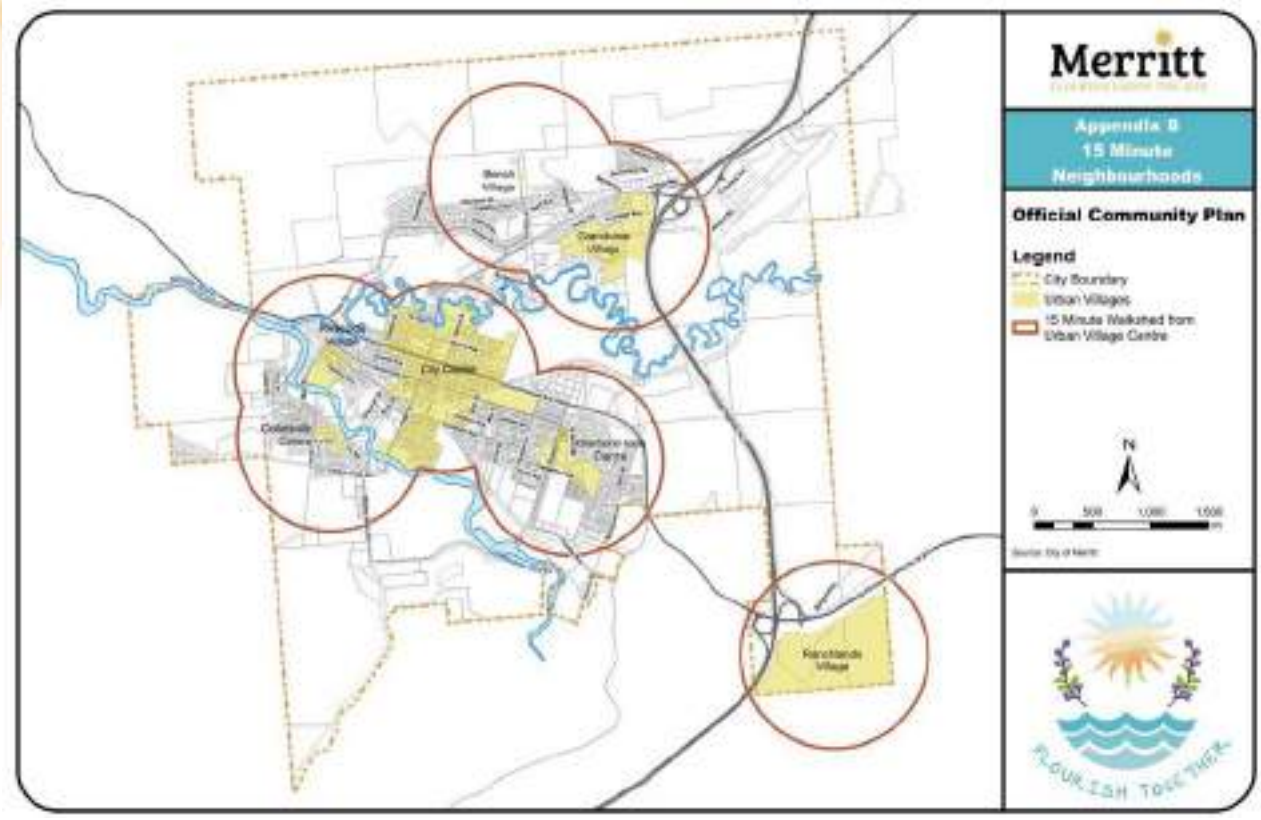



Figure 6 – 15-minute neighbourhood map (Appendix B)

Urban Villages are groupings of commercial and higher-density residential uses within a neighbourhood.

There are seven Urban Villages in Merritt: City Centre, Diamond Vale Centre, Collettville Centre, Riverside Village, Bench Village, Grandview Village, and Ranchlands Village. Each of these urban villages contain a mix of both residential and commercial land uses. This mix of land uses provides the residents of each urban village easy access to a variety of businesses/institutions/other resources that may need in order to complete their day-to-day activities/tasks. This is important as it promotes walkability and other forms of active transportation within each urban village.

The ability for a resident to walk/bike/or take transit to a grocery store/pharmacy/bank/etc. not only promotes health and decreases greenhouse gas emissions, but it also enhances the community spirit by providing opportunities for more impromptu connections.

## 4.2 CITY CENTRE AND ITS DISTRICTS

### *OBJECTIVE*

***Support a Mix of Multiple Unit Residential, Mixed-use Commercial, Parks, and Institutional Uses in the City Centre***

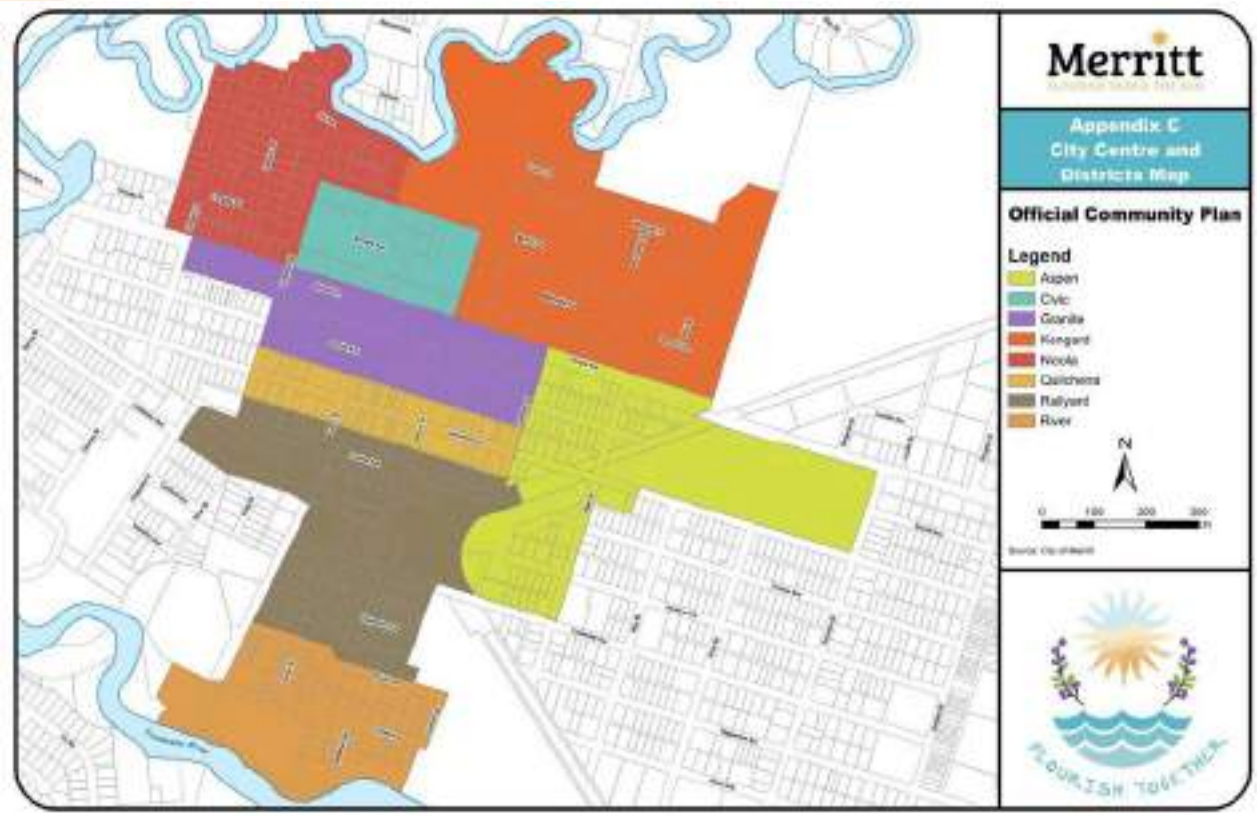



Figure 7 – City Centre and Districts Map (Appendix C)

The City Centre includes eight districts: Quilchena, Granite, Civic, Kengard, Aspen, River, Railyard, and Nicola.

### POLICIES

4.2.1 The City Centre neighbourhood should include a mix of multiple unit residential, mixed-use commercial, parks, and institutional uses.

4.2.2 Develop a **City Centre Revitalization Plan** to establish guidelines to facilitate the future infill of residential, commercial, and institutional development in the City Centre.

4.2.3 Facilitate the infill and redevelopment in the City Centre for Low to Medium Density Residential, Medium to High Density Residential and mixed-use commercial development.

4.2.4 Require larger commercial and mixed-use development or redevelopment sites in the City Centre, where possible, to develop a rear lane that bisects the entire site.

4.2.5 The City Centre should be "tied together" through public realm design guidelines that unify the core and enhance the pedestrian experience, utilizing unique street lighting, street furniture, signage, sidewalks, and storefronts.

4.2.6 Emphasize opportunities for infill and redevelopment within the City Centre area to create a place for people-oriented activities such as festivals, events and celebrations that draw local, regional and tourist visitors to the City Centre.

4.2.7 Ensure that the City Centre is designed to encourage use of spaces by families and children.

4.2.8 Promote the City Centre as an active area to visit, linger and enjoy through high quality, civic events, and public realm improvements initiatives.

4.2.9 The City Centre is organized into eight districts: Quilchena, Granite, Civic, Kengard, Aspen, River, Railyard, and Nicola, as shown on Appendix C.

## QUILCHENA DISTRICT

4.2.10 The City Centre's Quilchena District, the City's "Main Street", should include accommodation, shopping, dining, drinking, and live entertainment related uses, as well as multiple unit residential, in mixed-use commercial developments.

4.2.11 Institutional uses are discouraged in the Quilchena District.

## GRANITE DISTRICT

4.2.12 The City Centre's Granite District should include a mix of multiple unit residential, mixed-use commercial, and institutional uses.

4.2.13 The development of the City's main plaza, Spirit Square, will be emphasized by the City to ensure it is a focal point of the Granite District and the City Centre.

## CIVIC DISTRICT

4.2.14 The City Centre's Civic District should include a mix of mixed-use commercial, and institutional facilities, including City Hall, civic centre, arena, curling rink, and indoor pool.

## KENGARD DISTRICT

4.2.15 The City Centre's Kengard District should include a mix of low, medium, and high density residential, as well as mixed-use commercial fronting Voght Street and Nicola Avenue.

4.2.16 Infill residential is encouraged in the Kengard District.

4.2.17 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in the Kengard District.

## ASPEN DISTRICT

4.2.18 The City Centre's Aspen District should include a mix of multiple unit residential, mixed-use commercial, and institutional uses.

4.2.19 If Aspen Planers decides to relocate their main mill operations to an alternate site within the city, the existing Quilchena Avenue mill site should be redeveloped as a mixed-use commercial and institutional development.

## RIVER DISTRICT

4.2.20 The City Centre's River District should include a mix of multiple unit residential, mixed-use commercial, and tourism commercial, including accommodation, dining, drinking, and live entertainment related uses.

4.2.21 Reimagine the City's Claybanks RV Park as a tourism commercial development with river access for residents and tourists.

## RAILYARD DISTRICT

4.2.22 The City Centre's Railyard District should include a mix of multiple unit residential, mixed-use commercial, and institutional uses, including the Thompson-Nicola Regional Library.

## NICOLA DISTRICT

4.2.23 The City Centre's Nicola District should include a mix of low, medium, and high density residential, institutional, including the City's main fire hall, as well as mixed-use commercial fronting Voght Street and Nicola Avenue.

4.2.24 Infill residential is encouraged in Nicola District.

4.2.25 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Nicola District.



## 4.3 DEVELOPMENT IN NEIGHBOURHOODS

### *OBJECTIVE*

***Support a Variety of Housing Types, a Range of Densities, Mixed-use Neighbourhood Commercial, Parks and Institutional Uses in City Neighbourhoods***

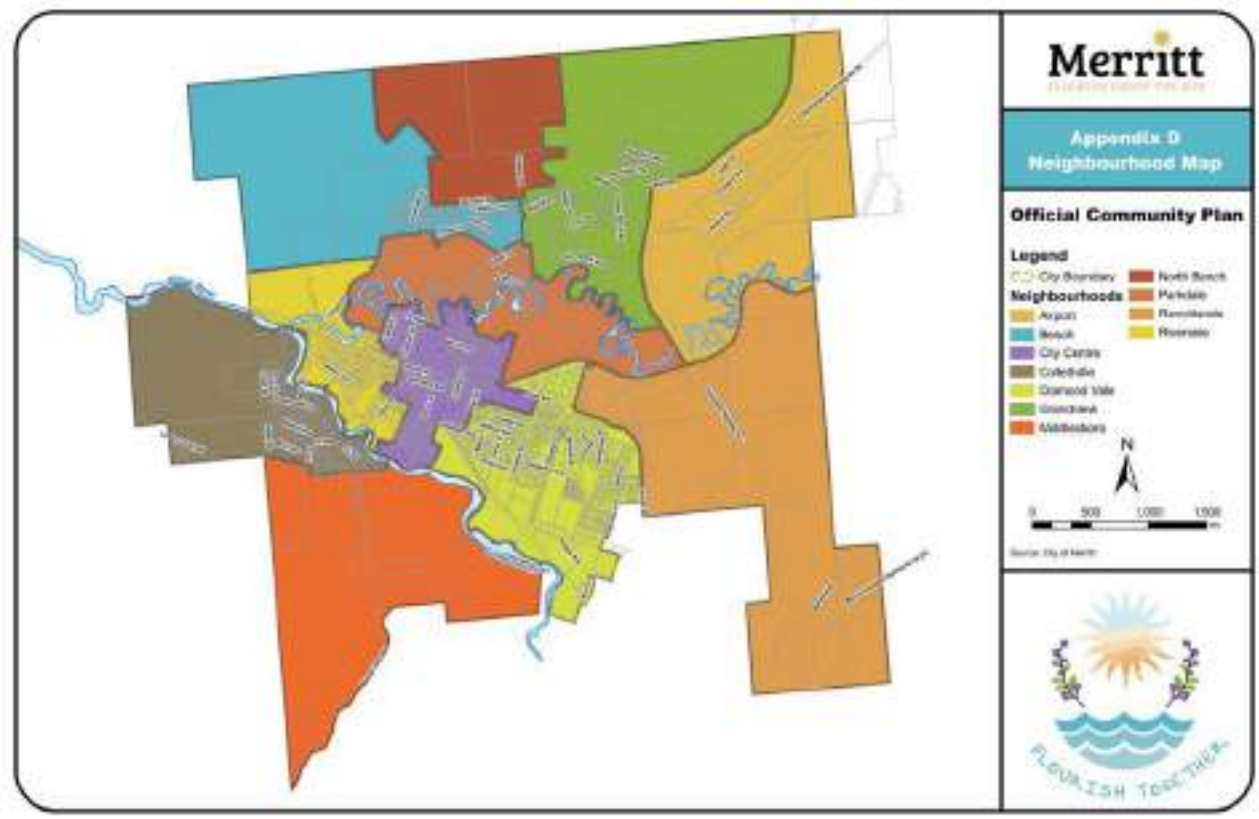



Figure 8 – Neighbourhood Map (Appendix D)

## POLICIES

### PARKDALE

4.3.1 The Parkdale neighbourhood should include a mix of low, medium, and high density residential, institutional, parks and the Merritt golf course.

4.3.2 Medium and high density residential in Parkdale should be directed to parcels fronting Voght Street, Conklin Avenue, or Blackwell Avenue.

4.3.3 Infill residential is encouraged in Parkdale.

4.3.4 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Parkdale.

4.3.5 Ensure that new or rebuilt buildings on parcels fronting Voght Street in Parkdale face the street, rather than back on to it.



## DIAMOND VALE

4.3.6 The Diamond Vale neighbourhood should include a mix of low, medium, and high density residential, institutional, parks, industrial, service commercial, and mixed-use commercial.

4.3.7 Industrial development in Diamond Vale should be directed to the area south of Clapperton Avenue.

4.3.8 Infill residential is encouraged in Diamond Vale.

4.3.9 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Diamond Vale.

4.3.10 Mixed-use commercial in Diamond Vale should be directed to parcels fronting Nicola Avenue and within the Diamond Vale Centre Urban Village.

4.3.11 Medium and high density residential in Diamond Vale should be directed to the Diamond Vale Centre Urban Village and designated transit and bike routes.

4.3.12 Service commercial in Diamond Vale should be directed to the area north of Nicola Avenue, but not on parcels fronting Nicola Avenue.

4.3.13 Additional park space should be acquired in Diamond Vale.



## DIAMOND VALE CENTRE

4.3.14 The Diamond Vale Centre Urban Village should include a mix of medium and high density residential, mixed-use commercial, parks, and institutional uses.

4.3.15 Park space, including pocket parks, parklets, or community gardens, should be developed in the Diamond Vale Centre Urban Village.

## MIDDLESBORO

4.3.16 The Middlesboro neighbourhood should include a mix of low and medium density residential, parks, and industrial uses.

4.3.17 Develop the **Middlesboro Industrial Park Plan** to facilitate a light industrial park, river trail, and park with soccer fields on the former Tolko lands.

4.3.18 Ensure that any development on Active Mountain and Coal Hill is located to avoid historical mining areas.



## COLLETTVILLE

4.3.19 The Collettville neighbourhood should include a mix of low and medium density residential, agricultural, institutional, parks, and mixed-use commercial uses.

4.3.20 Infill residential is encouraged in Collettville.

4.3.21 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Collettville.

4.3.22 Medium density residential should be directed to the Collettville Centre Urban Village and designated transit and bike routes.

4.3.23 Mixed-use commercial should be directed to the Collettville Centre Urban Village.



## COLLETTVILLE CENTRE

4.3.24 The Collettville Centre Urban Village should include a mix of medium density residential, park, and mixed-use commercial uses.

## RIVERSIDE

4.3.25 The Riverside neighbourhood should include low, medium, and high density residential, park, institutional, including the City's Public Works yard, and mixed-use commercial uses.

4.3.26 Infill residential is encouraged in Riverside.

4.3.27 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Riverside.

4.3.28 Medium and high density residential in Riverside should be directed to parcels fronting Nicola Avenue, within Riverside Village Urban Village, and along designated transit and bike routes.

4.3.29 Mixed-use commercial in Riverside should be directed to parcels fronting Nicola Avenue and within the Riverside Village Urban Village.



## RIVERSIDE VILLAGE

4.3.30 The Riverside Village Urban Village should include a mix of medium and high density residential, park, and mixed-use commercial.

## BENCH

4.3.31 The Bench neighbourhood should include a mix of low and medium density residential, park, and institutional uses.

4.3.32 Infill residential is encouraged in Bench.

4.3.33 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Bench.

4.3.34 Multiple unit residential in Bench should be directed to collector roads.



## NORTH BENCH

4.3.35 In consultation with residents and First Nations, develop a **North Bench Neighbourhood Development Plan**.

4.3.36 Although North Bench is located within Merritt's municipal boundaries, it is located on Provincial Crown land. Submit a Crown Land Tenure application to the Provincial government to obtain lands in the North Bench area.

4.3.37 The North Bench neighbourhood should include a mix of low and medium density residential, park, and mixed-use commercial uses.

4.3.38 Mixed-use commercial should be directed to the Bench Village Urban Village.



## BENCH VILLAGE

4.3.39 The Bench Village Urban Village should include a mix of medium density residential and mixed-use commercial uses.

## GRANDVIEW

4.3.40 The Grandview neighbourhood should include a mix of low, medium and high density residential, park, institutional, mixed-use commercial, and tourism commercial uses.

4.3.41 Infill residential is encouraged in Grandview.

4.3.42 Accessory dwelling units, including detached secondary dwellings and secondary suites, are encouraged in Grandview.

4.3.43 Medium and high density residential in Grandview should be directed to parcels fronting Voght Street and within the Grandview Village Urban Village.

4.3.44 Mixed-use commercial in Grandview should be directed to parcels fronting Voght Street and within the Grandview Village Urban Village.

4.3.45 Require larger commercial and mixed-use development or redevelopment sites, where possible, to develop a rear lane that bisects the entire site.

4.3.46 Tourism commercial in Grandview should be directed to parcels fronting Voght Street and DeWolf Way.

4.3.47 Services for the travelling public in Grandview, such as filling stations, drive-through restaurants, and vehicle service stations should be directed to DeWolf Way.

4.3.48 Additional park space should be acquired in Grandview.



## GRANDVIEW VILLAGE

4.3.49 The Grandview Village Urban Village should include medium and high density residential, park, and mixed-use commercial uses.

## AIRPORT

4.3.50 The Airport neighbourhood should include airport commercial, general commercial, tourism commercial, service commercial, and industrial uses.

4.3.51 Update the **Airport Development Plan** every 10 years to facilitate future development in the Airport area.

4.3.52 General commercial, tourism commercial and service commercial in the Airport neighbourhood should be located west of Airport Road.

4.3.53 Airport commercial should be located on parcels adjacent to the airport.



## RANCHLANDS

4.3.54 Continue the implementation of the Gateway 286 vision by establishing the Ranchlands neighbourhood and Urban Village.

4.3.55 The Ranchlands neighbourhood should include a mix of agricultural, low and medium density residential, institutional, tourism commercial, and mixed-use commercial uses. Industrial uses are not permitted.

4.3.56 Medium density residential in Ranchlands should be directed to the Ranchlands Village Urban Village.

4.3.57 General commercial, tourism commercial and mixed-use commercial in Ranchlands should be directed to the Ranchlands Village Urban Village.

4.3.58 Institutional uses in Ranchlands should be directed to the Ranchlands Village Urban Village.

4.3.59 Agricultural uses in Ranchlands should include food and beverage production uses, including cattle grazing, vineyards, orchards, and other food production uses.

## RANCHLANDS VILLAGE

4.3.60 The Ranchlands Village Urban Village should include low and medium density residential, institutional, commercial, and mixed-use commercial uses.

4.3.61 The former visitor centre site adjacent to the Coquihalla Highway should not include residential uses.






# 5 OUR ECONOMY

SECTION HIGHLIGHTS

# 5



Since the second half of the twentieth century, the City has had a strong tradition of leading a **resource-based industrial economy dependant on forestry, farming, and mining.**

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A marked shift away in recent years from traditional employment in Merritt, **saw new employment trends in wholesale trade and in tourism and recreation.**



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## OUR GOAL



Grow and Diversify the local economy to attract investment and **support a viable, diverse, and sustainable economic future** for the people and businesses of Merritt.


COLDWATER HOTEL

# 5. OUR ECONOMY

## OVERVIEW

Merritt is focused on improving economic prospects for new and existing businesses and working to attract new, clean industry that provides high paying jobs to residents. Since the second half of the twentieth century, the City has had a strong tradition of leading a resource-based industrial economy dependant on forestry, farming, and mining. Residents and newcomers have found good employment options through mining operations, sawmills, ranches, farms, and associated work.

A marked shift away in recent years from traditional employment in Merritt, saw new employment trends in wholesale trade and in tourism and recreation. Looking forward, revitalization of our City Centre will be essential to the long-term economic health of the community and will require work to increase the number of people living in and visiting downtown. The Nicola Valley has significant tourism potential, and we will work collaboratively to realize that potential.



The largest industry in Merritt is

**retail** with 415 people

Census 2016

According to the **Merritt Housing Needs Report (2020)**, the 2016 employment breakdown and changes in the past 10 years are listed below:

The five largest industries based on employment (2016):

1. Retail Trade – 415 (12.8%)
2. Manufacturing – 410 (12.7%)
3. Health Care – 360 (11.1%)
4. Accommodation and Food Services – 320 (9.9%)
5. Construction – 290 (8.9%)

The three greatest increases in employment (2006 to 2016):

1. Wholesale Trade – 350% (10 to 45)
2. Information & Culture – 29% (35 to 45)
3. Health Care – 24% (295 to 360)

The four greatest decreases in employment (2006 to 2016):

1. Finance & Insurance – 54% (65 to 30)
2. Professional, Scientific, or Technical Services – 38% (80 to 50)
3. Agricultural and other resource-based industries – 35% (370 to 240)
4. Transportation & Warehousing – 33% (180 to 120)

It should be noted that all of the above-named sectors involve technology, and looking-forward into the future, in consideration of the health of the community, region, and environment, must all consider aspects of climate change mitigation in their business practices. Climate change considerations and mitigations must become a regular focus of all industries' business practices now and into the long-term future.

**GOAL:** Grow and Diversify the local economy to attract investment and support a viable, diverse, and sustainable economic future for the people and businesses of Merritt.

## 5.1 CITY CENTRE REVITALIZATION

### *OBJECTIVE*

***Promote a Vibrant City Centre***

### POLICIES

5.1.1 Develop a **City Centre Revitalization Plan** to enhance pedestrian infrastructure within the City Centre, attract development, and prioritize the building, activation, and maintenance of the public realm in the City Centre.

5.1.2 Facilitate the creation of a **Business Improvement Area** in City Centre to identify, manage, and implement key infrastructure and capital improvements and promote businesses in the City Centre.

5.1.3 Promote a vibrant City Centre through urban design excellence, improvements to the public realm, and regular programming to support liveliness and animation of commercial streets.

5.1.4 Continue to support and facilitate opportunities for short term, temporary, or shared use of commercial spaces through **Zoning Bylaw** regulation, programs, and incentives.

5.1.5 Encourage winter events and activities through the arts, recreation, events, festivals, storytelling, and design features so that residents and tourists spend more time in the City Centre districts.

5.1.6 Improve and integrate winter city design though the development of buildings, the public realm, and open spaces that improve outdoor pedestrian comfort as well as public spaces that are more vibrant and inviting.

5.1.7 Ensure that City Centre revitalization efforts consider young families and children.

5.1.8 Implement a **Revitalization Tax Exemption Bylaw**, with a focus on the City Centre, and consider tax strategies for City Centre businesses and developers to attract and grow the local economy, while developing regulations and processes that are efficient, streamlined and easily understood to enhance Merritt's competitiveness for investors and entrepreneurs.

5.1.9 Explore strategies and funding mechanisms to stimulate development in the City Centre.

5.1.10 Develop and implement a **Façade Improvement Program** for the City Centre.

5.1.11 Encourage initiatives to plan and program year-round use of Spirit Square.

5.1.12 Explore the appropriate location and seek funding to develop public washrooms in the City Centre.

5.1.13 Enhance the lane between Spirit Square and Quilchena Avenue through murals, painted street, street furniture, etc. to encourage the use of this walking connection between these two locations.

5.1.14 Encourage infill development of vacant parcels in the City Centre.

5.1.15 Consider purchasing certain parcels for City-led or partnership-based developments.

5.1.16 Encourage an evolution of the business mix on Quilchena Avenue to be retail and restaurant focused.

5.1.17 Work with businesses, as a long-term goal, to transform Quilchena Avenue into a shared street (woonerf) or pedestrian street through installing street furniture, encouraging outdoor patios, creating a pedestrian zone, etc.



## 5.2 ECONOMIC DIVERSIFICATION

### *OBJECTIVE*

***Support Initiatives for Economic Diversification and Growth***

### POLICIES

5.2.1 Update the **Economic Development Strategy** on a 5-year cycle, beginning with a first review in 2022 followed by an adaptation of the planning and regulatory environment to support innovative business models and operations.

5.2.2 Support the diversification of the economy and accommodate a range of industries that provide economic opportunities as well as services to residents, tourists, and the business community.

5.2.3 Work with community partners to encourage the use of community resources including wage subsidies, funding opportunities, or training.

5.2.4 Develop City infrastructure to support a vibrant local economy and competitive business environment, such as roads, sanitary sewer, and water.

5.2.5 Encourage and support food primary establishments (restaurants) to develop and maintain outdoor dining premises throughout the summer and shoulder seasons.

5.2.6 Continue to work with utility providers to ensure that sufficient high-speed fibre internet is available throughout the city.

5.2.7 Encourage the creation and growth of integrated industries and supply chains, such as manufacturing and transportation.

5.2.8 Update the **Merritt and Nicola Valley Tourism Strategic Plan** to contain a **Five-Year Tourism Action Plan**.

5.2.9 Explore partnerships with other agencies and regional partners to deliver tourism services in the Nicola Valley.

5.2.10 Work with Nicola Valley Institute of Technology to explore how the City can support their plans for providing an increase in their range of services and programs in Merritt and the surrounding area.

5.2.11 Support the construction of new buildings related to the function of the Nicola Valley Institute of Technology campus.

5.2.12 Implement a **Municipal and Regional District Tax Program**.

5.2.13 Explore the possibility of developing a new tourist visitor centre in the City Centre.

5.2.14 Prioritize the following industry sectors:

- Agriculture and Forestry
- Construction
- Healthcare
- Light Manufacturing
- Remote Work and Home-based Business
- Retail and Hospitality
- Tourism and Entertainment
- Transportation, Warehousing and Logistics[2,3]

5.2.15 Conduct industry sector gap analysis for the priority sectors identified in the **Economic Development Strategy**.

5.2.16 Encourage entrepreneurial opportunities through support for emerging, alternative, and non-traditional workplace locations, such as coworking spaces, home-based business, live and work units, etc., and an accelerator and/or a business incubator that can help enhance the City as a place to develop and grow a business.

5.2.17 Work with producer organizations and food businesses to determine the need for, and level of interest in, establishing shared resources such as food and agriculture product storage, processing, sales, and distribution.

5.2.18 Consider collaboration among industries, such as forestry and agriculture, to foster innovation in local food production.

5.2.19 Encourage the continued assessment of industrial land needs as part of a general commercial/ industrial and employment strategy.

5.2.20 Support the development of clear, easy to read policies, plans, and bylaws to enhance Merritt's competitiveness for investors and entrepreneurs.

5.2.21 Encourage private developers and builders to hire locally, when possible.

5.2.22 Collaborate with the Nicola Valley Institute of Technology to ensure that students of various trades programs are receiving training that can support the local construction industry.

5.2.23 Explore the implementation of an online permitting and applications system for digital intake and processing of land use permitting applications, business licenses, etc.

5.2.24 Encourage businesses to locate in the community that will provide jobs for young adults.

5.2.25 Ensure that economic diversification efforts will help to attract young families to the community.

[2] Please note that industries mentioned in this list have not been listed in order of importance.
[3] Technology will be included as a component within each of these listed industry sectors.



## 5.3 BUSINESS ATTRACTION AND RETENTION

### *OBJECTIVE*

***Support Business Attraction and Retention***

### POLICIES

5.3.1 Continue working to create an investment friendly climate.

5.3.2 Market the City as a business-friendly location and promote local business opportunities.

5.3.3 Ensure the development community is aware of the community's ample power supply, data fibre network, and overall robust utility networks.

5.3.4 Actively promote Merritt as a vibrant community, which is strategically located, and an extraordinary place to live, work, play, grow, create, and do business.

5.3.5 Demonstrate that Merritt is a "liveable community" to attract professional employees - with good housing options, a vibrant cultural scene, a majestic physical environment, and abundant social opportunities.

5.3.6 Actively support the expansion of academic programming at the Nicola Valley Institute of Technology.

5.3.7 Partner with neighbouring municipalities, First Nations, and local businesses to develop a **Regional Workforce Development Strategy**, including the identification of opportunities, value addition, and synergies for existing and new business development.

5.3.8 Undertake a review of land supply and infrastructure necessary to support continued commercial and industrial growth, including the enhancement of City-owned properties adjacent to the airport in an effort to attract airport related businesses.

5.3.9 Encourage the establishment of locally owned businesses.

5.3.10 Promote the community as a four seasons destination to attract outdoor recreation businesses.

5.3.11 Create main entrances and gateways into Merritt using distinctive urban design features and detailing, such as enhanced vegetation and landscaping, high quality signage, and public art to notify the travelling public and residents that they have arrived at the municipality.

5.3.12 Develop a plan for business retention, which could include strategies such as:

- Connect existing businesses with Provincial and/or Federal programming and funding.
- Identify and address immediate concerns and issues of existing businesses in Merritt and develop policies/strategies to mitigate/support these concerns.
- Establish and implement a strategic action plan to support existing businesses.

## 5.4 HOUSING SUPPLY

### *OBJECTIVE*

***Increase the Residential Housing Supply in City Centre and Urban Villages to Support Local Businesses***

### POLICIES

5.4.1 Encourage housing development and the use of mixed-use commercial and multiple unit residential in the City Centre and Urban Villages to create a customer base for businesses and housing for the employees of new and existing businesses.

5.4.2 Work with developers and property owners to locate mid-rise multiple unit residential and mixed-use commercial buildings in the City Centre.

5.4.3 Promote the availability of residential and mixed-use land within the City Centre and Urban Villages.

5.4.4 Develop a **Housing Affordability Study** to maintain and enhance Merritt's relative affordability advantage within the context of the Lower Mainland and Okanagan.

5.4.5 Include development of City Centre multiple unit and mixed-use residential in the **Revitalization Tax Exemption Bylaw**.

5.4.6 Encourage the development of residential rental units in the City Centre and Urban Villages.

5.4.7 Consider Development Cost Charges fee reductions for affordable rental housing.



## 5.5 COMMERCIALIZATION OF THE AIRPORT AREA

### *OBJECTIVE*

***Promote the Continued Commercialization of the Merritt Airport***

### POLICIES

5.5.1 Recognize and support the Merritt Airport (YMB) as an important transportation asset for business and residents.

5.5.2 Encourage the addition and enhancement of flights in and out of the Merritt Airport to support the needs and demands of Nicola Valley businesses, residents, and tourists.

5.5.3 Investigate Federal and Provincial government investment opportunities for the Merritt Airport to expand the terminal and airport infrastructure to support airport expansion.

5.5.4 Support business and industry expansion in and around airport lands as an economic driver for the City and the region.

5.5.5 Install airport fencing and runway lighting and improve taxiways.

5.5.6 Promote the installation of hangars on lands adjacent to the airport runway, including City owned lease lots.

5.5.7 Update the **Zoning Bylaw** to rezone properties adjacent to the airport runway for airport commercial.

5.5.8 Survey the airport and create drawings which identify the Obstacle Limitation Surfaces for properties in the Airport neighbourhood.

5.5.9 Recognize and promote the airport as an AGNII Non-Instrument aerodrome.

5.5.10 Leverage the Airport Committee to foster airport improvements and increased commercial use.

5.5.11 Encourage the establishment of airport related businesses that cater to activities for children and families.





# 6

# OUR RELATIONSHIPS

SECTION HIGHLIGHTS

# 6



We will work to **earn the trust and confidence of First Nations communities, residents, businesses, and community organizations** by acting with integrity, acknowledging our shortcomings, and inviting meaningful participation.



## OUR GOAL



The City of Merritt will **enhance relationships with First Nations and engagement with the residents of Merritt**, to improve understanding and decision making.

# 6. OUR RELATIONSHIPS

## OVERVIEW

We are committed to First Nations reconciliation and regular communication with local First Nations communities. We will work to earn the trust and confidence of First Nations communities, residents, businesses, and community organizations by acting with integrity, acknowledging our shortcomings, and inviting meaningful participation.

**Goal:** The City of Merritt will enhance relationships with First Nations and engagement with the residents of Merritt, to improve understanding and decision making.

## 6.1 FIRST NATIONS RECONCILIATION

### *OBJECTIVE*

***Prioritize Reconciliation with Local First Nations***

## POLICIES

6.1.1 Work with First Nations to create a **Merritt Reconciliation Action Plan**.

6.1.2 Acknowledge the NlɁkepmx and Syilx Nations and their connection to this land.

6.1.3 Work with local First Nations to establish a Memorandum of Understanding (MOU).

6.1.4 Work with local First Nations to establish a development referral process.

6.1.5 Develop opportunities for public education and storytelling on the contributions of Indigenous peoples, culture, and history.

6.1.6 Work with local First Nations to incorporate Indigenous language and arts into wayfinding and signage, street, park, and civic facilities naming, community events and other opportunities to recognize the First Nations' history and culture.

6.1.7 Work with local First Nations to develop ongoing community programming and events to recognize the First Nations' history and culture.

6.1.8 Through relationship building, integrate Indigenous values and knowledge with environmental management and stewardship practices to enhance environmental protection.

6.1.9 Commemorate and celebrate Indigenous history and culture through the planning and design of civic spaces.

6.1.10 Respond to the Truth and Reconciliation Commission's Calls to Action that reference municipal governments.

6.1.11 Provide Indigenous-informed training for Council and City staff and explore offering this training to community members when possible.

6.1.12 Work with local First Nations to develop bilateral communication methods for providing information on proposed and approved developments, projects, and events.

6.1.13 Collaborate with local First Nations to enhance this Plan by way of Indigenous language (nɬeʔkepmxcin and nsyilxcən) translations, including translation of the OCP's vision statement.

6.1.14 Allocate annual funding to reconciliation initiatives.

6.1.15 Collaborate with local First Nations to acknowledge the intergenerational impacts of residential schools and to memorialize the children who died.

6.1.16 Collaborate with Indigenous serving organizations and agencies to celebrate and support Indigenous children in the community.



## 6.2 COMMUNITY ENGAGEMENT

### *OBJECTIVE*

***Promote Resident Engagement and Involvement in City Initiatives***

### POLICIES

6.2.1 Implement the strategies within the **City of Merritt Communication Plan** and ensure that it is updated every five years.

6.2.2 Develop and adopt a City policy / procedure that allows City administration to remove comments that are racist, bigoted, transphobic, homophobic, xenophobic, sexist, discriminatory, prejudiced, and / or hateful in nature, to be removed from public hearing submissions prior to their publishing.

6.2.3 Integrate the perspectives of Indigenous peoples through community engagement and reduce barriers to participation for Indigenous persons.

6.2.4 Provide opportunities and support early engagement of community members when developing programs and policies to effectively respond to their needs and priorities.

6.2.5 Encourage the creation of neighbourhood associations with a mandate to focus on community spirit.

6.2.6 Provide intercultural competency, anti-racism and trauma informed training for Council and City staff and explore offering this training to community members when possible.

6.2.7 Ensure that children and youth are included in engagement processes.

6.2.8 Ensure the budgets for City-led projects includes funding for robust engagement activities.

6.2.9 Continue to improve the City's online communications, online broadcasting, and online engagement methods in order to enhance digital communication and methods of engagement.

6.2.10 Explore the City's ability to enhance communication by publishing all municipal communications in multiple languages, including Scw'exmx dialect of nłeʔkepmxcin and nsyilxcən, Punjabi, and Español.

6.2.11 Explore the expansion of the City's wifi network to allow visitors and vulnerable peoples free access to improve community awareness, increase and encourage engagement, and share information.

6.2.12 Collaborate with non-profit organizations to develop a 'Volunteers in Need' database, so that community members interested in volunteering can easily be connected organizations who are in need of volunteers.

## ENGAGING WITH VULNERABLE POPULATIONS

6.2.13 Facilitate and support civic engagement, including with at-risk, marginalized, and vulnerable populations.

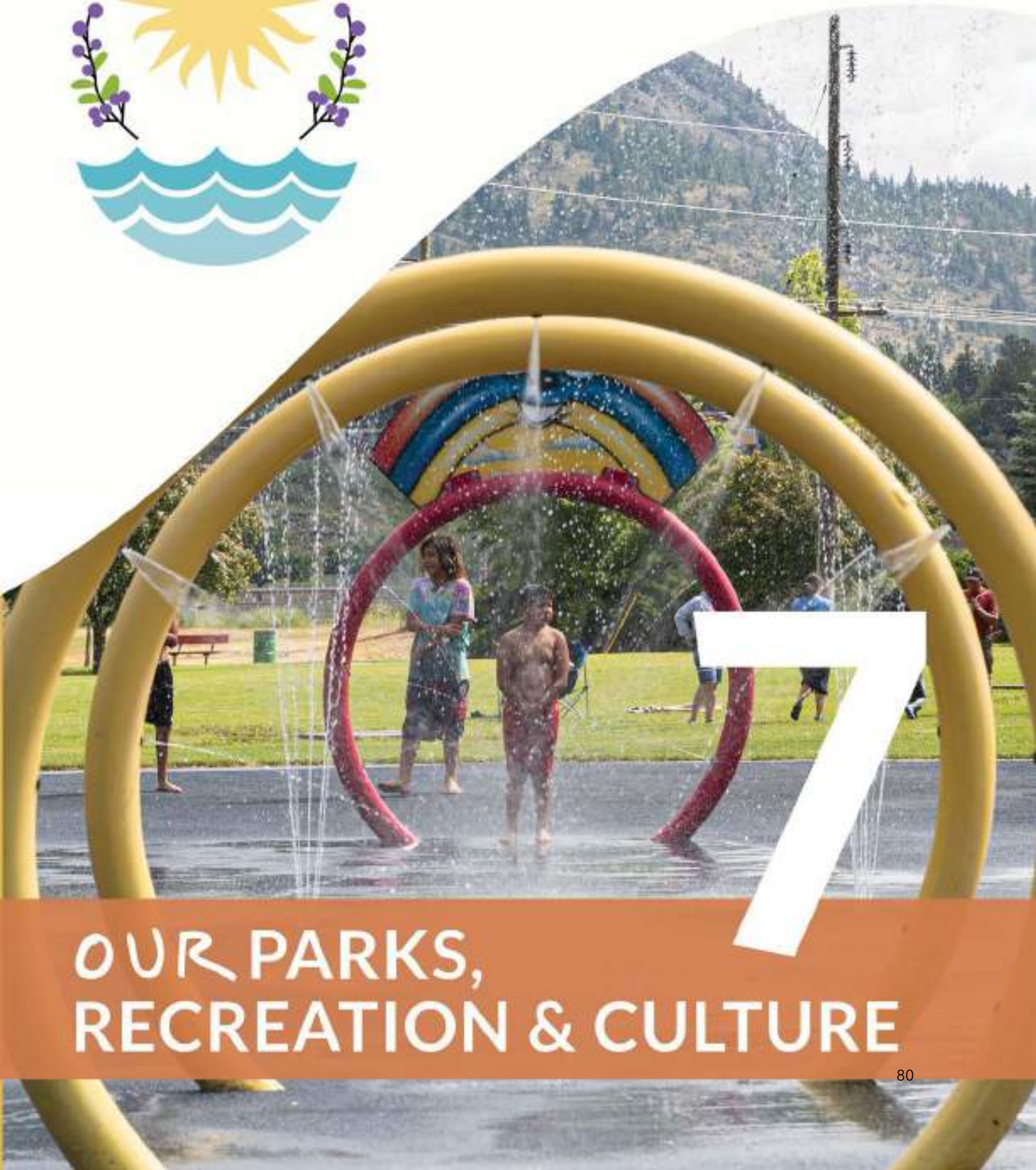
6.2.14 Support community-based organizations that provide outreach programs and translations services for newcomers.

6.2.15 Remove barriers to participation for vulnerable persons / populations.

6.2.16 Create a City-led public awareness and engagement campaign that provides insight into the lived experiences of poverty.

6.2.17 Ensure that engagement processes enable participation by persons with disabilities, including those who are hearing, mobility, or visually impaired.





# 7

# OUR PARKS, RECREATION & CULTURE

SECTION HIGHLIGHTS

# 7



We envision a community where people of **all ages and abilities** have access to diverse spaces, services, recreational opportunities, arts, and culture programs that foster health, well-being, and a sense of community.







## OUR GOAL



Make Merritt an **Attractive and Livable City**, by Ensuring Residents Have Access to Diverse Spaces, Services, Recreational Opportunities, Arts, and Culture Programs That Foster Health, Well-Being, and a Sense of Community.



# 7. OUR PARKS, RECREATION, AND CULTURE

## OVERVIEW

We envision a community where people of all ages and abilities have access to diverse spaces, services, recreational opportunities, arts, and culture programs that foster health, well-being, and a sense of community. We will recognize and celebrate our City's history, diversity, and the people who make our community special.

**Goal:** Make Merritt an attractive and livable city, by ensuring residents have access to diverse spaces, services, recreational opportunities, arts, and culture programs that foster health, well-being, and a sense of community.



## 7.1 RECREATION FACILITIES

### OBJECTIVE

***Ensure Recreation Facilities Provide Robust and Affordable Recreation Opportunities for People of All Ages and Abilities***

### POLICIES

7.1.1 Undertake a review of the **Parks, Recreation and Culture Strategy** every five years to include options for the long-term replacement of existing recreation facilities, the development of a continued operations and maintenance program for City facilities, and a review of fees and charges policy to ensure best cost recovery.

7.1.2 Work with the Thompson-Nicola Regional District and other agencies and partners to secure multi-purpose recreation facilities and seek recreation facility funding.

7.1.3 Encourage the community to partner with institutional organizations to share facilities and spaces for social and recreation programming, including but not limited to gyms, daycares, pre-schools, summer camps, and extracurricular activities.

7.1.4 Promote the use of Spirit Square as a bookable facility.

7.1.5 Reach out to First Nations and community groups to identify the types of spaces and programs that they would like to see in Merritt.

7.1.6 Require adequate provision of open spaces, parks, playgrounds, and street trees in all new development proposals.

7.1.7 Ensure that all neighbourhoods have safe and adequate parks and indoor and outdoor recreation spaces.

7.1.8 Create a **Recreation Subsidy Program** to provide discounts on programs to low-income residents.

7.1.9 Enhance access to affordable recreational, cultural, and other opportunities that promote health and well-being.

7.1.10 Encourage the development and distribution of an **Affordable Active Living Brochure**, which includes a list of free and low-cost cultural and recreational opportunities.



The Nicola Valley Aquatic Centre main pool holds

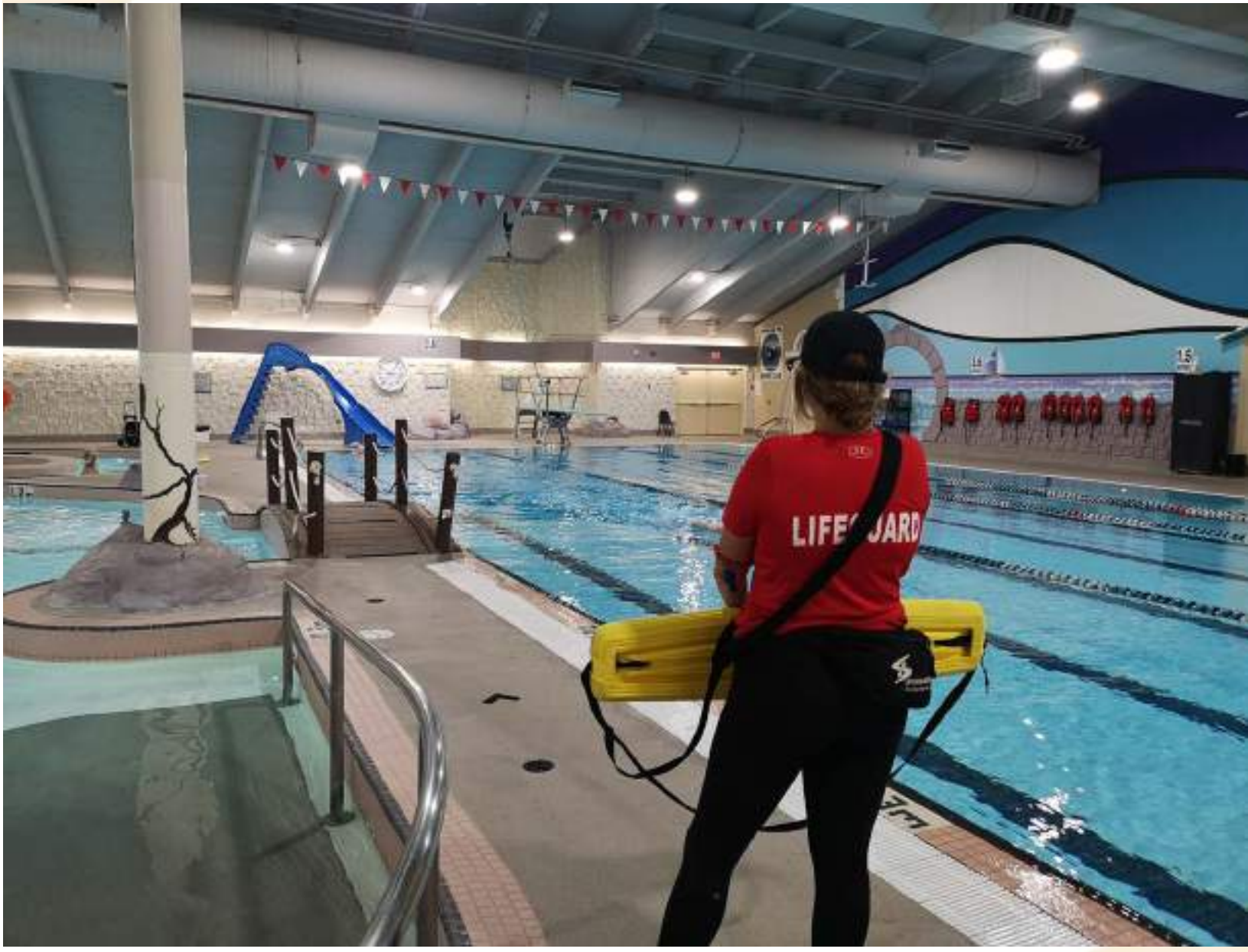
**567,800** litres of water.

City of Merritt, 2022

7.1.11 Partner with other levels of government and non-profit organizations to develop and operate safe, indoor meeting spaces in the City Centre for youth and people of all ages.

7.1.12 Provide for year-round, 24-hour public restrooms and water fountains in the City Centre and at key locations throughout the city.

7.1.13 Ensure that recreation facilities are designed for all ages and abilities, including children, youth, and seniors.



## 7.2 OUTDOOR RECREATION

### *OBJECTIVE*

***Ensure Outdoor Recreation Options for All Ages in All Seasons***

### POLICIES

7.2.1 The **Parks, Recreation and Culture Strategy** should be updated every five years.

7.2.2 The **Parks, Recreation and Culture Strategy** should inform the development process at every stage (neighbourhood development plans, comprehensive development plan, rezoning, subdivision, and permit), as to how future parks and open space should connect communities, commercial nodes, and job centres by a continuous, looped network of trails.

7.2.3 Through the **Parks, Recreation and Culture Strategy**, an assessment of Merritt's existing parks will be completed to determine the specific improvements each park may require.

7.2.4 Support the Merritt Golf & Country Club through its identification in the **Parks, Recreation and Culture Strategy** and provision of resources where available.

7.2.5 The City should implement a systematic approach to parks planning through the **Parks, Recreation and Culture Strategy**.

7.2.6 The development, upgrades and maintenance of parks and trails should incorporate recommendations from the **Parks, Recreation and Culture Strategy** and **Active Transportation Plan**.

7.2.7 New parks should be planned, designed, and constructed to accommodate future needs by incorporating all-season active transportation activities such as cross-country skiing, snowshoeing, sledding, hiking, and mountain biking, and other season specific recreational activities, such as soccer, disc golf, etc.

7.2.8 Ensure that parks and trails incorporate elements to attract children, youth, and families.

7.2.9 Work with the Thompson-Nicola Regional District, local First Nations, and other agencies and partners to develop the Kettle Valley Rail Trail.

7.2.10 Explore the possibility of creating new recreational spaces, including pop up parks, parklets, dog parks, and linear parks.

7.2.11 Design parks, open spaces and play spaces to accommodate intergenerational use, those with accessibility / mobility / perceptual / sensory issues.

7.2.12 Signage in community parks should be developed in multiple languages, including pictographs.

7.2.13 Update the **Age Friendly Action Plan** every 10 years.

7.2.14 Expand the community's tree canopy by planting 1,000 additional street trees and trees within parks by 2041 prioritizing the City Centre, Urban Villages, and arterial and collector roads. These trees should be deciduous, drought tolerant, and fire resistant.

7.2.15 Replace the trees in Merritt's parks to native deciduous tree species and collaborate with and encourage the Merritt Golf and Country Club to do the same.

7.2.16 Support community organizations, such as the Nicola Valley Disc Golf Association, Ska-lu-la, Elks, Rotary, and Ask Wellness, to explore how Merritt's parks can support these organizations' activities.

7.2.17 Improvements to City parks should be done in general accordance with Appendix L and the **Parks, Recreation, and Culture Strategy**.





31.94 hectares

of parkland within the city

Parks, Recreation & Culture Master Plan, 2017

## 7.3 ACTIVE TRANSPORTATION

### *OBJECTIVE*

***Provide Effective Active Transportation Connections***

### POLICIES

7.3.1 The **Active Transportation Plan** should be updated every 10 years.

7.3.2 Ensure pedestrian and cyclist infrastructure and facilities remain accessible during winter.

7.3.3 Implement the **Active Transportation Plan**'s cycle network and action items by 2030.

7.3.4 Ensure that active transportation infrastructure and facilities are designed for all ages and abilities, including children and seniors.

7.3.5 Work with BC Transit to ensure that bus stop coverage and bus stop amenities are designed to be accessible and pedestrian friendly.

7.3.6 Engage local community organizations, such as the Merritt Mountain Biking Association, to ensure that active transportation infrastructure is coordinated to respond to their needs.

7.3.7 Prioritize the installation, maintenance, repair, as well as annual inspections of sidewalks and active transportation infrastructure in the City Centre and Urban Villages.

7.3.8 Prioritize snow removal based on important routes and active transportation modes, with priority as follows:

- Arterial road vehicle travel lanes
- Sidewalks and multi-use paths
- Cycle lanes and routes
- Transit routes
- Collector road vehicle travel lanes
- Local road vehicle travel lanes
- Laneways

7.3.9 Allocate annual funding to the installation of active transportation infrastructure and facilities.



## 7.4 ARTS AND CULTURE

## OBJECTIVE

***Promote Programs that Celebrate Local Arts and Culture***

## POLICIES

7.4.1 Designate City staff to work with the Arts Council to support the implementation of arts and culture projects within the City.

7.4.2 Create a Parks, Recreation and Culture City staff working group to:

- Update and implement the City's Arts and Culture policy document (2012);
- Lead the update of the Parks, Recreation and Culture Strategy;
- Work with residents, including ethnic and marginalized communities, to celebrate diversity and culture;
- Work with local First Nations to promote and celebrates local Indigenous arts and culture; and
- Work with local First Nations on language translations, including translations for the OCP.

7.4.3 Update the **City's Arts and Culture policy document**, to specifically address the promotion of City Centre as an all-season destination through the use of public art, the promotion and support of local musicians, the use of Spirit Square (or City Centre spaces), and the celebration of local First Nations arts and culture.

7.4.4 Support a wide range of local art and culture events, including:

- School District arts festival;
- The creation of film festivals and Movies in the Park/Square;
- The expansion of arts programming and events, such as Merritt's Country Christmas Week;
- Culinary events, including food truck raves and other food events; and
- The development of a performing arts theatre in the City Centre.

7.4.5 Partner with School District No. 58, preschools, the public library, The Nicola Valley Institute of Technology, and other post-secondary institutions to explore the opportunities to expand community education.

7.4.6 Collaborate with School District No. 58 and youth serving organizations to celebrate and support youth and children's art and artistic activities.





## 7.5 HISTORY AND HERITAGE

### *OBJECTIVE*

***Promote and Celebrate Merritt's Diverse History and Heritage***

### POLICIES

7.5.1 Re-establish the Heritage committee to implement the heritage related policies in the Plan, work with City staff to develop a heritage building registry and explore new initiatives to celebrate Merritt's history and heritage.

7.5.2 Collaborate with the Heritage committee, local First Nations, and other cultural groups to develop a historical marker program along the City's active transportation routes, which showcases historical and cultural features. Historical markers could be included at sites such as the Sikh Temple, the original Court House, traditional Indigenous seasonal community sites, anthropological artifact sites, the original Kettle Valley train line, the first rainbow crosswalk, Ska-lu-la, the Ty Pozzebon memorial, Indigenous burial sites, etc.

7.5.3 Collaborate with local First Nations to celebrate First Nations history through wayfinding and signage, street and park naming, and recognition of history, arts, and culture.

7.5.4 Continue to support the Nicola Valley Heritage Society, with the purpose of developing supporting policies for a heritage building registry.

7.5.5 Create a festival society to implement the festival related policies in this Plan and explore new initiatives regarding festivals and events.

7.5.6 Continue to support the creation and hosting of year-round festivals in the City Centre.

7.5.7 Promote synergies between events (such as the Farmers Market, Night Market, and summer festivals with other events).

7.5.8 Explore new initiatives to expand winter events.

7.5.9 Continue to utilize social media to promote arts, culture, heritage, history, and festivals.

# 1911

Merritt's incorporation date as a city

City of Merritt, 2022



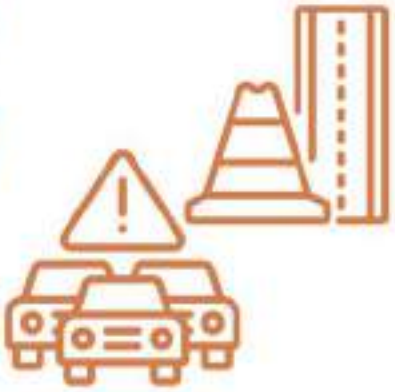


# 8

# OUR INFRASTRUCTURE

SECTION HIGHLIGHTS

# 8



A **safe and efficient** transportation network is an important element in the health and overall viability of a community.

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Safe and reliable water supply, sewage disposal, storm water drainage systems, and solid waste management programs are all **critical necessities for a good quality of life.**



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## OUR GOAL



The City of Merritt will be supported by **safe, effective, and sustainable infrastructure,** that meets the current and future needs of residents and businesses.

# 8. OUR INFRASTRUCTURE

## OVERVIEW

In conjunction with the land use concept, sustainable infrastructure planning will ensure that future development is properly serviced by the necessary infrastructure to ensure good transportation, and to deliver drinking water and remove stormwater and wastewater.

Safe and reliable water supply, sewage disposal, storm water drainage systems, and solid waste management programs are all critical necessities for a good quality of life. As the community grows, more demand is placed on existing systems to serve new development. Depending on age and location of the infrastructure, existing infrastructure may need to be replaced due to condition or upgraded to meet current standards. Also, as growth occurs, the systems may need to be upgraded to create additional capacity. The provision of utility and drainage servicing is both a significant capital cost for development and a significant cost for the City for ongoing maintenance and eventual renewal of the systems as they reach the end of their usable life.

A safe and efficient transportation network is an important element in the health and overall viability of a community.  People need to be able to effectively move around their community, move to and from the community to access employment, easily access goods and services, and reach recreation and lifestyle amenities. The economy is reliant on the effective movement of goods to and from the community and the ability to do so in a safe manner is important to the overall wellbeing of the community. The goal of the transportation related policies within this section is to ensure that all forms of transportation are supported in Merritt, so that community members, businesses, institutions, and visitors have a range of options to safely and comfortably move through the city.






Figure 9 – Transportation Hierarchy illustrating how transportation modes should be prioritized in Merritt, with walking and wheeling the highest priority and personal cars the lowest priority.

**Goal:** The City of Merritt will be supported by safe, effective, and sustainable infrastructure, that meets the current and future needs of residents and businesses.

**Goal:** To provide infrastructure in a suitable and efficient manner to achieve long-term fiscal, social and environmental sustainability.

## 8.1 GENERAL INFRASTRUCTURE

***OBJECTIVE***

***Ensure That Infrastructure Meets Dynamic Community Needs and Best Practices***

### POLICIES

#### GENERAL INFRASTRUCTURE

8.1.1 Prioritize infrastructure investments and improvements to support development in higher density areas, including the City Centre, Urban Villages, and along designated transit and bike routes.

8.1.2 Conduct a **City Centre Infrastructure Assessment** for existing and needed infrastructure in the City Centre as part of an integrated **Asset Management Plan**.

8.1.3 Develop and implement a replacement program and a preventative maintenance program for the renewal of aging infrastructure as part of an integrated **Asset Management Plan.**

8.1.4 Develop a road, sidewalk and bikeway rehabilitation and upgrade program as part of an integrated **Asset Management Plan** that focuses on connectivity to the City Centre from Urban Villages, and as informed by a **Transportation Strategy**.

8.1.5 Create a **Transportation Strategy** which incorporates the **Major Road Network Plan**, **Active Transportation Plan**, a **Sidewalks and Paths Study**, a **Transit Study**, and a **Street Parking Analysis**. Future improvements should be based on the **Complete Streets Policy**.

8.1.6 Design and provide transportation infrastructure that supports all-season activity and improves comfort in cold and hot weather.

8.1.7 Update the **Water Utility Strategy** every 10 years to guide the new water infrastructure development and upgrade the existing infrastructure to support the population growth.

8.1.8 Update the **Wastewater Treatment Strategy** every 10 years to guide the new wastewater infrastructure development and upgrade the existing infrastructure to support the population growth.

8.1.9 Update the **Stormwater Strategy** every 10 years to guide the new stormwater infrastructure development and upgrade the existing infrastructure to support the population growth.

8.1.10 Work continuously toward reversing the trend of the growing infrastructure deficit through capital reinvestment in order to sustain quality of service, help create an investment friendly climate, and avoid deferral of higher costs to future Councils and taxpayers.

8.1.11 Ensure water, sanitary sewer, stormwater, and solid waste collection is provided to support the health of residents and protection of the environment.

8.1.12 Ensure water, sanitary sewer, stormwater, and solid waste collection meet the recognized need, serving standards, and affordability for residents.

8.1.13 Require all residential, commercial, industrial, and institutional developments to be serviced by the City's sanitary sewer system.

8.1.14 Require all residential, commercial, industrial, and institutional developments to be serviced by the City's water system.

8.1.15 Ensure that water, sanitary sewer, and stormwater infrastructure improvements are considered in conjunction with road improvement projects.

8.1.16 Update the **Subdivision and Development Servicing Bylaw** every 10 years to ensure current best practices are being implemented.

8.1.17 Develop **Asset Management Plans** for the maintenance and upgrading of roads, potable water, wastewater, stormwater, solid waste, and City owned fleets, equipment, and facilities to ensure they meet current and future demand and address the impacts of climate change.

8.1.18 **Development Cost Charges Bylaw** must be updated every five years to make sure growth is paid by growth, not by tax.

8.1.19 Continue revamping the City's regime of taxes, fees, bylaws, and policies with the dual objective of removing impediments to private sector investment and generating sufficient revenues to ensure a sustained quality of service.

8.1.20 Update the **Five-Year Financial Plan**, annually, to provide for the maintenance and expansion of infrastructure and to accommodate growth and economic development and make sure capital investments with equipment and labour are included into budget considerations for this plan.

8.1.21 Regularly review and update the City's bylaws and policies pertaining to the provision and financing of infrastructure.

8.1.22 Incorporate water, sanitary sewer, and stormwater improvements into **Council's Strategic Plan**.

8.1.23 Incorporate street improvements, including active transportation infrastructure and facilities, into **Council's Strategic Plan**.

8.1.24 Collect and input data related to infrastructure into the City's GIS system to monitor the progress.

8.1.25 Essential activities of government and public and private utilities should be allowed in any land use designation. Such uses shall be located and developed in a manner that minimizes any conflict with adjacent land uses.

## 8.2 CAPITAL PROJECTS

### *OBJECTIVE*

***Ensure a Comprehensive Approach to Capital Projects***

### POLICIES

8.2.1 Develop a **10-Year Capital Plan** through careful and comprehensive examination and consideration of the City's current infrastructure upgrade requirements, applicable infrastructure Strategies, and proposed infrastructure expansions as illustrated in Appendices E, F, G, H, and I. The plan will coordinate between projects where both surface (roadway and streetscape) and underground utility improvements are required in the same area and time. The ten-year plan must consider the fiscal limitations of a small City and must identify alternate funding streams, where available.

8.2.2 When developing or updating the utilities strategies and asset management plans, the City should prioritize upgrades to core infrastructure serving the City Centre and Urban Villages, schools, and parks.

## 8.3 INFRASTRUCTURE FOR NEIGHBOURHOODS

### *OBJECTIVE*

***Ensure Development Enhances Neighbourhood Livability***

### POLICIES

8.3.1 Update the **Subdivision and Development Servicing Bylaw** to current standards, acknowledging applicable legislation and Best Management Practices, including consideration for winter season elements, complete street design, and universal accessibility.

8.3.2 Following direction from City bylaws, plans, and strategies, require developers to install or improve neighbourhood infrastructure and park amenities at the time of development or subdivision and at the developer's expense.

8.3.3 Ensure that water, sanitary sewer, stormwater, utilities, sidewalk, bike lane, street trees, and lighting infrastructure improvements are considered in conjunction with road improvement projects.

8.3.4 Consider low carbon and climate resilience requirements for municipal development processes and guidelines.

## 8.4 OPERATION AND MAINTENANCE

### *OBJECTIVE*

***Ensure Merritt's Infrastructure is Managed and Maintained to Support Existing and Future Development***

### POLICIES

8.4.1 New water supply and distribution main network improvements, pump station upgrades, pressure reducing valve installations, and new water wells should be master planned, designed, prioritized, and constructed to accommodate current demand and future needs as defined by the development objectives and policies within the **Water Utility Strategy**.

8.4.2 New sanitary sewer and wastewater treatment shall be master planned, designed, prioritized, and constructed to accommodate current demand and future needs as defined by the development of objectives and policies within the **Sanitary Sewer** and **Wastewater Treatment strategies**.

8.4.3 New storm drainage facilities shall be master planned, designed, prioritized, and constructed to accommodate demand and future needs as defined by the development objectives and policies within the **Stormwater Strategy**.

8.4.4 Identify the location and extent of necessary roadway, water, sanitary sewer, and drainage systems improvements, as identified in applicable infrastructure strategies and integrated **Asset Management Plan**, through the development of a **10-Year Capital Plan**. The Plan should integrate the various infrastructure improvements and prioritize capital project planning from initiation to implementation. Ensure the **10-Year Capital Plan** is updated on an annual basis.

8.4.5 Ensure new development proposals can be implemented consistently with available infrastructure strategies or that strategies are updated to include new development requirements if not previously considered. Where infrastructure renewal is planned for the replacement of sub-standard or old infrastructure, new infrastructure should be sized to accommodate new development or redevelopment.

8.4.6 To reduce vulnerability in the infrastructure system, the City should develop strategies to assess the ability of existing systems to withstand climate change, including higher temperatures, more frequent wildfires, floods, changing hydrological patterns, and more extreme weather.

8.4.7 Ensure the design standards within the **Subdivision and Development Servicing Bylaw** for roadways, water, sanitary sewer, and drainage infrastructure remain up to date to provide guidance to operations and maintenance.

8.4.8 Ensure the **Fees and Charges Bylaw** is reviewed regularly to maintain financial sustainability of water and sanitary sewer utilities in accordance with the utility strategies.

8.4.9 Undertake an assessment of municipal buildings for water conservation initiatives.

8.4.10 A "developer pays" approach for the new infrastructure supporting new growth should be employed in the development and update of **Subdivision and Development Servicing Bylaw** and **Development Cost Charges Bylaw**.



## 8.5 WATER SYSTEM

### *OBJECTIVE*

***Ensure that Merritt's Water System Promotes Conservation while Protecting the Health of the Community***

### POLICIES

8.5.1 Aggressively pursue water conservation measures and efforts aimed at managing demand for water, including the summer water conservation program, thereby optimizing the use of this important resource, maximizing the useful life of the City's pumping and distribution systems, and minimizing impact on the City's aquifer.

8.5.2 Establish a water resource advisory committee.

8.5.3 Determine the direction for the water conservation program.

8.5.4 Promote long-term commitment and continuity to water conservation.

8.5.5 Ensure ongoing water system monitoring, evaluation and analysis and collect information for decision making.

8.5.6 Implement an **Aquifer Protection Plan**.

8.5.7 Implement a water metering program for residential properties and maintain a water metering program for commercial, industrial, and institutional properties.



## 8.6 SANITARY SEWER SYSTEM

### *OBJECTIVE*

***Ensure that Merritt's Sanitary Sewer System is Managed and Maintained to Support Development and Protect the Health of the Community and Environment***

### POLICIES

8.6.1 Review and update the **Liquid Waste Management Plan**.

8.6.2 Update the **Sanitary Sewer System Bylaw** and **Zoning Bylaw** to require that all properties, including those over 2 hectares, connect to the City's sanitary sewer system.

8.6.3 Acknowledge the existing treatment plant as the long-term facility for sewage treatment, and through the allocation of City resources (operating, maintenance, and capital), assure its continued serviceability.

8.6.4 Review and update the **Sanitary Sewer Strategy** and recommend appropriate measures for any new large sewer generating developments that want to utilize City services.

8.6.5 Ensure, through the appropriate allocation of City resources (operating, maintenance, and capital), that issues identified in the **Liquid Waste Management Plan** for further on-going work and analysis are carried forward. These include:

- monitoring (sampling, monitoring, analysis, and reporting);
- infiltration and inflow reduction; and
- sludge/bio-solid management strategy.

8.6.6 Prioritize infrastructure investments and improvements to support development in higher density areas, including the City Centre, Urban Villages, and along designated transit and bike routes.



# 2.8m litres

The amount of sewage processed by the Wastewater Treatment Plant every year

City of Merritt, 2022

## 8.7 STORMWATER SYSTEM

### OBJECTIVE

***Ensure that Merritt's Stormwater Management System is Designed to Protect New Development Sites and those Adjacent to Them***

### POLICIES

8.7.1 Require that all residential, commercial, industrial, and institutional developments manage stormwater in a manner which does not impact upon adjacent private or public property, or water ways.

8.7.2 Require that natural drainage patterns be retained through the use of overland flow, open channels, existing natural drainage courses and swale routing where possible.

8.7.3 Review and update the **Stormwater Strategy** as needed.

8.7.4 Encourage new subdivisions to incorporate naturalized stormwater ponds and consider including this requirement in the **Subdivision and Development Servicing Bylaw**.

8.7.5 Require the submission of a stormwater management plan for all multiple unit residential, commercial, industrial, and institutional developments, as well as for subdivision of greenfield sites and new neighbourhoods.

## 8.8 DYKING

### OBJECTIVE

***Ensure that Dykes are Maintained and Operated to Mitigate Potential Flood Inundation Impacts on the Community***

### POLICIES

8.8.1 Continually monitor and evaluate dykes and berms along the Coldwater River and Nicola River to ensure their effectiveness.

8.8.2 Explore the design and construction of new dykes to protect the community from flood inundation.

8.8.3 Ensure the continued maintenance of all dykes and berms.

8.8.4 Incorporate pathways for public use into dyke design, where possible.

8.8.5 Create a **Coldwater River Flood Mitigation and Dyking Plan**.

8.8.6 Create a **Nicola River Flood Mitigation and Dyking Plan**.

8.8.7 Continue inspecting dykes on an annual basis.

## 8.9 CITY STREETS

### OBJECTIVE

*Support a Comprehensive Approach to City Streets for All Users*

### POLICIES

8.9.1 Develop and adopt a **Complete Streets Policy**, incorporating BC Transit's Infrastructure Design Guidelines and Ministry of Transportation and Infrastructure input, to ensure that streets will be designed to be safe for all road users, not only motorists. A **Complete Streets Policy** should outline the design guidelines for City streets, including sidewalks, bike lanes, lighting, street trees, transit shelters, street furniture, and vehicle travel lanes.

8.9.2 Ensure planning and design of new roads incorporates active transportation and aligns with the **Complete Streets Policy**.

8.9.3 Ensure the **Complete Streets Policy** incorporates design elements to improve streets for children and youth.

8.9.4 Implement future street, crosswalk, and trail network improvements to facilitate safe and efficient movement of people, goods, and services throughout the community.

8.9.5 Ensure road rehabilitation and retrofit projects align with the **Complete Streets Policy**, **Active Transportation Plan** and updated **Subdivision and Development Servicing Bylaw**.

8.9.6 Design roadways and pathways for efficient snow clearing and all-season functionality, including provision for snow storage that does not obstruct Merritt's road network or active transportation infrastructure and consideration of slope as a factor in winter safety.

8.9.7 Prioritize and implement new cycling and pedestrian infrastructure, in alignment with the **Active Transportation Plan**, along identified routes and improve intersection safety for pedestrians and cyclists.

8.9.8 Continue installing pedestrian activated flashing lights at intersections and mid-block crossings, with priority given to City Centre, Urban Villages, and high volume and/or high-risk intersections.

8.9.9 Pedestrian activated "beg buttons" at controlled intersections should be replaced with automatic pedestrian crossing signals.

8.9.10 Investigate, prioritize, and develop a **Sidewalk Action Plan** for the installation of sidewalks as well as the widening of existing sidewalks in the City Centre, Urban Villages, and along designated transit routes and in alignment with the **Active Transportation Plan**.

8.9.11 Explore the possibility of street improvements, such as curb extensions, tree planting, site line improvements, improved crosswalks, and other upgrades to improve pedestrian, cyclist, and driver safety.

8.9.12 Explore opportunities to expand the street tree planting program, with prioritization for streets in the City Centre, Urban Villages, and designated transit and bike routes, and partner with local schools and businesses to supplement its implementation.

8.9.13 Ensure that streetscape enhancement opportunities such as installation of curb extensions and accessibility letdowns, painting of crosswalks, tree planting, sidewalk replacement, implementation of bike lanes, and installation of benches, bike racks, bus shelters, and lighting are considered in conjunction with road improvement projects.

8.9.14 Collaborate with the Arts Council and School District No. 58's elementary and secondary school children and youth to incorporate "playful" design into City streets and lanes, including street art, colourfully painted crosswalks, and other elements that enliven City streets.

8.9.15 Improve transportation-related accessibility and supports for all community members who may have mobility issues, visual and hearing impairments, language barriers, and / or other personal differences that may contribute to mobility challenges.

8.9.16 Determine ways to improve traffic circulation in the community, including implementation of suggested improvements as shown on the Active Transportation Map (Appendix I).

8.9.17 Acquire lands along existing rights of way where future road widening is anticipated.

8.9.18 Update the **Traffic Bylaw** to clarify truck routes, which will mitigate nuisances and impact on neighbourhoods.





5.8 kilometres

The length of arterial roads in the city

City of Merritt, 2022

8.9.19 Update the **Traffic Bylaw** to clarify whose responsibility it is to maintain City boulevards.

8.9.20 Allocate annual funding to streetscape improvements, with prioritization of City Centre and Urban Village streets, as well as transit and cycle routes.

## 8.10 INFRASTRUCTURE FOR TRANSIT AND ACTIVE TRANSPORTATION

### *OBJECTIVE*

***Promote Improvements to the Transit and the Active Transportation Networks***

### POLICIES

8.10.1 Prioritize the implementation of the **Active Transportation Plan** and update the Plan at least every 10 years.

8.10.2 Continue to work with BC Transit to implement the supporting actions in the **2016 Transit System Service Review**, and work with BC Transit to align future service reviews with the OCP objectives.

8.10.3 Work with BC Transit to implement a fifth bus route connecting the Ranchlands Urban Village and Coldwater reserve to the City Centre.

8.10.4 Collaborate with BC Transit on future road design discussions pertaining to transit routes that include cycling infrastructure.

8.10.5 Prioritize transit connections from Urban Villages to the City Centre.

8.10.6 Collaborate with BC Transit to evaluate the location of, and distance between, transit stops to determine if any bus stops need to be relocated or added.

8.10.7 Ensure that transit and active transportation infrastructure is designed for all ages and abilities, including children and seniors.

8.10.8 Ensure that transit stops include facilities such as bike parking, benches, and garbage and recycling receptacles, and are designed to be accessible.

8.10.9 In future Transit Service Reviews and evaluation of new transit service, work with BC Transit to explore opportunities to leverage on-demand transit service to provide transit coverage in developing or low-density areas.

8.10.10 Partner with the surrounding First Nations' bands and BC Transit to enhance existing transit opportunities and connectivity between Merritt and the surrounding First Nations communities.

8.10.11 Maintain operational funding for the maintenance of existing transit facilities and infrastructure.

8.10.12 Advocate for improved frequency of service where routes facilitate access to food and household goods, health and social services, recreation, libraries, childcare, education, and employment opportunities as the community grows in population and transit ridership increases.

8.10.13 Create an active transportation reserve fund and allocate funds, annually, to the active transportation projects that are identified in the **Active Transportation Plan**.

8.10.14 Allocate annual funds for maintenance of active transportation paths and facilities that is similar to budgets for roads and utilities.

8.10.15 Prioritize connectivity between the City Centre and Urban Villages, including cycling and walking infrastructure on Nicola Avenue and Voght Street.

8.10.16 Investigate the installation of new sidewalks and multi-use paths, and the widening of existing sidewalks in the City Centre, Urban Villages, and along designated transit routes, to improve multimodal use.

8.10.17 Include capital funds for pedestrian and cyclist amenities, such as bike racks, benches, lighting, bus shelters, in budget planning and in coordination with capital roadway improvement projects.



77

Number of transit stops in the city

BC Transit, 2021



## 8.11 END OF TRIP FACILITIES

### *OBJECTIVE*

***Prioritize and Improve End of Trip Facilities for Low-Impact Modes and Optimize Vehicle Parking.***

### POLICIES

8.11.1 Undertake a comprehensive **Vehicle and Active Transportation Parking Study**, to determine the location, type, and future requirements of parking for all modes within the City Centre and Urban Villages.

8.11.2 Encourage the provision of convenient and secure parking and storage for bicycles in new developments, existing public spaces, public facilities and at all bus stops.

8.11.3 Ensure that transit and active transportation facilities are designed for all ages and abilities, including children and seniors.

8.11.4 Revise City bylaws, such as the **Zoning Bylaw** and **Subdivision and Development Servicing Bylaw**, to increase the required number of bicycle parking spaces for multiple unit residential, commercial, and institutional developments.

8.11.5 Review parking policies within the **Zoning Bylaw**, and consider policies that could set maximum parking limits, reduce free public parking (particularly on-street parking), and reduce or eliminate parking minimums, in order to encourage alternative modes of transportation.

8.11.6 Develop a program to pave existing gravel parking lots. Encourage the use of permeable paving or pavers.

8.11.7 Provide public washroom facilities at key locations along transportation routes, such as the City Centre, Urban Villages, at City facilities, and at parks.

8.11.8 Work with business owners, landowners, residential companies and developers, and institutions to provide electric vehicle changing stations at multiple unit residential developments, commercial hubs, industrial facilities, and local institutions.



## 8.12 INFRASTRUCTURE FOR SOLID WASTE

### *OBJECTIVE*

***Promote the Development of a Waste, Recycling and Composting Strategy***

### POLICIES

8.12.1 Develop a **Solid Waste, Composting and Recycling Strategy** and update the plan every 10 years.

8.12.2 Increase diversion of organic waste by exploring partnerships with TNRD to develop a residential composting "green bin" program and acquiring the necessary capital equipment.

8.12.3 In coordination with the community, the City should investigate innovative solutions for promoting waste reduction, re-use, and recycling.

8.12.4 The City should take the lead to improve the recycling program and implement composting at City owned facilities.

8.12.5 A commercial recycling program should be explored to address TNRD implementing new standards that recyclable materials cannot be put in commercial bins.

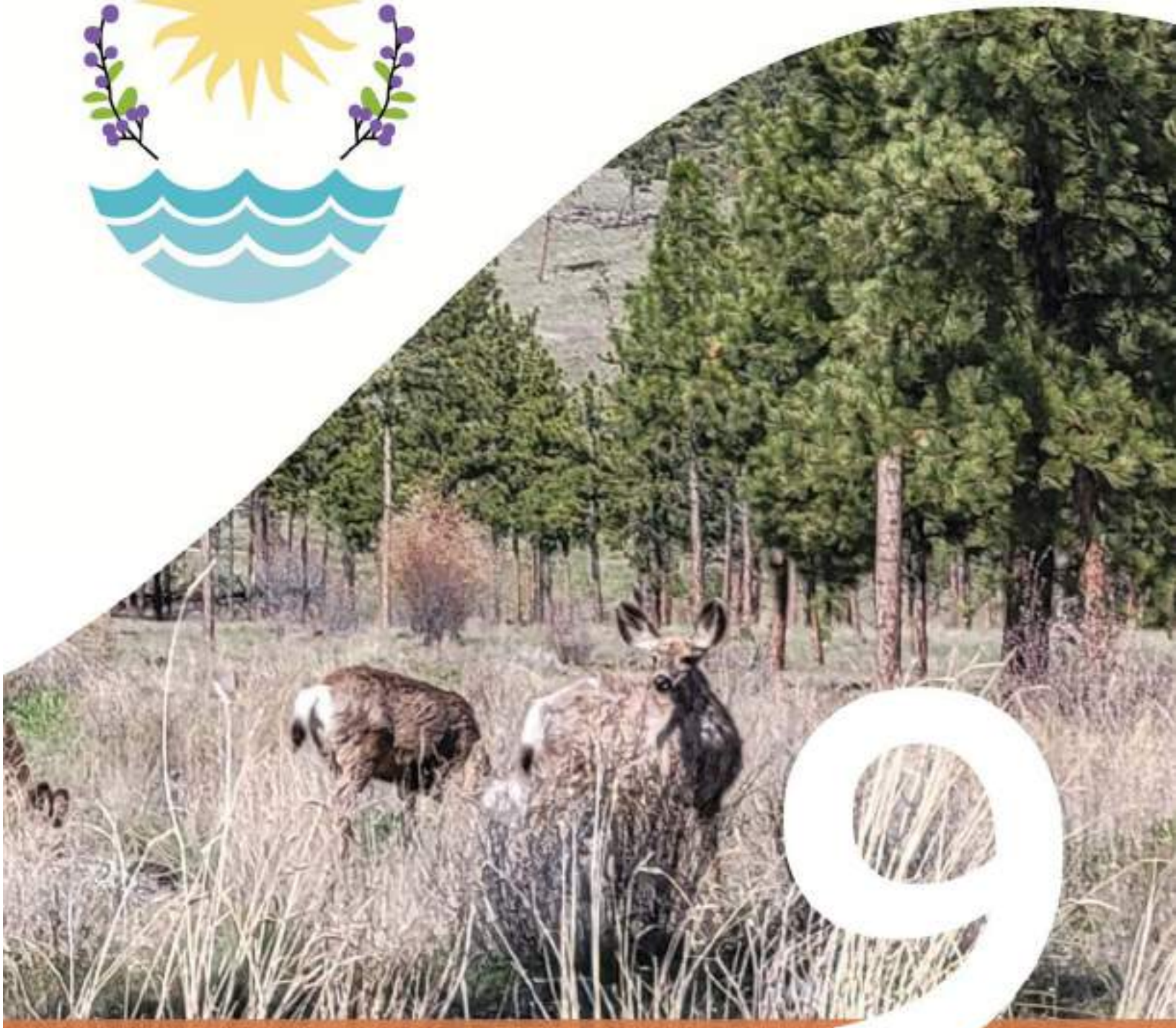
8.12.6 Implement recycling for multiple unit residential developments.

8.12.7 To promote waste diversion and increase recycling in Merritt's public spaces, the City should implement recycling bins in its City Centre, Urban Villages, in City parks, and along trails.

8.12.8 The City should explore the development of a pilot project to provide the community with a pick-up or drop-off service for hard-to-recycle items such as light bulbs, batteries, glass, Styrofoam, etc.

8.12.9 Collaborate with the TNRD to explore opportunities/develop programs to recycle and/or repurpose construction material and other reusable waste materials at the Lower Nicola Eco-Depot.

8.12.10 Work with School District No. 58 and Parent Advisory Committees to encourage the improvement of composting and recycling programs and education at schools within the city.



# 9

# OUR ENVIRONMENT



# 9

SECTION HIGHLIGHTS



The impacts of climate change and severe weather **are increasingly affecting communities in British Columbia.** Climate change will affect our seasonal experience of place, identity, and community, as well as our built environment, governance, and economy

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Conduct an environmentally sensitive areas assessment for creeks, ravines, wetlands, wildlife corridors, wildlife habitat, and other sensitive areas, and explore the **possibility of creating an Environmentally Sensitive Areas Development Permit Area.**



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## OUR GOAL



Take actionable, practical steps to ***reduce impacts on the natural environment, embed sustainable practices, and adapt to current and future changes*** in the climate and local natural systems.

# 9. OUR ENVIRONMENT

## OVERVIEW

The impacts of climate change and severe weather are increasingly affecting communities in British Columbia. Climate change will affect our seasonal experience of place, identity, and community, as well as our built environment, governance, and economy. However, solutions to this pressing global (and local) problem exist. The protection and enhancement of natural areas through informed land use decisions will improve water quality, increase recreational opportunities, decrease greenhouse gas emissions, and provide habitat for wildlife. Strategies to make Merritt resilient will be implemented in recognition of the impacts of weather and climate-related stresses associated with a changing climate, such as wildfire, flooding, and extreme weather events.

**Goal:** Take actionable, practical steps to reduce impacts on the natural environment, embed sustainable practices, and adapt to current and future changes in the climate and local natural systems.

## 9.1 NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

### *OBJECTIVE*

***Enhance and Increase the City's Natural Environment and Green Infrastructure***

## POLICIES

### GREEN INFRASTRUCTURE

9.1.1 Conduct an environmentally sensitive areas assessment for creeks, ravines, wetlands, wildlife corridors, wildlife habitat, and other sensitive areas, and explore the possibility of creating an **Environmentally Sensitive Areas Development Permit Area**.

9.1.2 Conduct a study to evaluate climate risks and opportunities for natural systems and green infrastructure in the municipality.

9.1.3 Work with community partners to protect existing trees and increase tree canopy, ensuring diversity of species.

9.1.4 Assess opportunities to include green infrastructure in municipal infrastructure projects (e.g., bioswales, engineered wetlands, drought tolerant street plantings, green roofs), particularly in the City Centre and Urban Villages to reduce impermeable surfaces and mitigate heat island effect.

9.1.5 Conserve and restore riparian areas and ecosystems.

9.1.6 Work with the TNRD and other partners to monitor and manage invasive species.

9.1.7 Collaborate with School District No. 58 to develop educational materials and programs for children on the importance of ecosystems within the city and Nicola Valley.

9.1.8 Improve biodiversity by planting a variety of drought tolerant species.

9.1.9 Develop a community information campaign to promote front yard farming and the benefits of drought tolerant crops.

9.1.10 Continue to collaborate and promote the TNRD's invasive species removal program.

9.1.11 Develop a community information campaign on invasive species.

9.1.12 Create a habitat offset property bank.

## AIR QUALITY

9.1.13 Install an air quality monitoring station within the City to assess air quality in the community.

9.1.14 Pave gravel areas of City streets to reduce dust.

9.1.15 Continue roadway sweeping and the alley grindings program to provide dust control.

9.1.16 Ensure that the **Earthworks Bylaw** is up-to-date and is being used to effectively control dust at construction sites.

9.1.17 Promote the use of active transportation modes to limit vehicle emissions within the community.

## GROUND WATER AND RIPARIAN PROTECTION

9.1.18 Update the **Zoning Bylaw** to improve policies pertaining to land-use near and adjacent to riparian areas.

9.1.19 To improve the health, and re-establish riparian areas within Merritt, work with landowners to facilitate recommendations listed within the **Riparian Areas Protection Regulation** (through the *Fish Protection Act*), and the implementation of other riparian-health strategies, such as the re-planting of Cottonwood trees within riparian areas.

9.1.20 Development projects will be generally directed to areas where risk to groundwater pollution is low and applicants may be asked to undertake site specific groundwater or geotechnical reports that address Merritt's desire for groundwater protection and sustainability.

9.1.21 Development of activities that could cause impact to groundwater may not be allowed unless:

- It can be proven by adequate engineering or hydro-geological investigation that the proposed activity will not cause pollution of the groundwater supply; or
- Appropriate remedial measures have been or will be taken to sufficiently mitigate the risk of endangering the groundwater supply.

9.1.22 Review the regulation of the City's use of pesticides on City-owned lands and revise if required, to promote environment and groundwater protection.



# 9.2 COMMUNITY ADAPTATION TO CLIMATE CHANGE

## *OBJECTIVE*

***Help the Community Adapt to Changing Climate Conditions***

## POLICIES

### GENERAL ADAPTATION AND MITIGATION

9.2.1 Develop a **Climate Adaptation and Mitigation Plan**.

9.2.2 Identify areas and groups in the community that are most at risk from climate change hazards and impacts and create response plans (e.g., neighbourhoods with vulnerable populations who may need support during a flood or wildfire evacuation).

9.2.3 Provide education and resources to the community to support climate change preparedness and response.

9.2.4 Incorporate equity into climate change preparedness and adaptation planning.

9.2.5 Support the agricultural sector in understanding and managing climate risks such as dry conditions, water shortages, flooding, and extreme heat.

9.2.6 Demonstrate effective climate change adaptation techniques in City operations and infrastructure to encourage community led initiatives.

9.2.7 Collaborate with School District No. 58 and NVIT to promote the importance of climate adaptation and mitigation.

### DROUGHT

9.2.8 Increase understanding of future drought risk under climate change (i.e., through future climate projections, studies, etc.).

9.2.9 Develop informational materials (e.g., print, online, social media) dedicated to educating residents, property owners, and developers about water conservation and riparian protection.

9.2.10 Create a **Xeriscape Guideline**, including a list of recommended drought tolerant plants, strategies to optimize irrigation practices, and guidance on using adequate levels of topsoil to reduce the need for water.

9.2.11 Implement **Xeriscape Guidelines** at City facilities and in parks, including redesigning parks and civic landscaping to reduce the amount of irrigated turf where appropriate.

9.2.12 Work with School District No. 58 and NVIT to ensure schools are incorporating xeriscaping into their landscaping plans.

9.2.13 Work with School District No. 58 to develop educational materials and programs on xeriscaping for children and youth.

9.2.14 Educate the public on xeriscaping and encourage residents to incorporate the practice in their properties, including landscaping or gardening work.

9.2.15 Encourage new developments to implement landscape designs that reduce outdoor water consumption.

9.2.16 Implement strategies to reduce City water use.

9.2.17 Encourage developers to incorporate xeriscaping into their landscape plans.

9.2.18 Work with local nurseries and garden centres to ensure drought tolerant plants are available at their businesses.

9.2.19 Promote water conservation initiatives, including a residential water meter program.

9.2.20 Investigate and consider implementing water conservation incentive programs, such as property tax or utility bill reductions for replacing lawns or cedar hedges with xeriscaping.

9.2.21 Explore options for accessing water supply from underground aquifers.

9.2.22 Work with the Province, TNRD, and First Nations to explore options to create a water capture and storage solution, such as a Coldwater reservoir.

## EXTREME HEAT

9.2.23 Disseminate informational materials (e.g., print, online, social media) to educate residents and developers about preparing for and mitigating the effects of extreme heat.

9.2.24 Identify key areas with heat island impacts (presently and under future climate conditions) and implement a process to assist vulnerable residents during extreme heat events.

9.2.25 Identify City facilities for the establishment of Cooling Centres in the event of extreme heat.

9.2.26 Encourage builders to utilize underground and under-building vehicle parking to reduce the amount of paved surface parking areas to aid in the reduction of the heat island effect.

9.2.27 Increase the city's tree canopy and protect pedestrians from heat exposure by planting diverse, drought tolerant, and fire-resistant trees along city streets, as well as in plazas and parks.

9.2.28 Ensure that City parks incorporate measure to protect users, including children and seniors, from extreme heat, such as tree planting, shade structures, and water fountains.

9.2.29 Consider a city-wide tree planting target as well as requirements for tree planting for new developments and/or tree protection for existing built areas.

9.2.30 Encourage developers and residents to plant drought tolerant, fire-resistant trees to increase the community's tree canopy.

9.2.31 Encourage the use of exterior building materials to help mitigate heat island effect.

9.2.32 Encourage the installation of green infrastructure and nature-based solutions, such as green roofs or green walls, to combat heat island effect.

## WILDFIRES

9.2.33 The City should follow the principles in the appropriate home-based FireSmart™ manual and encourage residents and community groups to enhance wildfire prevention and preparation practices in residences and workplaces.

9.2.34 Develop communications materials to support the community in understanding wildfire risk and response plans.

9.2.35 Lobby Provincial Ministries to develop fuel management planning and treatment focusing on Crown Land in and around municipal boundaries.

9.2.36 Coordinate with BC Hydro to prevent potential wildfires caused by powerline damage in wildfire hazard areas.

9.2.37 Develop a **FireSmart™ Guide for Property Owners** to assist applicants when applying for a Development Permit for a property in DPA 10 Wildfire Hazard.

9.2.38 Require that FireSmart™ Canada principles are followed when developing, altering, or maintaining current and future properties and developments.

9.2.39 Create xeriscaping and FireSmart™ landscaping resources for developers and residents.

9.2.40 FireSmart™ landscaping principles should be adhered to, including planting deciduous trees, avoiding planting coniferous trees, and choosing shrubs and plants that are fire-resistant.

9.2.41 Ensure that trees at City facilities and along streets are spaced so that branches do not overlap and are pruned to remove dead and dry materials at the base of the tree.

9.2.42 Educate and encourage homeowners to choose fire-resistant exterior building materials, such as stucco, metal siding, brick, concrete and fibre cement siding, and roofing materials such as metal, asphalt, clay, and composite tiles.

9.2.43 Employ operational treatment strategies, fuel management and maintenance prescriptions, for the ongoing maintenance of previously treated forest lands identified as a High Wildfire Behavior Threat Class and a Wildfire Urban Interface Risk within municipal boundaries.



## SEVERE SMOKE

9.2.44 Develop a **Smoke Alert Policy and Procedures** to guide actions during severe wildfire smoke events.

9.2.45 Identify City facilities to be used to shelter vulnerable residents during severe smoke events.

9.2.46 Create informational materials (e.g., print, online, social media) to educate residents on how to protect themselves during severe smoke events.

9.2.47 Work with regional and provincial partners on air quality and smoke alerts and preparedness resources for the community.

9.2.48 Provide air quality information to residents during severe wildfire smoke events.

## FLOODING

9.2.49 Review and update the Emergency Plan's flood preparedness section.

9.2.50 Continue to implement flood mitigation measures to prevent and manage flooding and runoff in vulnerable areas, with consideration for increase in flood risk due to climate change.

9.2.51 Assess city-wide flood risk under future climate conditions, so adaptation efforts can be prioritized.

9.2.52 Develop a flood mitigation report for the Coldwater River to provide recommendations on actions to reduce flood risk and prevent future flood damage.

9.2.53 Explore the possibility of managed retreat for properties along the Coldwater River and Nicola River.

9.2.54 Work with Federal and Provincial governments to obtain funds for potential high-risk floodplain property acquisitions.

9.2.55 Explore the viability of dyke improvements along the Coldwater River.

9.2.56 Continue inspecting dykes and berms along the Coldwater River and Nicola River.

9.2.57 Update the **Floodplain Map** every 10 years.

9.2.58 Revise the **Zoning Bylaw**'s floodplain construction level regulations, based on floodplain analysis and updated flood mapping and ensure consideration of future climate change projections.

9.2.59 Continue to require that structures in the floodplain are built above the 200 Year Flood Level.

9.2.60 Require that new infrastructure designs and development have adequately considered future climate change projections and flood mitigation measures.

9.2.61 Provide education and resources for residents and businesses to prepare for flooding (including lot level flood prevention, preparedness and response planning).

9.2.62 Identify opportunities where green infrastructure or low impact development can be installed to reduce flood risk and erosion.

9.2.63 Encourage Federal and Provincial governments to explore the possibility of purchasing properties in high-risk flood areas of the community, and converting the properties to park conservation areas, to reduce future expenses due to flood damage.

## LANDSLIDES

9.2.64 Develop informational materials (print, online, social media) to educate residents and developers about slope stability management.

9.2.65 Identify and evaluate landslide risk in the city, including compounding climate change and weather-related events that impact soil stability (wildfire, drought, changing precipitation patterns).

9.2.66 Create a **1 in 100 Year Stormwater Flood Assessment** and update the Assessment every 10 years with maps which detail areas that may flood due to stormwater system overload, accounting for future precipitation projections.

9.2.67 Consider the creation of a **Hillside Development Permit Area**.

9.2.68 Review the **Zoning Bylaw**'s hillside development regulations and update for modern best practices.

9.2.69 Explore the possibility of limiting development above potentially unstable riverside slopes.

## 9.3 GREENHOUSE GAS EMISSIONS REDUCTION

### OBJECTIVE

*Minimize Emissions from Municipal Infrastructure and Operations*

### POLICIES

9.3.1 Update the City's corporate greenhouse reductions targets, striving for a 50% reduction by 2030 and net zero emissions by 2050.

9.3.2 Continue to measure and report on municipal greenhouse gas emissions and reductions on an annual basis, by producing an **Emissions Review Report**, carrying on efforts that they City has previously completed for the Climate Action Revenue Incentive Program.

9.3.3 Update **Corporate and Community Emissions Inventories** to track progress towards the City's 2010 targets. New and more rigorous targets are recommended to be in line with federal and provincial direction on net zero by 2050.

9.3.4 Develop educational materials and workshops for Council, City staff, and residents, on climate change and emissions reduction.

9.3.5 Provide regular reports to Council on the state of emissions in the City, and national and provincial targets on climate change.

GHG emissions are measured by sector (buildings, waste, transportation, etc.) through corporate and community emissions inventories. The Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) is the recommended framework for these inventories. Following this framework, emission inventories can be used to report to the Global Covenant of Mayors, CDP, and Partners for Climate Protection.

The analysis may be completed by City staff, with consultant support or through other organizations such as the Partners for Climate Protection Program. The last inventory update was done through the province's Climate Action Revenue Incentive Program. There are also ample resources available on the BC Climate Action Toolkit website.

9.3.6 Conduct an annual review of City facilities and equipment energy use and emissions and develop plans to reduce City energy use and emissions through upgrades, procurement, and retrofits.

9.3.7 Plan for new municipal facilities to be net zero energy ready by 2030, in line with the BC Energy Step Code.

9.3.8 Install solar powered streetlights where possible.

9.3.9 Retrofit existing City facilities to include rooftop solar panels and other low carbon, energy efficient features.

9.3.10 Where feasible, incorporate low carbon energy technology into new civic buildings, community amenities, and infrastructure, with options including but not limited to solar photovoltaic, heat pumps, geo-exchange, and district energy systems, as well as efficient equipment and monitoring systems.

9.3.11 Explore opportunities to collaborate with community, regional and provincial partners on low carbon renewable energy generation and investments such as solar, wind energy, biomass, carbon-capture biofuel, or district energy. Consider co-location of infrastructure and facilities to take advantage of energy and resource system opportunities.

9.3.12 Support local First Nations in developing renewable energy developments, including solar, wind energy, and carbon-capture biofuel.

9.3.13 Develop pilot projects that include low carbon and climate resilient solutions, to showcase local leadership and encourage adoption by the broader community.



The City of Merritt's corporate GHGs reduction target is

**50%** by 2030

City of Merritt, 2022

## 9.4 LOW CARBON COMMUNITY

### *OBJECTIVE*

***Support the Transition to a Low Carbon Community***

### POLICIES

9.4.1 Develop community-wide greenhouse gas reduction targets for the 2030s, 2040s and 2050s, working towards net zero emissions by 2050.

9.4.2 Implement the BC Energy Step Code, starting at Level 3 for Part 9 buildings and Level 2 for Part 3 buildings, ramping up to net zero by 2030.

9.4.3 Encourage the community to complete energy efficient repairs and upgrades to existing homes. Raise awareness of existing and new rebate programs offered by various organizations and encourage local participation in these programs.

9.4.4 Develop partnerships and programs to support residents in improving home energy efficiency (such as energy audits and retrofits).

9.4.5 Support provincial initiatives to require home energy labelling for all residential units at time of lease or sale.

9.4.6 Encourage sustainable agriculture practices to reduce emissions associated with agricultural practices, equipment, and livestock.

9.4.7 Encourage other levels of government, industrial, commercial, institutional, and large multiple unit residential building owners to track and report energy performance and use this data for community emissions reduction tracking.

9.4.8 Review the **Zoning Bylaw**, **Subdivision and Development Servicing Bylaw**, **Economic Development Strategy,** and relevant policies to include provisions that encourage energy efficient and green buildings (e.g., passive design, solar readiness, district heating readiness).

9.4.9 Consider requiring or incentivizing higher steps of the BC Energy Step Code to stay ahead of provincial requirements, including provisions and incentives for further energy efficient and green building requirements for developers.

9.4.10 Consider opportunities for community group purchasing of renewable energy.

## 9.5 LOW CARBON MOBILITY

### *OBJECTIVE*

***Reduce Car Dependence and Increase Low Carbon Mobility Opportunities***

### POLICIES

9.5.1 Fifty percent of trips by residents within the city should be made using active transportation and transit modes by 2050, in line with Provincial targets.

9.5.2 Install additional electric charging stations at City facilities.

9.5.3 Partner with zero emissions vehicle and charging companies to ensure adequate chargers are available within the City, particularly in service commercial areas, at restaurants and highway commercial centres, within multiple unit residential developments, in the City Centre and Urban Villages, and near Exits 286 and 290.

9.5.4 Consider requirements for municipal and community developments to include designated electric vehicle parking spaces with zero emissions vehicle infrastructure, including charging and refueling stations in areas of high parking demand to encourage and prioritize lower carbon transportation options.

9.5.5 Encourage drive-through businesses to add electric vehicle charging and bicycle parking at their premises.

9.5.6 Work with partners to encourage adoption of zero emissions vehicles and support access to rebates and incentives.

9.5.7 Work with School District No. 58 to develop educational materials and programs to encourage walking and biking within the community.

9.5.8 Encourage future growth that is focused in connected, walkable and bikeable areas, including the City Centre, Urban Villages, and along designated transit and cycle routes, to reduce motor vehicle dependence.

9.5.9 Connect the City Centre with Urban Villages and neighbourhoods by a network of cycle paths, as identified in the **Active Transportation Plan**.

9.5.10 Incorporate actions to reduce climate change impacts to active transportation infrastructure and users such as low impact development and infrastructure, covered and/or shaded waiting areas, etc.

9.5.11 Install bicycle facilities, such as bike racks, covered storage areas, wayfinding, water bottle filling stations, and other amenities along designated cycle routes, and in the City Centre and Urban Villages.

9.5.12 Install and maintain sidewalks throughout the community, prioritizing the City Centre and Urban Villages.

9.5.13 Continue to support pilot projects and partnerships to improve access to on-demand shared mobility options (e.g., car sharing, bike/e-bike share, e-scooter share) that reduce GHG emissions and promote sustainable transportation options.



Transit and active transportion use to be increased by

**50%** by 2050

City of Merritt, 2022



## 9.6 BUILDINGS AND INFRASTRUCTURE RESILIENCY

### *OBJECTIVE*

***Encourage Buildings and Infrastructure That are More Resilient to Climate Change***

### POLICIES

9.6.1 Assess climate-related risks to municipal assets and identify ways to proactively reduce climate risks through monitoring, upgrades, or repairs.

9.6.2 Provide enhanced back up power at all critical City infrastructure and community facilities, prioritizing renewable power sources and battery storage.

9.6.3 Consider future climate conditions (e.g., future temperatures, shifting precipitation patterns, wildfire frequency, future flood extents) when planning new infrastructure projects or renewal and replacement projects.

9.6.4 Consider requirements for all new development, application approvals, and long-term planning to assess climate risks and include climate adaptation measures.

9.6.5 Continue to explore external funding opportunities and partnerships for adapting infrastructure, such as those offered through Infrastructure Canada and the Federation of Canadian Municipalities.

9.6.6 Integrate future climate change risks and adaptation measures into lifecycle analysis, lifecycle costing and asset management planning.

9.6.7 Explore options and tools to ensure development in areas at risk of flooding, erosion, and landslides is done in a responsible manner.

9.6.8 Retrofit City buildings with materials that reduce the risk of extensive damage due to wildfire.

9.6.9 Ensure City records are protected in the event of wildfire by using methods such as fire protected file rooms and cloud storage.

9.6.10 Promote the retrofitting of residential, commercial, industrial, and institutional buildings with materials that reduce the risk of destruction due to wildfire.

9.6.11 Promote the use of light-coloured roofing and cladding materials for buildings to reduce the heat island effect.


EMPTY KEG
BREW HOUSE




# 10

# OUR SAFETY & RESILIENCY

SECTION HIGHLIGHTS

# 10



A safe and resilient community is a **community that fosters the growth, health, well-being,** and **creativity of its people,** while also **protecting current, and promoting future investments.**

The topics of focus are:

- Safe and Healthy Community
- Poverty Reduction
- Food Security
- Transportation and Public Realm Safety
- Policing
- Fire and rescue
- Emergency Preparedness

## OUR GOAL



**Create a Safe and Resilient City** Through Sound Planning and Operations to Reduce Risk and Improve Preparedness.

# 10. OUR SAFETY AND RESILIENCY

## OVERVIEW

A safe and resilient community is a community that fosters the growth, health, well-being, and creativity of its people, while also protecting current, and promoting future investments. Providing policies to enhance the safety of Merritt through the built-environment, and also through community and social service supports, will help the people of Merritt, grow and thrive in Merritt through generations.

**GOAL:** Create a safe and resilient city through sound planning and operations to reduce risk and improve preparedness.



## 10.1 SAFE AND HEALTHY COMMUNITY

### OBJECTIVE

***Develop and Maintain a Safe and Healthy Community***

### POLICIES

10.1.1 Crime Prevention Through Environmental Design principles should be applied in the site design and location of public open spaces, gathering spaces, and government buildings to ensure that developments are designed to promote safe and comfortable environments and help mitigate potential hazard situations and nuisance behaviour.

10.1.2 Improve personal, community and neighbourhood safety by working with residents and the RCMP to develop community-based solutions.

10.1.3 Support community-based organizations that provide mental health supports to the community, such as ASK Wellness and the Merritt Clubhouse.

10.1.4 Engage with the Nicola Valley Hospital and Health Centre in order to understand their needs and provide support where possible.

10.1.5 Collect and input data related to safety and resiliency into the City's GIS system to monitor the progress.

10.1.6 Develop a **Guideline for Geotechnical Reports** to assist applicants when applying for a Development Permit for a property in DPA 9 Geotechnical, Steep Slope, and Mining Hazard.

10.1.7 Complete a review of the **Good Neighbour Bylaw** to ensure the adequacy of its noise control and dust control regulations.

## 10.2 POVERTY REDUCTION

### OBJECTIVE

***Support Programs to Reduce Poverty in Merritt***

### POLICIES

10.2.1 Regularly calculate Merritt's Living Wage and ensure this calculation and its bases are made available to the wider community.

10.2.2 Partner with other levels of government and non-profit organizations to develop new opportunities to assist people facing barriers to employment to gain employment skills and experience.

10.2.3 Support the sustainability of non-profit organizations through the development of social enterprise and other related initiatives.

10.2.4 Ensure that the **Economic Development Strategy** encourages and supports small business development and co-operatives.

10.2.5 Increase awareness of the income services and supports currently available in Merritt.

10.2.6 Use municipal purchasing to support social and economic benefits (e.g., job and training opportunities for individuals facing barriers to employment). This can be accomplished by purchasing directly from non-profit social enterprises, or by using Community Benefit Clauses in appropriate tenders.

10.2.7 Work with local businesses, government representatives and employment training providers, such as the Nicola Valley Institute of Technology, to create long-term pathways to employment focused on poverty reduction.

10.2.8 Encourage local and non-local businesses and industries to support the local workforce when operating in Merritt.

10.2.9 Partner with other levels of government and non-profit organizations to provide and promote community-level programs.

10.2.10 Develop a **Community and Social Services Asset Map** to promote and increase awareness of the services and supports available in the community.

10.2.11 Collaborate with other levels of government to explore the possibility of developing an addictions treatment facility in Merritt, providing the necessary continuum of services and supports.

10.2.12 Partner with other levels of government, the MAST, and non-profit organizations to develop a one-stop access centre (a "hub") that connects individuals and families to housing supports, social services, employment information and training, and health services.

10.2.13 With BC Transit, explore options or assess the feasibility and impacts of a discounted transit fare product for individuals and families receiving Income Assistance and non-profit organizations that provide transit passes to low-income individuals.

10.2.14 Initiate public education and awareness around poverty.

10.2.15 Create opportunities to promote social inclusion and take real action on reconciliation.

10.2.16 Form a Community Poverty Reduction Committee, including City staff support to sit on the Committee.

10.2.17 Create a **Merritt Poverty Profile** to be used to determine trends, inform interventions, and assist in evaluation efforts. This information can be used to help advocate to senior levels of government to plan for, fund and address community, health, and social issues.

10.2.18 Partner with other levels of government and local organizations to produce stigma reducing communications (e.g., a Poverty Myth Busters Brochure) that will help provide insight on the realities of poverty.

10.2.19 Work with BC Housing to establish a supportive housing in the community.

## 10.3 FOOD SECURITY

### OBJECTIVE

***Promote Food Security in the Community***

### POLICIES

10.3.1 Work with social service organizations to find ways to support community food security and poverty reduction activities.

10.3.2 Work with the Nicola Valley Food Bank and other organizations to increase fresh food donations from residents.

10.3.3 Work with the Nicola Valley Food bank to develop a volunteer program where residents can donate surplus food crops to the food bank.

10.3.4 Ensure community and commercial organizations have opportunities to market their food products.

10.3.5 Work with producer organizations and food businesses to determine the need for, and interest in, establishing shared resources, such as product storage, processing, sales, and distribution.

10.3.6 Work with regional producers and the TNRD to support increasing capacity for meat slaughter and processing, such as abattoir or cut and wrap facilities.

10.3.7 Streamline food truck licencing to attract more food truck businesses.

10.3.8 Support indoor growing and rooftop farming as permitted uses in Industrial zones.

10.3.9 Plan for residential areas to be near to commercial areas that include grocery stores, or along transit and cycle routes to ensure access to grocery stores.

10.3.10 Consider updating the **Zoning Bylaw** to allow and encourage abattoir and butcher facilities in appropriate locations in Merritt.

10.3.11 Continue to support food and agricultural opportunities in education and community facilities, parks, and open spaces.

10.3.12 Develop attractive agricultural and community gardens in highly visible public or semi-private spaces, ensuring balance with wildlife considerations.

10.3.13 Implement at least one community garden in each of Merritt's neighbourhoods.

10.3.14 Encourage School District No. 58 and NVIT to establish community gardens on their properties.

10.3.15 Encourage a culture of local, healthy food by developing policies and bylaws to help eliminate barriers to sustainable food and agriculture systems.

10.3.16 Explore the opportunity to create a **"Local First" Purchasing Policy** for local food.

10.3.17 Consider developing **Restorative Landscaping Guidelines** that includes edible plants and perennials, pollinator gardens, and low-water food garden demonstrations.

10.3.18 Promote the growing of drought tolerant fruits and vegetables in residential yards and on City boulevards, as long as crops do not impede vehicle sightlines.

10.3.19 Develop a pilot program to incentivize the replacement of residential laws with drought tolerant food crops.

10.3.20 Support regional food and agriculture planning.



## 10.4 TRANSPORTATION AND PUBLIC REALM SAFETY

### *OBJECTIVE*

***Ensure Transportation and Public Realm Safety for All Users***

### POLICIES

10.4.1 Adopt a **Vision Zero Policy** with the goal of eliminating all traffic fatalities and severe injuries.

10.4.2 Improve and maintain sidewalks, bike lanes, and roadways to avoid tripping or seasonal slipping hazards, including snow and debris removal.

10.4.3 Provide adequate space for walking, cycling, multimodal transport, and accessibility by completing street improvements.

10.4.4 Ensure that City streets are designed and maintained to prioritize pedestrian and cyclist safety, especially for children and seniors.

10.4.5 Undertake a comprehensive review of speed limits within the City and recommend amendments that improve the safety of all road users and pedestrians within the City Centre and Urban Villages, and on local roads. Specifically, this review should aim to consider speed limit recommendations for different neighbourhood types and road classifications, at minimum.

10.4.6 Safety, mobility, and transportation infrastructure along designated truck routes should be maintained at a suitable level of service to minimize the risk and severity of incidents involving dangerous goods.

10.4.7 Access should be provided that is safe and commensurate with the level of traffic generated and needed for emergency vehicle access in accordance with transportation policies.

10.4.8 Conduct safety studies at collision locations involving pedestrians, cyclists, and motor vehicle drivers to understand, address, and monitor safety concerns.

10.4.9 Complete regular assessments and gather user group feedback on preventing injuries at high traffic intersections.

## 10.5 HEALTH CARE

### *OBJECTIVE*

***Promote Health Care and Related Education in the Community***

### POLICIES

10.5.1 Continue to lobby the Provincial government for an expansion of the Nicola Valley Hospital and Health Centre.

10.5.2 Continue to promote Merritt as a desirable community for doctors and nurses.

10.5.3 Collaborate with Nicola Valley Institute of Technology to promote the enhancement of healthcare related courses and programs.



## 10.6 POLICING

### OBJECTIVE

***Ensure Adequate RCMP Resources and Further Support for the City's Community Policing Program***

### POLICIES

10.6.1 Direct funds to appropriate organizations for mental health and drug addictions supports.

10.6.2 Continually review funding and staffing levels for Merritt RCMP to ensure adequate resources.

10.6.3 Continue City support of Merritt Agency Support Table (MAST).

10.6.4 Continue to provide resources for the City's Community Policing Office program.




**26%** The amount of the annual City budget spent on policing.

2022 to 2026 Financial Plan



## 10.7 FIRE AND RESCUE

### OBJECTIVE

*Ensure Adequate Emergency Resources to Further Support Merritt's Fire Department*

### POLICIES

10.7.1 Continually review funding and staffing levels for the Merritt Fire Department to ensure adequate resources.

10.7.2 Consider adding a second fire hall in southeast Merritt as per the **2012 Fire Station Location Study**.

10.7.3 A training site should be developed at the airport, in partnership with other agencies, including a future third fire hall.

10.7.4 Ensure adequate Fire Department staffing resources, based on community growth and the current needs of a diverse and at-risk population (Pandemic, Opioid Crisis, etc.).



There are the following number of

# firefighters

| 6 | 5 | 29 |
|---|---|---|
| Full-time staff | Work experience program | Paid on-call |

City of Merritt, 2022

## 10.8 EMERGENCY PREPAREDNESS

### *OBJECTIVE*

***Ensure Merritt is a Safe City Through Emergency Preparedness and Planning***

### POLICIES

10.8.1 Incorporate climate change hazards and impacts (e.g., extreme heat, flooding, storms, wildfire, water shortages) into emergency management plans and procedures at a local and regional scale.

10.8.2 Develop, test, and continually update the **Community Evacuation Plan** for flooding and fire events.

10.8.3 In consultation with Ministry of Transportation and Infrastructure and Thompson-Nicola Regional District, undertake emergency preparedness planning in consideration of designated dangerous good routes and truck routes.

10.8.4 Ensure that City staff receive Emergency Operations Centre (EOC) management training for management team / EOC staff.

10.8.5 Ensure that the planning and delivery of emergency management is coordinated between governments, public agencies, service providers and community organizations.

10.8.6 Continue in providing emergency management leadership by preparing City staff for official roles in emergency response and recovery.

10.8.7 Continue to engage with citizens and groups to enhance emergency preparedness in residences and workplaces, including preparing the community to be self-reliant for up to 72 hours.

10.8.8 Ensure that the City is prepared for the short to long-term recovery from disaster events including business continuity.

10.8.9 Continue to coordinate emergency management through the maintenance and regular update of the **City of Merritt Emergency Plan**.

10.8.10 Ensure that the **City of Merritt Emergency Plan** includes policies that provide guidance for municipal communications during emergencies.

10.8.11 Ensure that **City of Merritt Emergency Plan** includes policies addressing collaboration, communication, support, and assistance of neighbouring communities during emergency situations and recovery.

10.8.12 Give consideration to emergency management, including preparedness, response, prevention and mitigation and recovery, in all City plans, policies, bylaws and works undertaken.

10.8.13 Maintain and enhance the allocation of resources to emergency management including prevention and mitigation, preparedness, response, disaster mitigation and recovery.

10.8.14 Continue to enhance public safety and enable the coordination and delivery of policing and fire services through the maintenance and regular update of the relevant plans, policies, and protocols.





# 11

# OUR IMPLEMENTATION PLAN

# 11

SECTION HIGHLIGHTS



Monitoring the OCP will be important in order to **evaluate whether the vision, goals and objectives are being achieved through the policies.** This can help the City to adjust its efforts during the term of this OCP to better meet the needs of the community.

# 11. OUR IMPLEMENTATION PLAN

## 11.1 IMPLEMENTATION TABLE OF MASTER PLANS, STRATEGIES, BYLAWS, POLICIES, AND OTHER DOCUMENTS

Table 6 – Master Plans, Strategies, Bylaws, Policies and Other Documents

| Documents | Policy # | Creation / Update | Leading Department | Time to Complete |
|---|---|---|---|---|
| **Section 2 Our Community Context** | | | | |
| **Zoning Bylaw** | 2.4.2 | Update | Development Services | Ongoing |
| **Section 3 Land Use and Development** | | | | |
| **Zoning Bylaw** | 3.1.13, 3.1.20, 3.12.2 | Update | Development Services | Ongoing |
| **Housing Strategy** | 3.1.5, 3.1.6 | Creation | Development Services | 2024 |
| **Housing Affordability Study** | 3.1.6 | Creation | Development Services | 2023 |
| **Airport Development Plan** | 3.7.5 | Update | Development Services | 2029, 2039 |
| **Section 4 Our Neighbourhoods** | | | | |
| **City Centre Revitalization Plan** | 4.2.2 | Creation | Development Services | 2022 |
| **Middlesboro Industrial Park Plan** | 4.3.17 | Creation | Development Services | 2023 |
| **North Bench Neighbourhood Development Plan** | 4.3.35 | Creation | Development Services | Phase 1- 2022<br>Phase 2 – 2023 |
| **Airport Development Plan** | 4.3.51 | Update | Development Services | 2029, 2039 |
| **Section 5 Our Economy** | | | | |
| **City Centre Revitalization Plan** | 5.1.1 | Creation | Development Services | 2022 |
| **Business Improvement Area** | 5.1.2 | Creation | Development Services | 2023 |
| **Zoning Bylaw** | 5.1.4, 5.5.4 | Update | Development Services | Ongoing |

| | | | | |
|---|---|---|---|---|
| **Revitalization Tax Exemption Bylaw** | 5.1.7, 5.4.5 | Creation | Corporate Services | 2022 |
| **Façade Improvement Program** | 5.1.9 | Creation | Development Services | 2022 |
| **Economic Development Strategy** | 5.2.1, 5.2.15 | Update | Development Services | 2022, 2027, 2032, 2037 |
| **Merritt and Nicola Valley Tourism Strategic Plan, includes a Five-Year Tourism Action Plan** | 5.2.8 | Creation | Development Services | 2022 |
| **Municipal and Regional District Tax Program** | 5.2.12 | Creation | Finance | 2023 |
| **Regional Workforce Development Strategy** | 5.3.7 | Creation | Development Services | 2023 |
| **Housing Affordability Study** | 5.4.4 | Creation | Development Services | 2023 |
| **Section 6 Our Relationships** | | | | |
| **Merritt Reconciliation Action Plan** | 6.1.1 | Creation | Corporate Services | 2023 |
| **City of Merritt Communication Plan** | 6.2.1 | Update | Corporate Services | 2026, 2031, 2036, 2041 |
| **Section 7 Our Parks, Recreation, and Culture** | | | | |
| **Parks, Recreation, and Culture Strategy** | 7.1.1, 7.2.1, 7.2.2, 7.2.3, 7.2.4, 7.2.5, 7.2.6, 7.2.16, 7.4.2 | Update | Engineering & Public Works | 2022, 2027, 2032, 2037 |
| **Recreation Subsidy Program** | 7.1.8 | Creation | Recreation & Facilities | 2023 |
| **Affordable Active Living Brochure** | 7.1.10 | Creation | Recreation & Facilities | 2023 |
| **Active Transportation Plan** | 7.2.6, 7.3.1, 7.3.3 | Update | Development Services | 2031, 2041 |
| **Age Friendly Action Plan** | 7.2.12 | Update | Development Services | 2026, 2036 |

| | | | | |
|---|---|---|---|---|
| **Arts and Culture policy document** | 7.4.3 | Update | Development Services | 2022, 2032 |
| **Section 8 Our Infrastructure** | | | | |
| **City Centre Infrastructure Assessment** | 8.1.2 | Creation | Engineering & Public Works | 2026 |
| **Asset Management Plan** | 8.1.2, 8.1.3, 8.1.4, 8.1.17, 8.4.4 | Update | Finance | 2024 |
| **Transportation Strategy** | 8.1.4, 8.1.5 | Creation | Engineering & Public Works | 2027 |
| **Active Transportation Plan** | 8.1.5, 8.9.4, 8.9.6, 8.9.9, 8.10.1, 8.10.11 | Update | Development Services | 2031, 2041 |
| **Complete Streets Policy** | 8.1.5, 8.9.1, 8.9.2, 8.9.4 | Creation | Development Services | 2022 |
| **Major Road Network Plan** | 8.1.5 | Creation | Engineering & Public Works | 2025 |
| **Sidewalks and Paths Study** | 8.1.5 | Creation | Engineering & Public Works | 2024 |
| **Street Parking Analysis** | 8.1.5 | Creation | Engineering & Public Works | 2026 |
| **Transit Study** | 8.1.5 | Update | Development Services | 2027 |
| **Water Utility Strategy** | 8.1.7, 8.4.1 | Update | Engineering & Public Works | 2022, 2032 |
| **Wastewater Treatment Strategy** | 8.1.8, 8.4.2 | Update | Engineering & Public Works | 2022, 2032 |
| **Stormwater Strategy** | 8.1.9, 8.4.3, 8.7.3 | Update | Engineering & Public Works | 2023, 2033 |
| **Subdivision and Development Servicing Bylaw** | 8.1.16, 8.3.1, 8.4.7, 8.4.10, 8.7.4, 8.9.4, 8.11.3, | Update | Development Services | 2023, 2033 |
| **Development Cost Charges Bylaw** | 8.1.18, 8.4.10 | Update | Engineering & Public Works | 2022, 2027, 2032, 2037 |
| **Five-Year Financial Plan** | 8.1.20 | Update | Finance | Annually |
| **Council's Strategic Plan** | 8.1.22, 8.1.23, | Update | Administration | 2023, 2027, 2031, 2035, 2039 |

| | | | | |
|---|---|---|---|---|
| **Ten-Year Capital Plan** | 8.2.1, 8.4.4 | Creation | Engineering & Public Works | 2022, updated annually |
| **Sanitary Sewer Strategy** | 8.4.2 | Update | Engineering & Public Works | 2022, 2032 |
| **Fees and Charges Bylaw** | 8.4.8 | Update | Finance | Ongoing |
| **Aquifer Protection Plan** | 8.5.6 | Update | Engineering & Public Works | 2025, 2036 |
| **Liquid Waste Management Plan** | 8.6.1, 8.6.5 | Update | Engineering & Public Works | 2023, 2033 |
| **Zoning Bylaw** | 8.6.2, 8.11.3 | Update | Development Services | Ongoing |
| **Coldwater River Floor Mitigation and Dyking Plan** | 8.8.5 | Creation | Engineering & Public Works | 2022 |
| **Nicola River Flood Mitigation and Dyking Plan** | 8.8.6 | Creation | Engineering & Public Works | 2023 |
| **Sidewalk Action Plan** | 8.9.9 | Creation | Engineering & Public Works | 2024 |
| **Traffic Bylaw** | 8.9.16, 8.9.17 | Update | Corporate Services | 2023, 2028, 2033, 2038 |
| **2016 Transit System Service Review** | 8.10.2 | Update | Finance | 2026, 2031, 2036, 2041 |
| **Vehicle and Active Transportation Parking Study** | 8.11.1 | Creation | Engineering & Public Works | 2026 |
| **Solid Waste, Composting and Recycling Strategy** | 8.12.1 | Creation | Engineering & Public Works | 2024 |
| **Section 9 Our Environment** | | | | |
| **Environmentally Sensitive Areas Development Permit Area** | 9.1.1 | Creation | Development Services | 2027 |
| **Earthworks Bylaw** | 9.1.15 | Update | Development Services | 2022, 2032 |
| **Zoning Bylaw** | 9.1.17, 9.2.55, 9.2.65, 9.4.8 | Update | Development Services | Ongoing |

| | | | | |
|---|---|---|---|---|
| **Climate Adaptation and Mitigation Plan** | 9.2.1 | Creation | Development Services | 2023 |
| **FireSmartTM Guide for Property Owners** | 9.2.34 | Creation | Fire & Rescue | 2023 |
| **Smoke Alert Policy and Procedures** | 9.2.41 | Creation | Corporate Services | 2023 |
| **Xeriscape Guideline** | 9.2.9, 9.2.10 | Creation | Development Services | 2022 |
| **Floodplain Map** | 9.2.54 | Update | Development Services | 2023, 2033 |
| **1 in 100 Year Stormwater Flood Assessment** | 9.2.63 | Creation | Engineering & Public Works | 2025 |
| **Hillside Development Permit Area** | 9.2.67 | Creation | Development Services | 2033 |
| **Emissions Review Report** | 9.3.2 | Creation | Finance | 2023 |
| **Corporate and Community Emissions Inventories** | 9.3.3 | Update | Finance | Annually |
| **Economic Development Strategy** | 9.4.8 | Update | Development Services | 2022, 2027, 2032, 2037 |
| **Subdivision and Development Servicing Bylaw** | 9.4.8 | Update | Development Services | 2022, 2032 |
| **Active Transportation Plan** | 9.5.8 | Update | Development Services | 2031, 2041 |
| **Section 10 Our Safety and Resiliency** | | | | |
| **Guideline for Geotechnical Reports** | 10.1.6 | Creation | Development Services | 2023 |
| **Good Neighbour Bylaw** | 10.1.7 | Update | Corporate Services | 2023 |
| **Economic Development Strategy** | 10.2.4 | Update | Development Services | 2022, 2027, 2032, 2037 |

| | | | | |
|---|---|---|---|---|
| **Community and Social Services Asset Map** | 10.2.10 | Creation | Corporate Services | 2024 |
| **Merritt Poverty Profile** | 10.2.7 | Creation | Corporate Services | 2026 |
| **Zoning Bylaw** | 10.3.10 | Update | Development Services | Ongoing |
| **"Local First" Purchasing Policy** | 10.3.15 | Creation | Finance | 2024 |
| **Restorative Landscape Guidelines** | 10.3.16 | Creation | Development Services | 2027 |
| **Vision Zero Policy** | 10.4.1 | Creation | Engineering & Public Works | 2026 |
| **2012 Fire Station Location Study** | 10.7.2 | Update | Fire & Rescue | 2027, 2037 |
| **Community Evacuation Plan** | 10.8.2 | Creation | Fire & Rescue | 2022 |
| **City of Merritt Emergency Plan** | 10.8.9, 10.8.10, 10.8.11 | Update | Fire & Rescue | 2023, 2028, 2033, 2038 |

## 11.2 MONITORING AND REVIEWING THE PLAN

Monitoring the OCP will be important in order to evaluate whether the vision, goals and objectives are being achieved through the policies. This can help the City to adjust its efforts during the term of this OCP to better meet the needs of the community. Ensuring the successful implementation of this OCP will not only require updates to other plans and strategies but will require ongoing monitoring and evaluation.

An OCP should be reviewed at regular intervals to ensure that it continues to move the community towards its vision. Short, medium, and long-term reviews provide many opportunities to ensure this alignment, and to determine if a re-alignment is required.

**Short term reviews** are an annual report providing a snapshot of the progress of the implementation items in Section 11.1 of this Plan.

**Medium term reviews** are considered with a three-to-five-year time frame, and include elements such as emerging trends, confirming that the vision is still relevant and guiding the City in the direction it wishes to go.

**Long-term reviews** are considered beyond the five-year time frame, and include elements such as assessing long-term trends, reviewing achievements and identifying next steps, considering the relevance of the vision and ensuring it still guides the City in the direction it wishes to go. In addition, regular updates of the OCP in the five-to-ten-year time frame are also considered a long-term review.



# 12 DEVELOPMENT PERMIT AREAS

# 12. DEVELOPMENT PERMIT AREAS

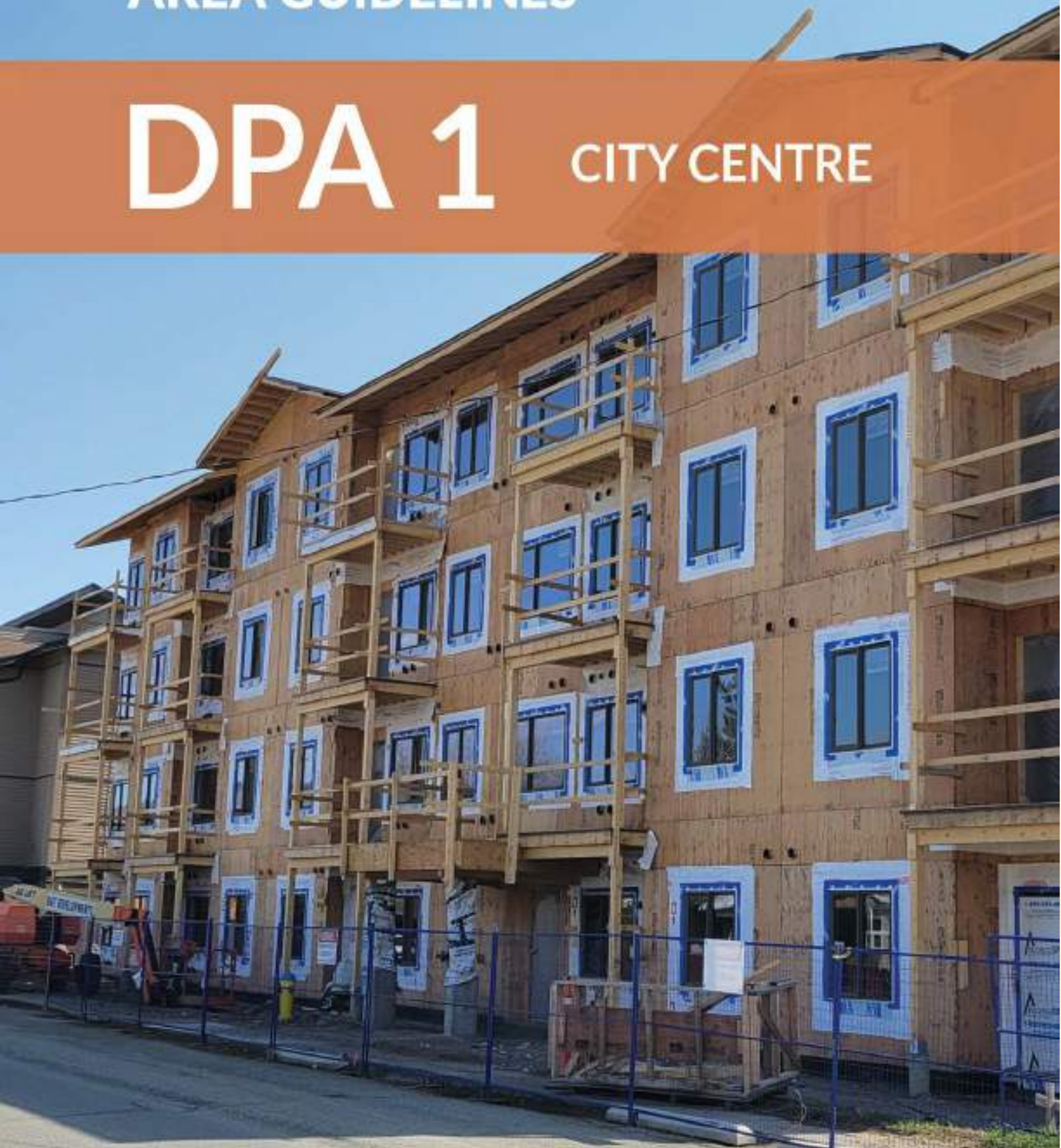
## OVERVIEW

All development within a Development Permit Area should conform with the Development Permit Area guidelines, as described in Appendix K.

Please refer to the Development Permit Areas document for the detailed regulations for the eleven proposed DPAs.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 1 CITY CENTRE



# General Regulations

## 12.1.1 Category

DPA 1 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(d) Revitalization of an area in which a commercial use is permitted;

(e) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.1.2 Area of Applicability

- DPA 1 guidelines apply to all parcels located in DPA 1 as shown on Appendix K.
- Institutional developments within the City Centre are requested to apply under this Development Permit Area.
- In situations where guidelines from DPA 1 conflict with guidelines from DPAs 4, 5 or 6, the guidelines from DPA 1 take precedence.

## 12.1.3 Justification

As the city grows, new Commercial, Mixed Use and Multiple Unit Residential development will be encouraged to cluster in the City Centre. It will be important for this development to contribute to the livability and vibrancy of streets and public spaces.

## 12.1.4 Objectives

The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context
- Incorporate climate action strategies into development practices
- Integrate higher density residential and mixed use commercial development into the City Centre
- Provide a mix of building forms, choices, and affordable opportunities in the City Centre
- Integrate residential and cultural land uses with commercial businesses
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into development within the City Centre, while ensuring that vulnerable people are respected
- Enhance the public realm, provide ample opportunities for residents and visitors to gather and socialize, and create an interesting and vibrant neighbourhood with animated shopping streets

## 12.1.5 Exemptions

The following exemptions to DPA 1 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building
- Construction, addition, or alteration of a principal building not exceeding 10m2
- Like-for-like Exterior Renovations for maintenance of the building façade not resulting in structural alterations to the building, on properties with existing Single Detached or Semi-Detached Dwellings
- Construction, addition, or alteration of single storey accessory buildings, if the total building area does not exceed 55m2, on properties with existing Single Detached or Semi-Detached Dwellings

- Parcel consolidation
- Signage copy change if no changes to the dimensions of the existing sign
- Emergency circumstances to remove any immediate danger
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time
- Any servicing work undertaken by or on behalf of the City of Merritt




## Key Elements

### 1 – Defined Streetscape
Site buildings so they front and frame public streets. For corner parcels, site buildings to front both streets.

### 2 – Public Realm
Enliven the public realm with attractive amenities such as seating, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 3 – Xeriscaping
Use drought tolerant and native plant and tree species.

### 4 – Short-Term Bicycle Parking
Provide bike racks near the building entrance, in a highly visible location.

### 5 – Vehicle Parking Lots
Locate vehicle parking underneath or behind buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 6 – Architectural Interest
Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building.

### 7 – Simplified Massing
Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 8 – FireSmart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 9 – Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

### 10 – Window-to-Wall Ratio
Design buildings to have an overall window-to-wall ratio of 40% to reduce energy costs.

### 11 – Solar Energy
Design buildings to incorporate solar panels, where possible.

### 12 – Stepback
Design midrise buildings with a stepback configuration.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.1.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.1.7 Streetwall Continuity

Design building streetwalls to include architectural features and patterns that are aligned with adjacent buildings, where possible.

### 12.1.8 Shade and Sun Exposure

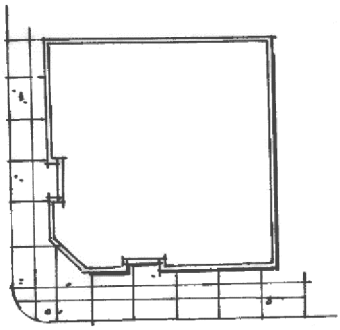
Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.1.9 Fronting Streets

Site buildings to front public streets. For corner parcels, site buildings to front both streets.



### 12.1.10 Corner Plazas

For corner parcels, corner plazas are encouraged. As a minimum, the plaza should be consistent with the sight triangle area as outlined in Zoning Bylaw No. 2284, as amended from time to time. Corner plazas should include amenities such as benches, bike racks, landscaping, public art, wayfinding, and other street furniture.

### 12.1.11 Defined Spaces

Define spaces that are private from those that are public with elements such as landscaping, fencing, or grade changes.

### 12.1.12 Mid-Block Connections

For mid-block parcels, provide a breezeway or pathway through from the street to the rear lane, where possible, to facilitate pedestrian connections.

### 12.1.13 Accessible Site Design
Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

### 12.1.14 Walking Connections
Connect main entrances and unit entrances to public sidewalks, parking areas, adjacent residential and commercial sites (existing and future), and trails, with a sufficiently wide pathway.

### 12.1.15 Informational Displays
Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

### 12.1.16 Designated Cycle Routes
Provide additional bicycle parking in developments located along designated cycle routes, as identified in the Active Transportation Plan's Cycle Network Map.

### 12.1.17 Transit Access
Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

### 12.1.18 Private and Public Open Spaces
Integrate usable private and public open spaces into the site, such as courtyards, parks, patios, playgrounds, plazas, or rooftop gardens. Incorporate informational displays or murals, focusing on local history and Indigenous culture, into these spaces. Locate these open spaces adjacent to active uses, such as cafes or retail stores.

### 12.1.19 Street Furniture
Provide benches, bicycle racks, wayfinding, and other street furniture near main entrances.

### 12.1.20 Site Grading
Step buildings along the length of a sloping street.



### 12.1.21 Retaining Walls
Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

### 12.1.22 Drive-Through Facilities
Drive-through facilities are not permitted in the City Centre.

### 12.1.23 Composting, Garbage, Recycling, and Storage
Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE

To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.1.24 Public Realm

Enliven the public realm between buildings and street curbs with attractive amenities such as benches, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 12.1.25 Pedestrian Areas

Define pedestrian areas with the use of landscaping elements.

### 12.1.26 Screening

Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.1.27 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.1.28 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.1.29 Heat and Wind Mitigation

Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.1.30 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.1.31 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.

### 12.1.32 Hedgerows and Hedges

Avoid tall hedgerows along public sidewalks and streets. Hedges are prohibited due to their water consumption and fire risk.



### 12.1.33 Fences

Along public sidewalks and streets, avoid tall fences and use quality fence materials which provide visibility, such as wrought iron. Chainlink fences are prohibited along public streets in the City Centre.

### 12.1.34 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.1.35 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.1.36 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.1.37 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.1.38 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.1.39 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.1.40 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.1.41 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.1.42 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.1.43 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.1.44 Short-Term Bicycle Parking

Provide bike racks near the building or unit main entrance(s).

### 12.1.45 Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.1.46 Underground Parking

Ensure the height of underground parking structures do not exceed grade level, where possible. If the underground parking is partially above grade, screen with landscaping or use aesthetically pleasing materials on the exposed structure.

### 12.1.47 Parking Structures

Locate parking structures behind buildings, where possible. If parking structures are abutting public streets, ensure streetwall continuity by using design elements and materials that are compatible with adjacent buildings. Screen blank walls with landscaping and public art. Ensure pedestrian entrances and stairwells are prominent and highly visible from sidewalks. Use wayfinding signage to guide users throughout the parking structure.

### 12.1.48 Shared Access and Parking

Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts. Provide access from lanes, where possible.

### 12.1.49 Loading Areas

Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.1.50 Zero Emission Vehicles

Include zero emission charging, such as electric vehicle charging stations, on site.

# BUILDING DESIGN

To guide the design of buildings that are people focused, attractive and functional with the streets on which they front.

## 12.1.51 Building Entrances

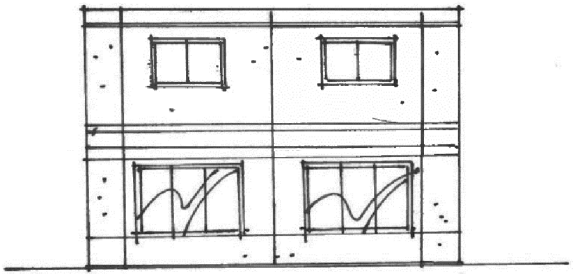
Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

## 12.1.52 Corner Buildings

Design corner buildings to front both streets with main entrances at the corner. Ensure massing of the building at the corner is architecturally prominent.

## 12.1.53 Transparent Fronts

Use transparent glazing for building foyers and ground level storefronts.



## 12.1.54 Height Expression

Buildings in the City Centre should be designed to be the equivalent of three storeys minimum, either in terms of actual storeys or height in metres.

## 12.1.55 Architectural Interest

Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency. Avoid blank walls and large expanses of singular materials.

## 12.1.56 Simplified Massing

Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

## 12.1.57 Incorporating Architectural Elements

Design buildings to include architectural elements that reflect materials or design features from nearby architecturally significant buildings, where possible.

## 12.1.58 Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire. Brick, fibre cement board, or stucco is preferred. Poured concrete is acceptable. Metal products are recommended for vents and flashing. Vinyl is prohibited.

## 12.1.59 Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.1.60 Murals
Exterior murals are encouraged. The use of materials to create portable or removable murals is preferred.

### 12.1.61 Window-to-Wall Ratio
Design buildings to have an overall window-to-wall ratio of 40%. Ground floor commercial frontages should have a higher ratio while accommodating the 40% ratio in the building overall.

### 12.1.62 Roofing
Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

### 12.1.63 Rooftop Equipment
Screen or enclose rooftop mechanical equipment.

### 12.1.64 Green Roofs and Walls
Design buildings to incorporate green roofs and green walls, where possible.



### 12.1.65 Solar Energy
Design buildings to incorporate solar panels, where possible.

### 12.1.66 Historical Significance
Ensure that the facades of buildings of historical significance are preserved.

### 12.1.67 Scale Transition
Use height transitions when adjacent to lower density residential buildings, where possible.

### 12.1.68 Accessible Buildings
Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.1.69 Signage

Design signage to be consistent with the associated building and integrate it into the building façade. Under Canopy Signs (blade signs) that extend from buildings over sidewalks are encouraged. Backlit box signs and single or double pole mounted signs are not permitted, except for poles for City of Merritt banners. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## MIDRISE BUILDINGS

To guide the specific design requirements for attractive midrise (5 to 12 storey) development.

### 12.1.70 Midrise Stepback

Design midrise buildings with a stepback configuration. Determine the height of the podium by reflecting adjacent buildings, where possible, to create a continual streetwall.

### 12.1.71 Rooftop Design and Access

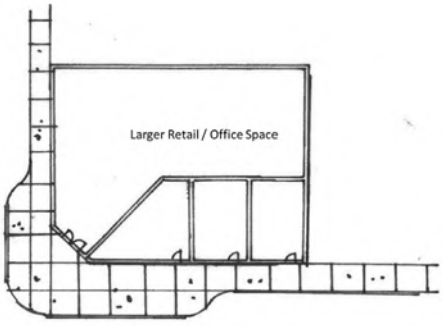
Landscape midrise rooftops and make them accessible to tenants/residents as usable private/public outdoor space, such as gardens or café patios.

## COMMERCIAL BUILDINGS

To guide the specific design requirements for attractive commercial development.

### 12.1.72 Active Ground Floors

Design commercial buildings to include narrow storefronts. Larger retail or office spaces should be located to the rear or above the ground floor.




## MIXED USE BUILDINGS

To guide the specific design requirements for attractive mixed use development.

### 12.1.73 Ground Floor Commercial

Mixed use buildings must include commercial space on the ground floor. Additional commercial space on floors above the ground floor, including restaurants with access to the rooftop, is encouraged.

### 12.1.74 Locating Residential

Locate residential dwellings in mixed use buildings above or below the ground floor, or behind the ground floor commercial space.

### 12.1.75 Separated Uses

Separate entrances for upper storey residential uses from the entrances to ground floor commercial uses.

## MULTIPLE UNIT RESIDENTIAL BUILDINGS

To guide the specific design requirements for attractive multiple unit residential development.

### 12.1.76 Triplexes and Fourplexes

Design triplex and fourplex buildings to locate units side by side, up and down, or back to back. For parcels with lane access, take advantage of the lane by facing some units to the lane and/or locating parking access off the lane.

### 12.1.77 Rowhouses and Stacked Townhomes

Design rowhouse and stacked townhome buildings to front the street. For parcels with lane access, take advantage of the lane by facing some units to the lane and/or locating parking access off the lane.

### 12.1.78 Apartment Buildings

Design apartment buildings to front the street. Locate parking access off the lane, where possible. If townhome units are included in the development, locate them on the ground floor with patio space and landscaping to define the private space from the public realm.

## DISTRICTS

To guide the design of development within specific districts of the City Centre.

## Quilchena District

### 12.1.79 Commercial or Mixed Use

Developments on parcels fronting Quilchena Avenue must be commercial or mixed use. Multiple Unit Residential and Institutional are not permitted.

### 12.1.80 Podium and Stepback

Design buildings on parcels fronting Quilchena Avenue to have a two storey podium and stepback to maintain a village feel on the City's main street.

### 12.1.81 Façade

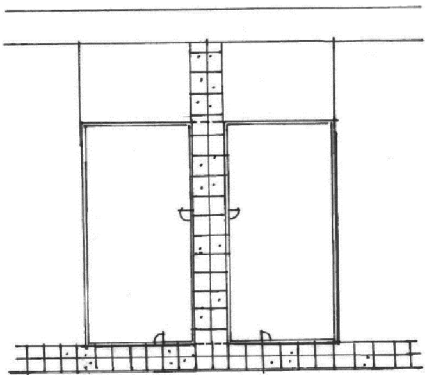
Ensure that facades of buildings facing Quilchena Avenue utilize high quality materials. Incorporate blade signs into the design for retail and office spaces.

### 12.1.82 Patios and Courtyards

Design developments on parcels fronting Quilchena Avenue to include sidewalk abutting patios or courtyards to activate the street.

### 12.1.83 Pass Through

Design developments on parcels fronting the north side of the 2000 Block of Quilchena Avenue to incorporate public pathways or breezeways from Quilchena Avenue to the rear lane, where possible, to provide pedestrian access to Spirit Square.



## Granite District

### 12.1.84 Maximize Sun Exposure

Design buildings on parcels fronting the south side of Nicola Avenue with a stepback to maximize sun exposure on Nicola Avenue.

### 12.1.85 Telecommunications

Restrict the height of buildings on parcels adjacent to the telecommunications tower at 2052 Granite Avenue to four storeys.

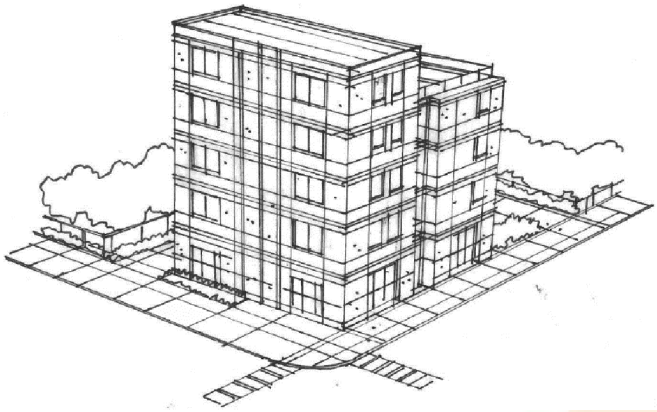
## Civic District

### 12.1.86 Plazas and Patios

Design developments on parcels fronting Voght Street or Mamette Avenue to incorporate plazas or patios that abut the sidewalk, to increase activation of the street.

### 12.1.87 Corner Development

Developments on corner parcels at Nicola Avenue and Voght Street should be mixed use and reflect the importance of their location by including grand corner building accesses, architectural interest, and patio space abutting the sidewalk.



## Kengard District

### 12.1.88 Minimize Shadowing

Developments on parcels fronting the north side of Nicola Avenue should utilize a stepback design at the rear of the buildings or locate surface parking to the rear, as to minimize shadowing impacts on properties to the north of the rear lane.

### 12.1.89 Sidewalk Patios

Design developments on parcels fronting Voght Street or Nicola Avenue to incorporate patios that abut the sidewalk, to increase activation of the street.

## Aspen District

### 12.1.90 Minimize Front Setback

Position buildings on parcels fronting Quilchena Avenue to abut the sidewalk, and buildings on parcels fronting the south side of Nicola Avenue to have the minimum setback as per the Ministry of Transportation and Infrastructure.

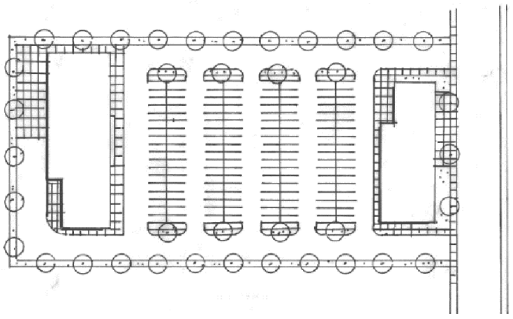
### 12.1.91 Patios, Courtyards, and Plazas

Developments in the Aspen District should include patios, courtyards, or plazas.

## Railyard District

### 12.1.92 Building Access

Position buildings to front the street, with entrances from the street front. Locate surface parking to the rear and/or internally within developments. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.



### 12.1.93 Residential in Mixed Use Buildings

Design mixed use commercial buildings to include multiple stories of residential above the ground floor. Locate townhomes at the rear of buildings, fronting lanes or internal driveways, where possible.

## River District

### 12.1.94 Ground Floor Townhomes

Design apartment buildings to include townhomes on the ground floor.

### 12.1.95 Riverfront Access

Developments adjacent to the Coldwater River should include riverside patio space and public pathways for access to and along the river.

## Nicola District

### 12.1.96 Minimize Rear Shadowing

Developments on parcels fronting the north side of Nicola Avenue should utilize a stepback design at the rear of the buildings or locate surface parking to the rear, as to minimize shadowing impacts on properties to the north of the rear lane.

### 12.1.97 Sidewalk Abutting Patios

Design developments on parcels fronting Voght Street or Nicola Avenue to incorporate patios that abut the sidewalk, to increase activation of the street.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 2 URBAN VILLAGE



# General Regulations

## 12.2.1 Category

DPA 2 is designated under the following categories of Section 488 (1) of the Local Government Act:

(f) Establishment of objectives for the form and character of commercial, industrial, or multi-family residential development;
(h) Establishment of objectives to promote energy conservation;
(i) Establishment of objectives to promote water conservation;
(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.2.2 Area of Applicability

- DPA 2 guidelines apply to all parcels located in DPA 2 as shown on Appendix K.
- Institutional developments within Urban Villages are requested to apply under this Development Permit Area.
- In situations where guidelines from DPA 2 conflict with guidelines from DPAs 4, 5 or 6, the guidelines from DPA 2 take precedence.

## 12.2.3 Justification

As the city grows, new Commercial, Mixed Use and Multiple Unit Residential development will be encouraged to cluster in Urban Villages. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

## 12.2.4 Objectives

The following guidelines are intended to:

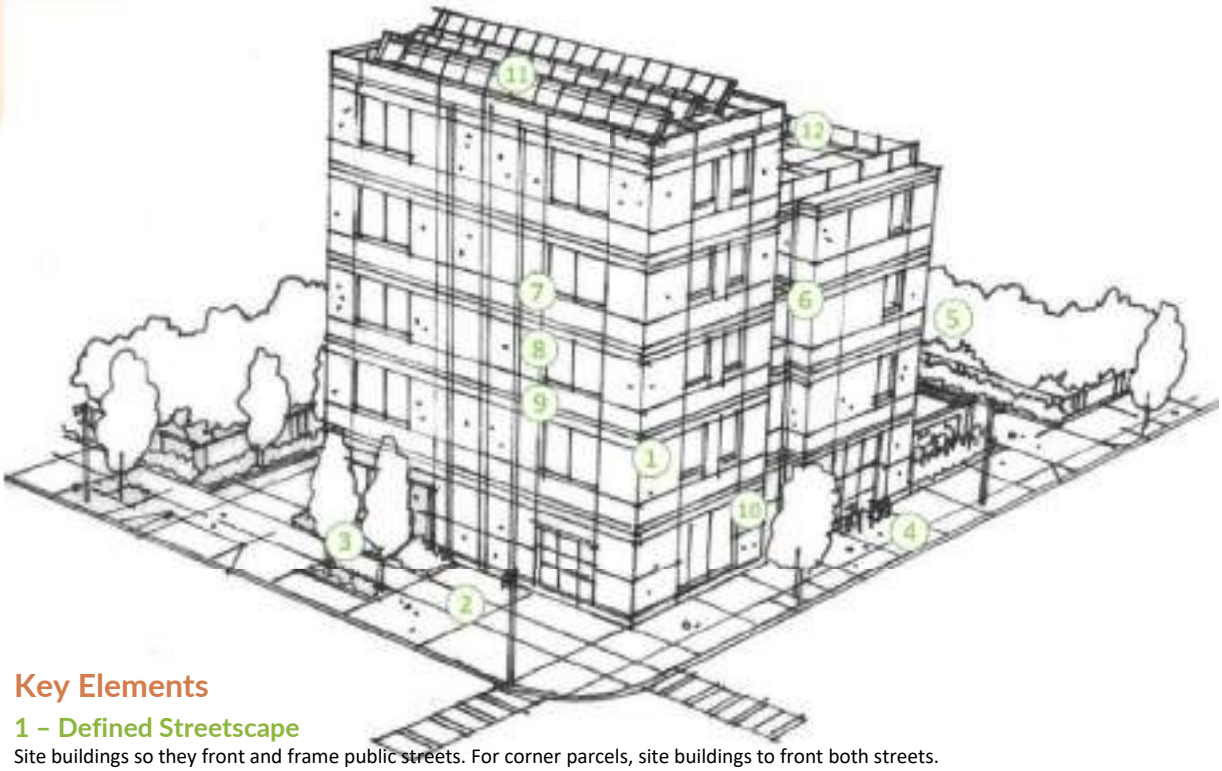
- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Integrate medium to high density residential and mixed use commercial development into Urban Villages.
- Provide a mix of building forms, choices, and affordable opportunities in Urban Villages.
- Integrate residential and cultural land uses with commercial businesses.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into development within Urban Villages, while ensuring that vulnerable people are respected.
- Enhance the public realm, provide ample opportunities for residents and visitors to gather and socialize, and create an interesting and vibrant neighbourhood centre with animated shopping streets.

## 12.2.5 Exemptions

The following exemptions to DPA 2 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building
- Construction, addition, or alteration of a principal building not exceeding 10m2
- Like-for-like Exterior Renovations for maintenance of the building façade not resulting in structural alterations to the building, on properties with existing Single Detached or Semi-Detached Dwellings

- Construction, addition, or alteration of single storey accessory buildings, if the total building area does not exceed 55m$^2$, on properties with existing Single Detached or Semi-Detached Dwellings
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.




## Key Elements

### 1 – Defined Streetscape

Site buildings so they front and frame public streets. For corner parcels, site buildings to front both streets.

### 2 – Public Realm

Enliven the public realm with attractive amenities such as seating, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 3 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 4 – Short-Term Bicycle Parking

Provide bike racks near the building entrance, in a highly visible location.

### 5 – Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 6 – Architectural Interest

Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building.

### 7 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 8 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 9 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

### 10 – Window-to-Wall Ratio

Design buildings to have an overall window-to-wall ratio of 40% to reduce energy costs.

### 11 – Solar Energy

Design buildings to incorporate solar panels, where possible.

### 12 – Stepback

Design midrise buildings with a stepback configuration.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.2.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.2.7 Streetwall Continuity

Design building streetwalls to include architectural features and patterns that are aligned with adjacent buildings, where possible.

### 12.2.8 Shade and Sun Exposure

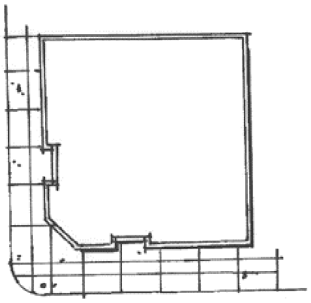
Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.2.9 Fronting Streets

Site buildings to front public streets. For corner parcels, site buildings to front both streets.



### 12.2.10 Corner Plazas

For corner parcels, corner plazas are encouraged. As a minimum, the plaza should be consistent with the sight triangle area as outlined in Zoning Bylaw No. 2284, as amended from time to time. Corner plazas should include amenities such as benches, bike racks, landscaping, public art, wayfinding, and other street furniture.

### 12.2.11 Defined Spaces

Define spaces that are private from those that are public with elements such as landscaping, fencing, or grade changes.

### 12.2.12 Mid-Block Connections

For mid-block parcels, provide a breezeway or pathway through from the street to the rear lane, where possible, to facilitate pedestrian connections.

## 12.2.13 Accessible Site Design

Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

## 12.2.14 Walking Connections

Connect main entrances and unit entrances to public sidewalks, parking areas, adjacent residential and commercial sites (existing and future), and trails, with a sufficiently wide pathway.

## 12.2.15 Informational Displays

Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

## 12.2.16 Designated Cycle Routes

Provide additional bicycle parking in developments located along designated cycle routes, as identified in the Active Transportation Plan's Cycle Network Map.

## 12.2.17 Transit Access

Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

## 12.2.18 Private and Public Open Spaces

Integrate usable private and public open spaces into the site, such as courtyards, parks, patios, playgrounds, plazas, or rooftop gardens. Locate these open spaces adjacent to active uses, such as cafes or retail stores.

## 12.2.19 Street Furniture

Provide benches, bicycle racks, wayfinding, and other street furniture near main entrances.

## 12.2.20 Site Grading

Step buildings along the length of a sloping street.



## 12.2.21 Retaining Walls

Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

## 12.2.22 Drive-Through Facilities

Drive-through facilities are not permitted in Urban Villages, except for the Gateway 286 (former visitor centre) property.

## 12.2.23 Composting, Garbage, Recycling, and Storage

Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE

To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.2.24 Public Realm

Enliven the public realm between buildings and street curbs with attractive amenities such as benches, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 12.2.25 Pedestrian Areas

Define pedestrian areas with the use of landscaping elements.

### 12.2.26 Screening

Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.2.27 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.2.28 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.2.29 Heat and Wind Mitigation

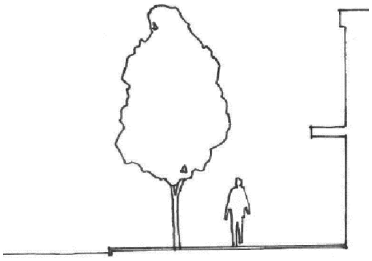
Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.2.30 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.2.31 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.



### 12.2.32 Hedgerows and Hedges

Avoid tall hedgerows along public sidewalks and streets. Hedges are prohibited due to their water consumption and fire risk.

### 12.2.33 Fences

Along public sidewalks and streets, avoid tall fences and use quality fence materials which provide visibility, such as wrought iron. Chainlink fences are prohibited along public streets in Urban Villages.

### 12.2.34 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.2.35 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.2.36 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.2.37 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.2.38 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.2.39 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.2.40 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.2.41 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.2.42 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.2.43 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.2.44 Short-Term Bicycle Parking

Provide bike racks near the building or unit main entrance(s).

### 12.2.45 Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.2.46 Underground Parking

Ensure the height of underground parking structures do not exceed grade level, where possible. If the underground parking is partially above grade, screen with landscaping or use aesthetically pleasing materials on the exposed structure.

### 12.2.47 Parking Structures

Locate parking structures behind buildings, where possible. If parking structures are abutting public streets, ensure streetwall continuity by using design elements and materials that are compatible with adjacent buildings. Screen blank walls with landscaping and public art. Ensure pedestrian entrances and stairwells are prominent and highly visible from sidewalks. Use wayfinding signage to guide users throughout the parking structure.

### 12.2.48 Shared Access and Parking

Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts. Provide access from lanes, where possible.

### 12.2.49 Loading Areas

Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.2.50 Zero Emission Vehicles

Include zero emission charging, such as electric vehicle charging stations, on site.

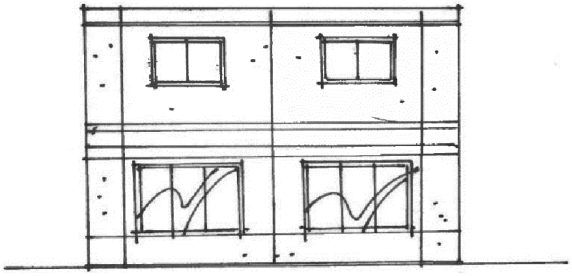
## BUILDING DESIGN

To guide the design of buildings that are people focused, attractive and functional with the streets on which they front.

### 12.2.51 Building Entrances
Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

### 12.2.52 Corner Buildings
Design corner buildings to front both streets with main entrances at the corner. Ensure massing of the building at the corner is architecturally prominent.

### 12.2.53 Transparent Fronts
Use transparent glazing for building foyers and ground level storefronts.



### 12.2.54 Height Expression
Buildings in Urban Villages should be designed to be the equivalent of three storeys minimum, either in terms of actual storeys or height in metres.

### 12.2.55 Architectural Interest
Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency. Avoid blank walls and large expanses of singular materials.

### 12.2.56 Simplified Massing
Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

### 12.2.57 Incorporating Architectural Elements
Design buildings to include architectural elements that reflect materials or design features from nearby architecturally significant buildings, where possible.

### 12.2.58 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire. Brick, fibre cement board, or stucco is preferred. Poured concrete is acceptable. Metal products are recommended for vents and flashing. Vinyl is prohibited.

### 12.2.59 Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.2.60 Murals
Exterior murals are encouraged. The use of materials to create portable or removable murals is preferred.

## 12.2.61 Window-to-Wall Ratio

Design buildings to have an overall window-to-wall ratio of 40%. Ground floor commercial frontages should have a higher ratio while accommodating the 40% ratio in the building overall.

## 12.2.62 Window Placement

Ensure windows are offset with windows in adjacent buildings to enhance privacy for residential units.

## 12.2.63 Balconies

Include private patios for ground floor townhomes and balconies for residential units above the ground floor.

## 12.2.64 Roofing

Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

## 12.2.65 Rooftop Equipment

Screen or enclose rooftop mechanical equipment.



## 12.2.66 Green Roofs and Walls

Design buildings to incorporate green roofs and green walls, where possible.

## 12.2.67 Solar Energy

Design buildings to incorporate solar panels, where possible.

## 12.2.68 Historical Significance

Ensure that the facades of buildings of historical significance are preserved.

## 12.2.69 Scale Transition

Use height transitions when adjacent to lower density residential buildings, where possible.

## 12.2.70 Accessible Buildings

Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.2.71 Signage

Design signage to be consistent with the associated building and integrate it into the building façade. Under Canopy Signs (blade signs) that extend from buildings over sidewalks are encouraged. Backlit box signs and single or double pole mounted signs are not permitted, except for poles for City of Merritt banners. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## MIDRISE BUILDINGS

To guide the specific design requirements for attractive midrise (5 to 12 storey) development.

### 12.2.72 Midrise Stepback

Design midrise buildings with a stepback configuration. Determine the height of the podium by reflecting adjacent buildings, where possible, to create a continual streetwall.

### 12.2.73 Rooftop Design and Access

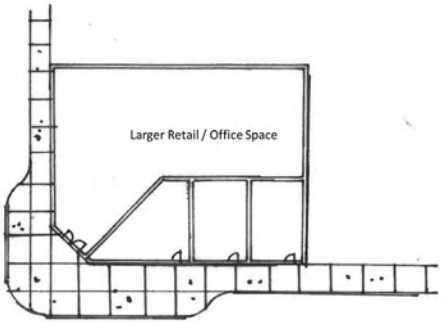
Landscape midrise rooftops and make them accessible to tenants/residents as usable private/public outdoor space, such as gardens or café patios.

## COMMERCIAL BUILDINGS

To guide the specific design requirements for attractive commercial development.

### 12.2.74 Active Ground Floors

Design commercial buildings to include narrow storefronts. Larger retail or office spaces should be located to the rear or above the ground floor.




## MIXED USE BUILDINGS

To guide the specific design requirements for attractive mixed use development.

### 12.2.75 Ground Floor Commercial

Mixed use buildings must include commercial space on the ground floor. Additional commercial space on floors above the ground floor, including restaurants with access to the rooftop, is encouraged.

### 12.2.76 Locating Residential

Locate residential dwellings in mixed use buildings above or below the ground floor, or behind the ground floor commercial space.

### 12.2.77 Separated Uses

Separate entrances for upper storey residential uses from the entrances to ground floor commercial uses.

## MULTIPLE UNIT RESIDENTIAL BUILDINGS

To guide the specific design requirements for attractive multiple unit residential development.

### 12.2.78 Triplexes and Fourplexes

Design triplex and fourplex buildings to locate units side by side, up and down, or back to back. For parcels with lane access, take advantage of the lane by facing some units to the lane and/or locating parking access off the lane.

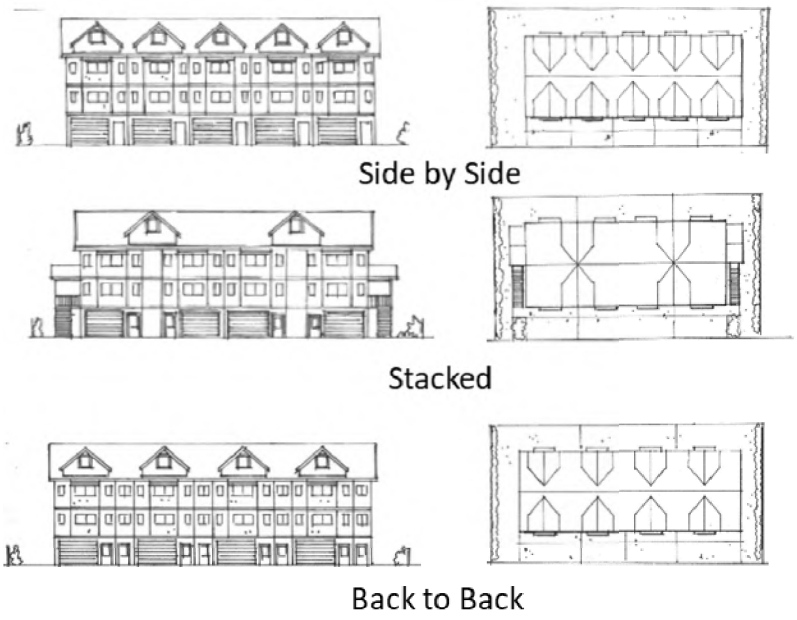
### 12.2.79 Rowhouses and Stacked Townhomes

Design rowhouse and stacked townhome buildings to front the street. For parcels with lane access, take advantage of the lane by facing some units to the lane and/or locating parking access off the lane.

### 12.2.80 Apartment Buildings

Design apartment buildings to front the street.

Locate parking access off the lane, where possible. If townhome units are included in the development, locate them on the ground floor with patio space and landscaping to define the private space from the public realm.




## URBAN VILLAGES

To guide the design of development within specific Urban Villages.

## Diamond Vale Centre

### 12.2.81 Clapperton Corner Development

Development on the parcels at the corner of Clapperton Avenue and Menzies Street should be mixed use and reflect the importance of its location by including grand corner building accesses, architectural interest, and patio space abutting the sidewalk.

### 12.2.82 Sidewalk Extension

Any developments on parcels on the west side of Menzies Street should include the installation of a sidewalk and curb and gutter along the street front.

### 12.2.83 Menzies Redevelopment

Development on parcels on the east side of Menzies Street should be multiple unit residential or mixed use, should front and frame the street, and include patio or courtyard space abutting the sidewalk.

### 12.2.84 Park Dedication

The field at the rear of the former Coquihalla Middle School site should be designed as a park, including a soccer field, playground, multi-use court for futsal and basketball, and a dog park.

## Collettville Centre

### 12.2.85 Patios and Courtyards

Design developments on parcels fronting Walnut Avenue to include sidewalk abutting patios or courtyards to activate the street.

### 12.2.86 Height and Stepback

Buildings should be limited to a height of four storeys and include a two storey podium with stepback along Walnut Avenue and Hill Street frontages, to maintain the village feel of the neighbourhood.

### 12.2.87 Minimize Rear Shadowing

Developments on parcels fronting the north side of Walnut Avenue should utilize a stepback design at the rear of the buildings or locate surface parking to the rear, as to minimize shadowing impacts on residential properties to the north.

## Riverside Village

### 12.2.88 Park View

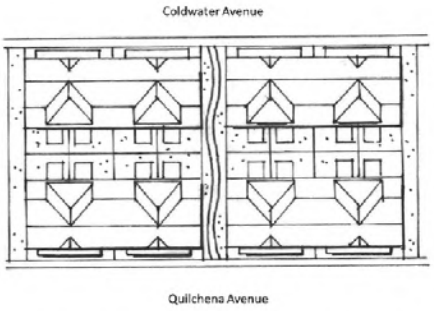
Developments on the north side of Canford Avenue should include sidewalk abutting courtyard or patio space with views to Voght Park.

### 12.2.89 Wilson Corner Development

Development on the corner parcels at Coldwater Avenue and Wilson Street should be mixed use and reflect the importance of its location by including grand corner building accesses, architectural interest, and patio space abutting the sidewalk.

### 12.2.90 Coldwater to Quilchena Connection

To enable a pedestrian connection from Coldwater Avenue to Quilchena Avenue, developments on parcels on the north side of Coldwater Avenue, across from the intersection of Coldwater Avenue and Wilson Street, should incorporate a breezeway or pathway into the site design and a mid-block parcel on the south side of Quilchena Avenue, directly north of Wilson Street, should be maintained as open space.



### 12.2.91 Quilchena Development
Developments on parcels on the south side of Quilchena Avenue should include a mixture of three storey rowhouses and small parcel single detached residential with ground floor secondary suites.

### 12.2.92 Quilchena Parking
Any developments on parcels fronting the south side of Quilchena Avenue are permitted to forgo on-site vehicle parking and utilize street parking with a parking permit system.

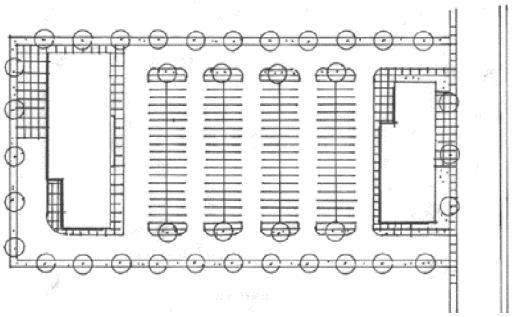
## North Bench Village

### 12.2.93 Neighbourhood Development Plan
Developments within the North Bench Urban Village should include design recommendations from the North Bench Neighbourhood Development Plan's urban design guidelines.

## Grandview Village

### 12.2.94 Forksdale Corner Development
Development on the corner parcels at Forksdale Avenue and River Ranch Road should be mixed use and reflect the importance of its location by including grand corner building accesses, architectural interest, and patio space abutting the sidewalk.

### 12.2.95 Building Access
Position buildings to front the street, with entrances from the street front. Locate surface parking to the rear and/or internally within developments. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.



### 12.2.96 Façade
Ensure that facades of buildings facing Forksdale Avenue or River Ranch Road utilize high quality materials. Incorporate blade signs into the design for retail and office spaces.

### 12.2.97 Ground Floor Townhomes
For apartment buildings, inclusion of townhomes on the ground floor is encouraged.

## Ranchlands Village

### 12.2.98 Height Limit
Except for hotels, buildings should be limited to five storeys in height.

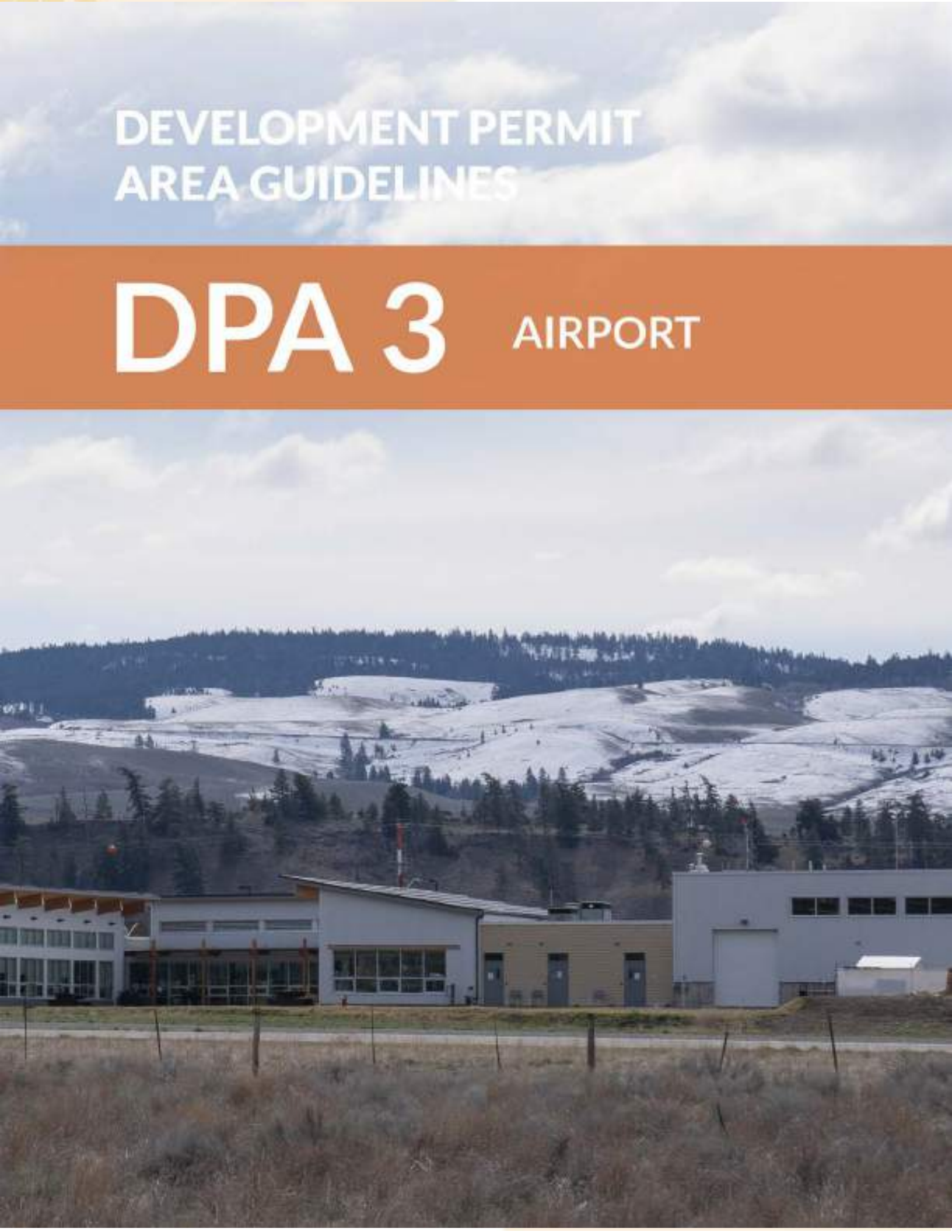
### 12.2.99 Commercial at Palomino Estates
Any commercial spaces at Palomino Estates should be located within the hotel building.

### 12.2.100 Commercial and Institutional
Developments at the former visitor centre site should be commercial and/or institutional, and not residential or industrial.

### 12.2.101 Trail Access
Existing trails, including trailhead accesses, should be maintained. Free parking must be provided for public users of the area trail network.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 3 AIRPORT



# General Regulations

## 12.3.1 Category

DPA 3 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
(h) Establishment of objectives to promote energy conservation;
(i) Establishment of objectives to promote water conservation;
(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.3.2 Area of Applicability

- DPA 3 guidelines apply to all parcels located in DPA 3 as shown on Appendix K.
- Institutional developments within DPA 3 are requested to apply under this Development Permit Area.
- In situations where guidelines from DPA 3 conflict with guidelines from DPAs 5, 6 or 7, the guidelines from DPA 3 take precedence.

## 12.3.3 Justification

As the city grows, new Airport Commercial, Service Commercial, and Industrial development will be encouraged to locate near the Merritt Airport. It will be important for this development to be designed in a manner that doesn't detract from Merritt's northeastern gateway.

## 12.3.4 Objectives

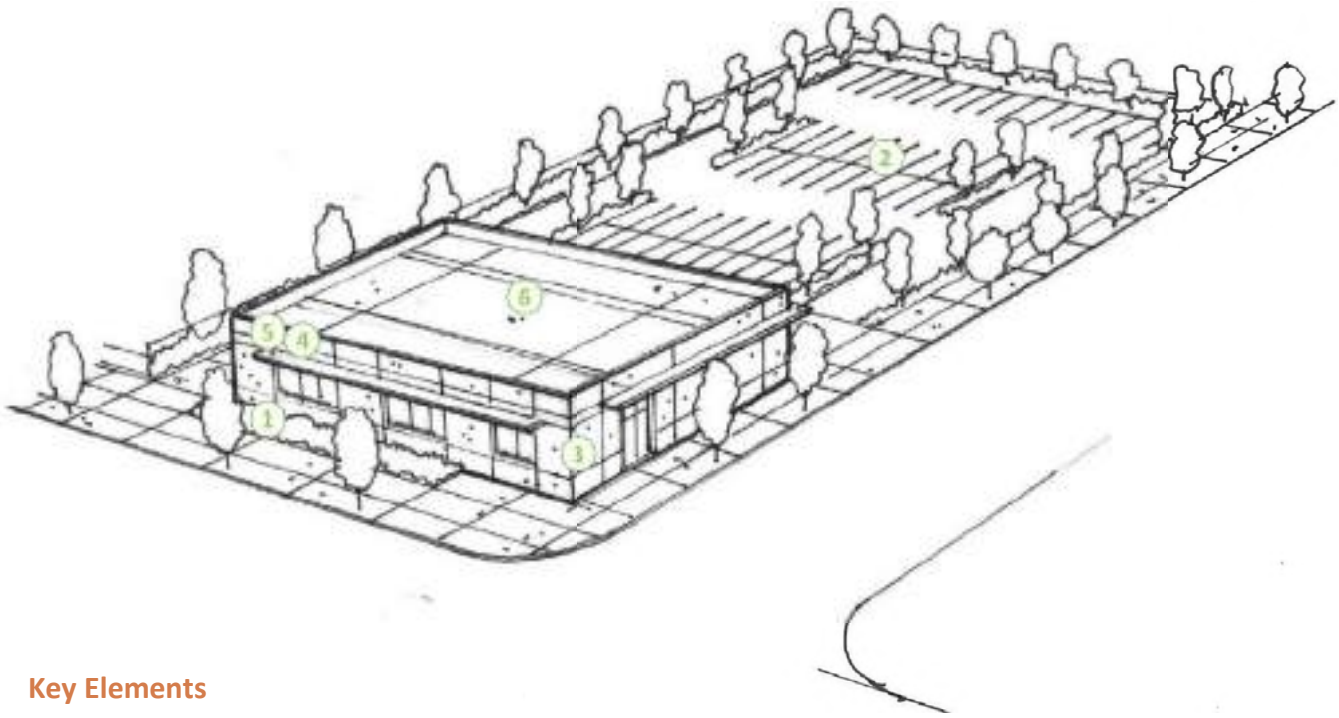
The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Provide a mix of building forms and affordable lease opportunities.
- Integrate commercial businesses with industrial uses.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into development, while ensuring that vulnerable people are respected.
- Enhance the public realm and provide ample opportunities for employees to gather and socialize.

## 12.3.5 Exemptions

The following exemptions to DPA 3 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building.
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Airside development on the Merritt Airport and adjacent lands (groundside development is not exempt).
- Emergency circumstances to remove any immediate danger.
- Parcels within the Agricultural Land Reserve.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.




## Key Elements

### 1 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 2 – Vehicle Parking Lots

Locate vehicle parking behind or beside buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 3 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 4 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 5 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

### 6 – Solar Energy

Design buildings to incorporate solar panels, where possible.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.3.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.3.7 Shade and Sun Exposure

Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

### 12.3.8 Obstacle Limitation Surfaces

Conduct an Obstacle Limitation Surfaces analysis based on Merritt Airport's classification of AGNII Non-Precision Instrument aerodrome to determine the maximum potential height of structures on the subject property.

### 12.3.9 Gateway

Locate buildings, storage areas, and parking lots in such a manner as to create aesthetically pleasing viewscapes from nearby highways. Use landscaping to screen unsightly areas, parking lots, and blank walls.

## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.3.10 Front Streets or Internal Roads

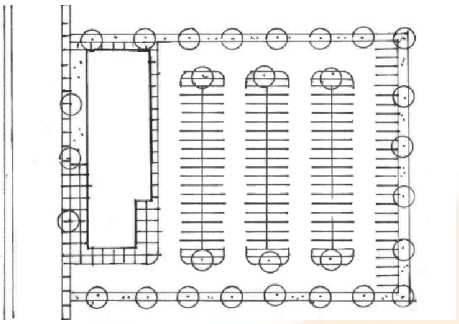
Site buildings to front public streets, where possible, or in large retail plazas to front internal roads.

### 12.3.11 Setback

For buildings fronting public streets, include a front setback and landscape it to create a buffer between the building and the street.

### 12.3.12 Building Access

Locate main entrances adjacent to the street. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.



### 12.3.13 Accessible Site Design
Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

### 12.3.14 Walking Connections
Connect main entrances and unit entrances to public sidewalks, parking areas, and amenity spaces with a sufficiently wide pathway.

### 12.3.15 Informational Displays
Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

### 12.3.16 Transit Access
Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

### 12.3.17 Amenity Spaces
Integrate usable open spaces into the site, such as courtyards or patios, for employee use. Locate these open spaces adjacent to the main building and away from airport commercial, service commercial or industrial activities.

### 12.3.18 Retaining Walls
Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

### 12.3.19 Composting, Garbage, Recycling, and Storage
Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE
To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.



### 12.3.20 Pedestrian Areas
Define pedestrian areas with the use of landscaping elements.

### 12.3.21 Screening
Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.3.22 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.3.23 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.3.24 Heat and Wind Mitigation

Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.3.25 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.3.26 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.

### 12.3.27 Fences and Hedges

Chain-link fences along public streets should be black and include slats or be accompanied by landscape screening, such as a hedgerow or street trees. Hedges are prohibited due to their water consumption and fire risk.



### 12.3.28 Paved Surfaces

Pave all accesses, driveways, and parking lots. Lay down yards and storage areas should also be paved.

### 12.3.29 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.3.30 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.2.31 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.3.32 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.3.33 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.3.34 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.3.35 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.3.36 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.3.37 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.3.38 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.3.39 Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings, where possible. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.3.40 Shared Access and Parking

Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts.

### 12.3.41 Loading Areas
Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.3.42 Zero Emission Vehicles
Include zero emission charging, such as electric vehicle charging stations, on site.

## BUILDING DESIGN
To guide the design of buildings that are people focused, attractive and functional with the streets on which they front.

### 12.3.43 Height of Structures
Design buildings and structures to not intrude upon the Obstacle Limitation Surfaces for Merritt Airport.

### 12.3.44 Building Entrances
Main entrances should be located adjacent to the street, or in the case of retail shopping plazas the internal road, where the building is facing, and be easily identifiable.

### 12.3.45 Architectural Interest
Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency.

### 12.3.46 Simplified Massing
Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

### 12.3.47 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 12.3.48 Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.3.49 Roofing
Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

### 12.3.50 Rooftop Equipment
Screen or enclose rooftop mechanical equipment.

### 12.3.51 Green Roofs and Walls

Design buildings to incorporate green roofs and green walls, where possible.



### 12.3.52 Solar Energy

Design buildings to incorporate solar panels, where possible.

### 12.3.53 Accessible Buildings

Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.3.54 Signage

Design signage to be consistent with the associated building and integrate it into the building façade. Backlit box signs are not permitted. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## AIRPORT COMMERCIAL

To guide the specific requirements for airport commercial development.

### 12.3.55 Locating Airport Commercial

Airport Commercial, including hangars, aviation services, and other airport related uses, should be located on properties adjacent to the Merritt Airport, as well as on the airport lands.

## SERVICE COMMERCIAL

To guide the specific design requirements for attractive service commercial development.

### 12.3.56 Appropriate Location

Vehicle services facilities, such as automobile service stations, car washes and drive-through businesses, are discouraged on properties adjacent to the Merritt Airport.

### 12.3.57 Facility Setback

Locate service commercial buildings and facilities, such as vehicle services bays, drive-through lanes, and filling station service areas away from all parcel lines.

### 12.3.58 Vehicle Access

Reduce the number of curb-cuts with single vehicle access points.

### 12.3.59 Paved Surface

Pave the customer service area of vehicle services, drive-through businesses, and filling stations with an impermeable surface such as asphalt or concrete.

## RETAIL COMMERCIAL BUILDINGS

To guide the specific design requirements for attractive commercial development.

### 12.3.60 Active Ground Floors

Design retail commercial buildings to include narrow storefronts, where possible.

### 12.3.61 Short-Term Bicycle Parking

Provide bike racks near the building or unit main entrance(s).

## RESIDENTIAL

To guide the specific requirements for residential development.

### 12.3.62 Residential Dwellings

Residential dwellings are discouraged, except for loft style dwelling units in hangars or light industrial buildings. The number of residential units should be limited to one per industrial unit or hangar.



# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 4 MULTIPLE UNIT RESIDENTIAL



# General Regulations

## 12.4.1 Category

DPA 4 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.4.2 Area of Applicability

- DPA 4 guidelines apply to all Multiple Unit Residential development within the City of Merritt boundaries, except for parcels within DPAs 1 or 2, as shown on Appendix K.
- In situations where guidelines from DPA 4 conflict with guidelines from DPA 3, the guidelines from DPA 4 take precedence.
- In situations where guidelines from DPA 4 conflict with guidelines from DPA 5, the guidelines from DPA 5 take precedence.

## 12.4.3 Justification

As the city grows, new Multiple Unit Residential development will be encouraged to locate along arterial and collector roads, transit routes, and designated cycle routes. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

## 12.4.4 Objectives

The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Integrate multiple unit residential into established neighbourhoods.
- Provide a mix of building forms, choices, and affordable opportunities throughout the city.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into developments, while ensuring that vulnerable people are respected.
- Enhance the public realm and provide ample opportunities for residents and visitors to gather and socialize.

## 12.4.5 Exemptions

The following exemptions to DPA 4 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building.
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.

- Any servicing work undertaken by or on behalf of the City of Merritt.




## Key Elements

### 1 – Defined Streetscape

Site buildings so they front and frame public streets. For corner parcels, site buildings to front both streets.

### 2 – Public Realm

Enliven the public realm with attractive amenities such as seating, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 3 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 4 – Short-Term Bicycle Parking

Provide bike racks near the building entrance, in a highly visible location.

### 5 – Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 6 – Architectural Interest

Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building.

### 7 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 8 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 9 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

### 10 – Window-to-Wall Ratio

Design buildings to have an overall window-to-wall ratio of 40% to reduce energy costs.

### 11 – Solar Energy

Design buildings to incorporate solar panels, where possible.

### 12 – Stepback

Design midrise buildings with a stepback configuration.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.4.6 Integration with Nature

Design the site to integrate with existing significant topography and vegetation, where possible.

### 12.4.7 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.4.8 Shade and Sun Exposure

Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

## SITE PLANNING

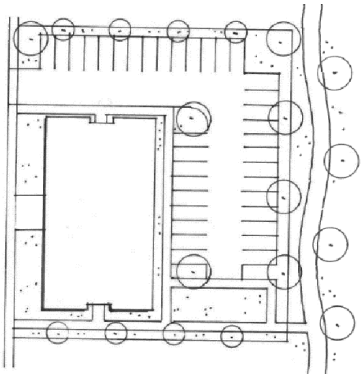
To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.4.9 Accessible Site Design

Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

### 12.4.10 Walking Connections

Connect main entrances and unit entrances to public sidewalks, parking areas, and trails, with a sufficiently wide pathway.



### 12.4.11 Informational Displays

Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

### 12.4.12 Designated Cycle Routes

Provide additional bicycle parking in developments located along designated cycle routes, as identified in the Active Transportation Plan's Cycle Network Map.

### 12.4.13 Transit Access
Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

### 12.4.14 Private and Public Open Spaces
Integrate usable private and public open spaces into the site, such as courtyards, parks, patios, playgrounds, plazas, or rooftop gardens.

### 12.4.15 Street Furniture
Provide benches, bicycle racks, wayfinding, and other street furniture near main entrances.

### 12.4.16 Site Grading
Step buildings along the length of a sloping street.



### 12.4.17 Retaining Walls
Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

### 12.4.18 Composting, Garbage, Recycling, and Storage
Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

### 12.4.19 Community Mailboxes
Ensure community mailboxes are located in a central location within or adjacent to the development.

## LANDSCAPE AND STREETSCAPE
To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.4.20 Public Realm
Enliven the public realm between buildings and street curbs with attractive amenities such as benches, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 12.4.21 Pedestrian Areas
Define pedestrian areas with the use of landscaping elements.

### 12.4.22 Screening
Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.4.23 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.4.24 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.4.25 Heat and Wind Mitigation

Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.4.26 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.4.27 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.

### 12.4.28 Hedgerows and Hedges

Avoid tall hedgerows along public sidewalks and streets. Hedges are prohibited due to their water consumption and fire risk.



### 12.4.29 Fences

Along public sidewalks and streets, avoid tall fences and use quality fence materials which provide visibility, such as wrought iron. Chainlink fences are prohibited along public streets.

### 12.4.30 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.4.31 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.4.32 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.4.33 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.4.34 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.4.35 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.4.36 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.4.37 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.4.38 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.4.39 Short-Term Bicycle Parking

Provide bike racks near the building or unit main entrance(s).

### 12.4.40 Lane Access

Provide vehicle parking access from lanes, where possible.

### 12.4.41 Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.4.42 Underground Parking
Ensure the height of underground parking structures do not exceed grade level, where possible. If the underground parking is partially above grade, screen with landscaping or use aesthetically pleasing materials on the exposed structure.

### 12.4.43 Loading Areas
Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.4.44 Zero Emission Vehicles
Include zero emission charging, such as electric vehicle charging stations, on site.

## BUILDING DESIGN
To guide the design of buildings to ensure people focused, attractive, and functional developments.

### 12.4.45 Architectural Interest
Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency. Avoid blank walls and large expanses of singular materials.

### 12.4.46 Simplified Massing
Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

### 12.4.47 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire. Brick, fibre cement board, or stucco is preferred. Poured concrete is acceptable. Metal products are recommended for vents and flashing. Vinyl is prohibited.

### 12.4.48 Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.4.49 Roofing
Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

### 12.4.50 Rooftop Equipment
Screen or enclose rooftop mechanical equipment.

### 12.4.51 Green Roofs and Walls
Design buildings to incorporate green roofs and green walls, where possible.



### 12.4.52 Solar Energy
Design buildings to incorporate solar panels, where possible.

### 12.4.53 Accessible Buildings
Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.4.54 Signage
Design signage to be consistent with the associated building and integrate it into the building façade. Backlit box signs and single or double pole mounted signs are not permitted, except for poles for City of Merritt banners. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## MIDRISE BUILDINGS
To guide the specific design requirements for attractive midrise (5 to 12 storey) development.

### 12.4.55 Midrise Stepback
Design midrise buildings with a stepback configuration.

### 12.4.56 Rooftop Design and Access
Landscape midrise rooftops and make them accessible to tenants as usable private outdoor space.

### 12.4.57 Fire Apparatus
For buildings taller than 5 storeys, include a room or closet on every sixth floor above grade for storage of firefighting equipment.

## APARTMENTS
To guide the specific design requirements for attractive apartment and condominium development.

### 12.4.58 Front the Street
Design apartment buildings to front and frame the street.

### 12.4.59 Corner Buildings
Design corner buildings to frame both streets.

### 12.4.60 Long-Term Bicycle Parking
Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.4.61 Ground Floor Townhomes
If townhome units are included in the building, locate them on the ground floor with patio space and landscaping to define the private space from the public realm.

### 12.4.62 Building Entrances
Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

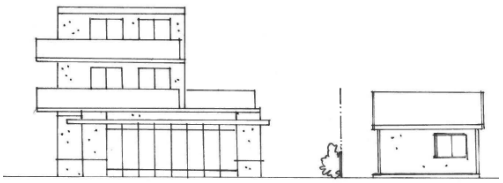
### 12.4.63 Window-to-Wall Ratio
Design buildings to have an overall window-to-wall ratio of 40%. Lobbies should have a higher ratio while accommodating the 40% ratio in the building overall.

### 12.4.64 Window Placement
Ensure windows are offset with windows in adjacent buildings to enhance privacy for residential units.

### 12.4.65 Balconies
Include private patios for ground floor units and balconies for units above the ground floor.

### 12.4.66 Building Length
Design apartment or condominium buildings not to exceed 75 metres in length.

### 12.4.67 Scale Transition
Use height transitions when adjacent to lower density residential buildings, where possible.



## TOWNHOMES
To guide the specific design requirements for attractive townhome development.

### 12.4.68 Townhome Forms
Design townhome buildings with units located side by side, up and down, or back to back.

### 12.4.69 Utilizing Lanes
For parcels with lane access, take advantage of the lane by facing some units to the lane and/or locating parking access off the lane.

### 12.4.70 Visitor Parking
For townhome developments not facing public streets, such as strata or purpose built rental developments, locate visitor parking in small clusters throughout the site.

### 12.4.71 Recessed Garages

Design townhome buildings to recess street facing garages into the building to deemphasize their prominence.

## 12.4.72 Detached Garages

Locate detached carports or garages at the rear of the property with access from the lane, where possible.

## 12.4.73 Building Size

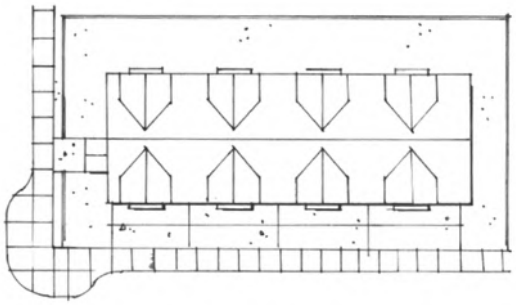
Design townhome buildings not to exceed eight dwellings per building, not including secondary suites.

## 12.4.74 Secondary Suites

Consider the inclusion of secondary suites within townhome dwellings.

## 12.4.75 Face Both Streets

On corner lots, ensure townhomes face both streets.

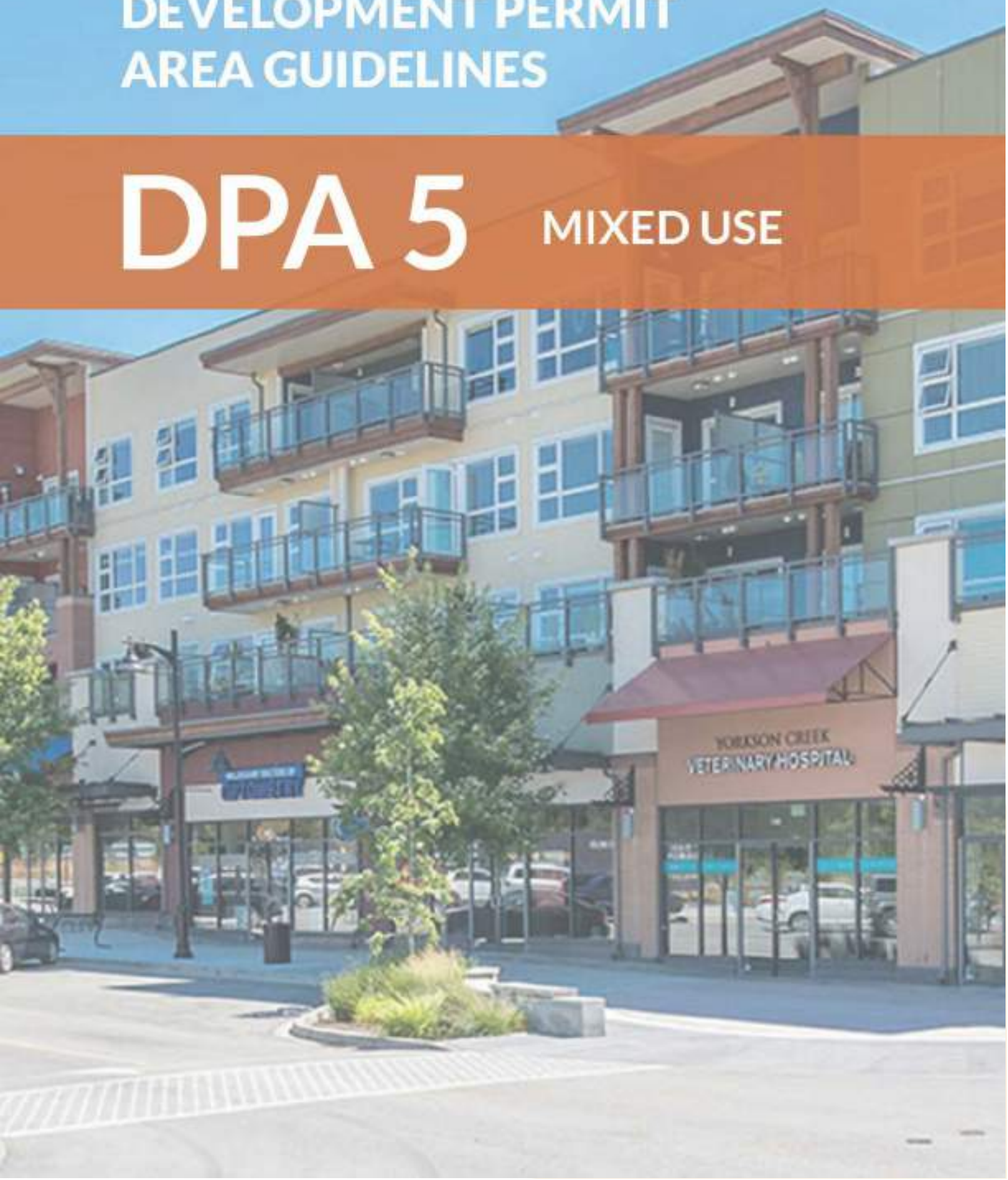


## 12.4.76 Avoiding Monotony

Vary and alternate design elements for adjacent dwellings within townhome buildings, and adjacent buildings within the development, to avoid monotony.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 5 MIXED USE



# General Regulations

## 12.5.1 Category

DPA 5 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.5.2 Area of Applicability

- DPA 5 guidelines apply to all Mixed Use development within the City of Merritt boundaries, except for parcels within DPAs 1 or 2, as shown on Appendix K.
- In situations where guidelines from DPA 5 conflict with guidelines from DPAs 3, 4, or 6 the guidelines from DPA 5 take precedence.

## 12.5.3 Justification

As the city grows, new Mixed Use development will be encouraged to locate along arterial and collector roads, transit routes, and designated cycle routes. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

## 12.5.4 Objectives

The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Integrate mixed use development into established neighbourhoods.
- Provide a mix of building forms, choices, and affordable opportunities throughout the city.
- Integrate residential dwellings with commercial businesses.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into developments, while ensuring that vulnerable people are respected.
- Enhance the public realm, provide ample opportunities for residents and visitors to gather and socialize, and create animated shopping streets.

## 12.5.5 Exemptions

The following exemptions to DPA 5 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building.
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.




## Key Elements

### 1 – Defined Streetscape

Site buildings so they front and frame public streets. For corner parcels, site buildings to front both streets.

### 2 – Public Realm

Enliven the public realm with attractive amenities such as seating, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 3 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 4 – Short-Term Bicycle Parking

Provide bike racks near the building entrance, in a highly visible location.

### 5 – Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 6 – Architectural Interest

Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building.

### 7 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 8 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 9 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest

### 10 – Window-to-Wall Ratio

Design buildings to have an overall window-to-wall ratio of 40% to reduce energy costs.

### 11 – Solar Energy

Design buildings to incorporate solar panels, where possible.

### 12 – Stepback

Design midrise buildings with a stepback configuration.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.5.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.5.7 Streetwall Continuity

Design building streetwalls to include architectural features and patterns that are aligned with adjacent buildings, where possible.

### 12.5.8 Shade and Sun Exposure

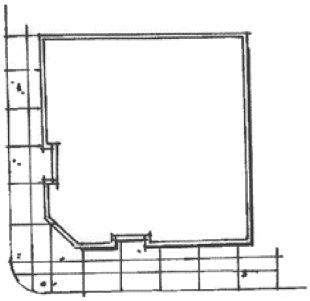
Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.5.9 Fronting Streets

Site buildings to front public streets. For corner parcels, site buildings to front both streets.



### 12.5.10 Corner Plazas

For corner parcels, corner plazas are encouraged. As a minimum, the plaza should be consistent with the sight triangle area as outlined in Zoning Bylaw No. 2284, as amended from time to time. Corner plazas should include amenities such as benches, bike racks, landscaping, public art, wayfinding, and other street furniture.

### 12.5.11 Accessible Site Design

Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

### 12.5.12 Walking Connections

Connect main entrances and unit entrances to public sidewalks, parking areas, adjacent residential and commercial sites (existing and future), and trails, with a sufficiently wide pathway.

### 12.5.13 Informational Displays

Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

### 12.5.14 Designated Cycle Routes
Provide additional bicycle parking in developments located along designated cycle routes, as identified in the Active Transportation Plan's Cycle Network Map.

### 12.5.15 Transit Access
Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

### 12.5.16 Private and Public Open Spaces
Integrate usable private and public open spaces into the site, such as courtyards, parks, patios, playgrounds, plazas, or rooftop gardens. Locate these open spaces adjacent to active uses, such as cafes or retail stores.

### 12.5.17 Street Furniture
Provide benches, bicycle racks, wayfinding, and other street furniture near main entrances.

### 12.5.18 Site Grading
Step buildings along the length of a sloping street.



### 12.5.19 Retaining Walls
Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

### 12.5.20 Drive-Through Facilities
Drive-through facilities are discouraged. If necessary, locate the drive-through away from residential units and not between buildings and the street. Emissions offsets should be provided, such as electric vehicle charging stations, bike racks, planting of trees, no-idling signage, etc.

### 12.5.21 Composting, Garbage, Recycling, and Storage
Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE
To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.5.22 Public Realm
Enliven the public realm between buildings and street curbs with attractive amenities such as benches, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

## 12.5.23 Pedestrian Areas

Define pedestrian areas with the use of landscaping elements.

## 12.5.24 Screening

Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

## 12.5.25 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

## 12.5.26 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

## 12.5.27 Heat and Wind Mitigation

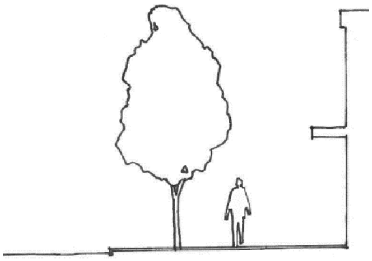
Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

## 12.5.28 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

## 12.5.29 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.



## 12.5.30 Hedgerows and Hedges

Avoid tall hedgerows along public sidewalks and streets. Hedges are prohibited due to their water consumption and fire risk.

## 12.5.31 Fences

Along public sidewalks and streets, avoid tall fences and use quality fence materials which provide visibility, such as wrought iron. Chain-link fences are prohibited along public streets.

## 12.5.32 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.5.33 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.5.34 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.5.35 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.5.36 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.5.37 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.5.38 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.5.39 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.5.40 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.5.41 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.5.42 Short-Term Bicycle Parking
Provide bike racks near the building or unit main entrance(s).

### 12.5.43 Vehicle Parking Lots
Locate vehicle parking underneath or behind buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.5.44 Underground Parking
Ensure the height of underground parking structures do not exceed grade level, where possible. If the underground parking is partially above grade, screen with landscaping or use aesthetically pleasing materials on the exposed structure.

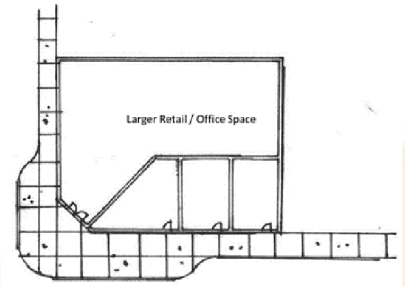
### 12.5.45 Shared Access and Parking
Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts. Provide access from lanes, where possible.

### 12.5.46 Loading Areas
Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.5.47 Zero Emission Vehicles
Include zero emission charging, such as electric vehicle charging stations, on site.

## BUILDING DESIGN
To guide the design of buildings to ensure people focused, attractive, and functional developments.

### 12.5.48 Active Ground Floors
Design buildings to include narrow storefronts. Larger retail or office spaces should be located to the rear or above the ground floor.



## 12.5.49 Ground Floor Commercial
Buildings must include commercial space on the ground floor. Additional commercial space on floors above the ground floor, including restaurants with access to the rooftop, is encouraged.

## 12.5.50 Locating Apartments
Locate apartment or condominium units above the ground floor.

## 12.5.51 Locating Townhomes
If townhome dwellings are included in the development, locate the townhome units on the ground floor, at the rear of the building, behind the commercial space.

## 12.5.52 Separated Uses
Separate entrances for upper storey residential uses from the entrances to ground floor commercial uses.

## 12.5.53 Building Entrances
Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

## 12.5.54 Corner Buildings
Design corner buildings to front both streets with main entrances at the corner. Ensure massing of the building at the corner is architecturally prominent.

## 12.5.55 Transparent Fronts
Use transparent glazing for building foyers and ground level storefronts.

## 12.5.56 Height Expression
Buildings should be designed to be the equivalent of three storeys minimum, either in terms of actual storeys or height in metres.

## 12.5.57 Architectural Interest
Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency. Avoid blank walls and large expanses of singular materials.

## 12.5.58 Simplified Massing
Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

## 12.5.59 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire. Brick, fibre cement board, or stucco is preferred. Poured concrete is acceptable. Metal products are recommended for vents and flashing. Vinyl is prohibited.

## 12.5.60 Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

## 12.5.61 Window-to-Wall Ratio

Design buildings to have an overall window-to-wall ratio of 40%. Ground floor commercial frontages should have a higher ratio while accommodating the 40% ratio in the building overall.

## 12.5.62 Window Placement

Ensure windows are offset with windows in adjacent buildings to enhance privacy for residential units.

## 12.5.63 Balconies

Include private patios for ground floor townhomes and balconies for residential units above the ground floor.

## 12.5.64 Roofing

Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

## 12.5.65 Rooftop Equipment

Screen or enclose rooftop mechanical equipment.

## 12.5.66 Green Roofs and Walls

Design buildings to incorporate green roofs and green walls, where possible.



## 12.5.67 Solar Energy

Design buildings to incorporate solar panels, where possible.

## 12.5.68 Scale Transition

Use height transitions when adjacent to lower density residential buildings, where possible.

## 12.5.69 Accessible Buildings

Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

## 12.5.70 Signage

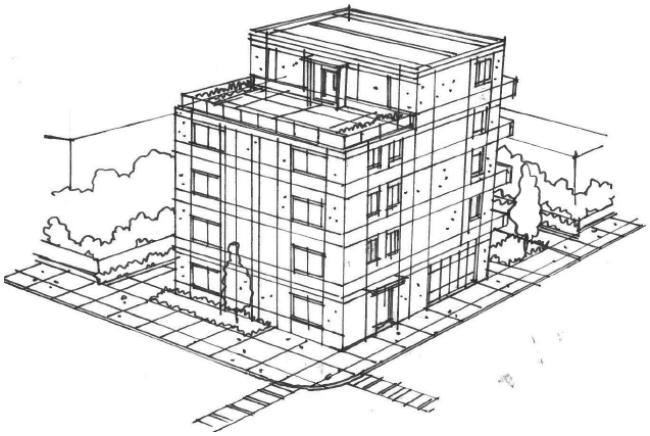
Design signage to be consistent with the associated building and integrate it into the building façade. Under Canopy Signs (blade signs) that extend from buildings over sidewalks are encouraged. Backlit box signs and single or double pole mounted signs are not permitted, except for poles for City of Merritt banners. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## MIDRISE BUILDINGS

To guide the specific design requirements for attractive midrise (5 to 12 storey) development.

### 12.5.71 Midrise Stepback

Design midrise buildings with a stepback configuration. Determine the height of the podium by reflecting adjacent buildings, where possible, to create a continual streetwall.



### 12.5.72 Rooftop Design and Access

Landscape midrise rooftops and make them accessible to tenants/residents as usable private/public outdoor space, such as gardens or café patios.

### 12.5.73 Fire Apparatus

For buildings taller than 5 storeys, include a room or closet on every sixth floor above grade for storage of firefighting equipment.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 6 COMMERCIAL



# General Regulations

## 12.6.1 Category

DPA 6 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.6.2 Area of Applicability

- DPA 6 guidelines apply to all Commercial development within the City of Merritt boundaries, except for parcels within DPAs 1, 2, or 3, as shown on Appendix K.
- Institutional developments on parcels not within DPAs 1, 2, or 3 are requested to apply under this Development Permit Area.
- In situations where guidelines from DPA 6 conflict with guidelines from DPA 5, the guidelines from DPA 5 take precedence.

## 12.6.3 Justification

As the city grows, new Commercial development will be encouraged to locate along arterial and collector roads, transit routes, and designated cycle routes. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

## 12.6.4 Objectives

The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Integrate commercial development into established neighbourhoods.
- Provide a mix of building forms and commercial spaces throughout the city.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into developments, while ensuring that vulnerable people are respected.
- Enhance the public realm, provide ample opportunities for residents and visitors to gather and socialize, and create animated shopping streets.

## 12.6.5 Exemptions

The following exemptions to DPA 6 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building.
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.




## Key Elements

### 1 – Defined Streetscape

Site buildings so they front and frame public streets. For corner parcels, site buildings to front both streets.

### 2 – Public Realm

Enliven the public realm with attractive amenities such as seating, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 3 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 4 – Short-Term Bicycle Parking

Provide bike racks near the building entrance, in a highly visible location.

### 5 – Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 6 – Architectural Interest

Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building.

### 7 – Simplified Massing

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### 12.6.7 Streetwall Continuity

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### 12.6.8 Shade and Sun Exposure

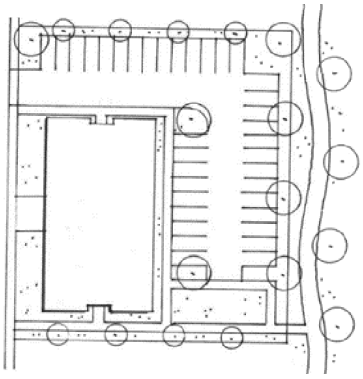
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## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.6.9 Fronting Streets

Site buildings to front and frame public streets. For corner parcels, site buildings to front both streets.



### 12.6.10 Building Access

Locate main entrances adjacent to the street. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.

### 12.6.11 Corner Plazas

For corner parcels, corner plazas are encouraged. As a minimum, the plaza should be consistent with the sight triangle area as outlined in Zoning Bylaw No. 2284, as amended from time to time. Corner plazas should include amenities such as benches, bike racks, landscaping, public art, wayfinding, and other street furniture.

### 12.6.12 Accessible Site Design

Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

## 12.6.13 Walking Connections

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## 12.6.14 Informational Displays

Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

## 12.6.15 Designated Cycle Routes

Provide additional bicycle parking in developments located along designated cycle routes, as identified in the Active Transportation Plan's Cycle Network Map.

## 12.6.16 Transit Access

Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

## 12.6.17 Private and Public Open Spaces

Integrate usable private and public open spaces into the site, such as courtyards, parks, patios, playgrounds, plazas, or rooftop gardens. Locate these open spaces adjacent to active uses, such as cafes or retail stores.

## 12.6.18 Street Furniture

Provide benches, bicycle racks, wayfinding, and other street furniture near main entrances.

## 12.6.19 Site Grading

Step buildings along the length of a sloping street.



## 12.6.20 Retaining Walls

Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

## 12.6.21 Drive-Through Facilities

Drive-through facilities are discouraged. If necessary, locate the drive-through internally within the site, and not between buildings and the street. Emissions offsets should be provided, such as electric vehicle charging stations, bike racks, planting of trees, no-idling signage, etc.

## 12.6.22 Composting, Garbage, Recycling, and Storage

Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE

To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.6.23 Public Realm

Enliven the public realm between buildings and street curbs with attractive amenities such as benches, bike parking, plantings, water bottle filling stations, wayfinding, transit shelters, and public art.

### 12.6.24 Pedestrian Areas

Define pedestrian areas with the use of landscaping elements.

### 12.6.25 Screening

Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.6.26 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.6.27 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.6.28 Heat and Wind Mitigation

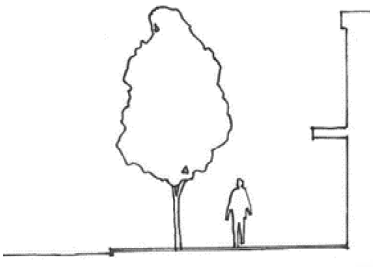
Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.6.29 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.6.30 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.



### 12.6.31 Hedgerows and Hedges

Avoid tall hedgerows along public sidewalks and streets. Hedges are prohibited due to their water consumption and fire risk.

### 12.6.32 Fences

Along public sidewalks and streets, avoid tall fences and use quality fence materials which provide visibility, such as wrought iron. Chainlink fences are prohibited along public streets, except for Service Commercial developments.

### 12.6.33 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces, except for service commercial developments.

### 12.6.34 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.6.35 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.6.36 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.6.37 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.6.38 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.6.39 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.6.40 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.6.41 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.6.42 Long-Term Bicycle Parking
Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.6.43 Short-Term Bicycle Parking
Provide bike racks near the building or unit main entrance(s).



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Locate vehicle parking underneath or behind buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.

### 12.6.45 Underground Parking
Ensure the height of underground parking structures do not exceed grade level, where possible. If the underground parking is partially above grade, screen with landscaping or use aesthetically pleasing materials on the exposed structure.

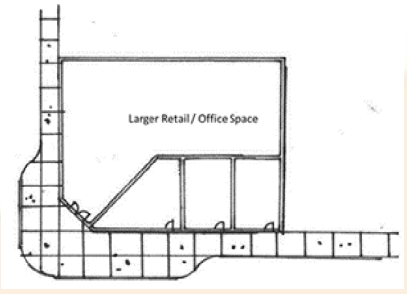
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Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts. Provide access from lanes, where possible.

### 12.6.47 Loading Areas
Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.6.48 Zero Emission Vehicles
Include zero emission charging, such as electric vehicle charging stations, on site.

## BUILDING DESIGN
To guide the design of buildings to ensure people focused, attractive, and functional developments.

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Design buildings to include narrow storefronts. Larger retail or office spaces should be located to the rear or above the ground floor.




### 12.6.50 Building Entrances
Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

### 12.6.51 Corner Buildings
Design corner buildings to front both streets with main entrances at the corner. Ensure massing of the building at the corner is architecturally prominent.

### 12.6.52 Transparent Fronts
Use transparent glazing for building foyers and ground level storefronts.

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Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

### 12.6.55 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire. Brick, fibre cement board, or stucco is preferred. Poured concrete is acceptable. Metal products are recommended for vents and flashing. Vinyl is prohibited.

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Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.6.57 Window-to-Wall Ratio
Design buildings to have an overall window-to-wall ratio of 40%. Ground floor commercial frontages should have a higher ratio while accommodating the 40% ratio in the building overall.

### 12.6.58 Window Placement
Ensure upper storey windows are offset with windows in adjacent residential or mixed use buildings to enhance privacy for residential units.

### 12.6.59 Roofing
Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

### 12.6.60 Rooftop Equipment
Screen or enclose rooftop mechanical equipment.

### 12.6.61 Green Roofs and Walls
Design buildings to incorporate green roofs and green walls, where possible.



### 12.6.62 Solar Energy
Design buildings to incorporate solar panels, where possible.

### 12.6.63 Scale Transition
Use height transitions when adjacent to lower density residential buildings, where possible.

### 12.6.64 Accessible Buildings
Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.6.65 Signage
Design signage to be consistent with the associated building and integrate it into the building façade. Under Canopy Signs (blade signs) that extend from buildings over sidewalks are encouraged. Backlit box signs are not permitted. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## MIDRISE BUILDINGS
To guide the specific design requirements for attractive midrise (5 to 12 storey) development.

### 12.6.66 Midrise Stepback
Design midrise buildings with a stepback configuration. Determine the height of the podium by reflecting adjacent buildings, where possible, to create a continual streetwall.

### 12.6.67 Rooftop Design and Access
Landscape midrise rooftops and make them accessible to residents as usable public outdoor space, such as gardens or café patios.

### 12.6.68 Fire Apparatus
For buildings taller than 5 storeys, include a room or closet on every sixth floor above grade for storage of firefighting equipment.

## SERVICE COMMERCIAL

To guide the specific design requirements for attractive service commercial development.

### 12.6.69 Appropriate Location

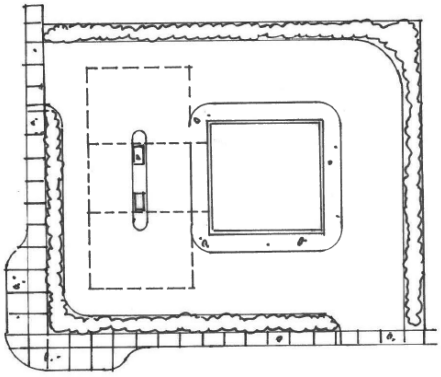
Vehicle services facilities, such as automobile service stations and car washes, drive-through businesses, and filling stations are discouraged on properties adjacent to residential parcels, except for DeWolf Way.

### 12.6.70 Facility Setback

Locate service commercial buildings and facilities, such as vehicle services bays, drive-through lanes, and filling station service areas away from all parcel lines.

### 12.6.71 Vehicle Access

Reduce the number of curb-cuts with single vehicle access points.



### 12.6.72 Paved Surface

Pave the customer service area of vehicle services, drive-through businesses, and filling stations with an impermeable surface such as asphalt or concrete.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 7 INDUSTRIAL



# General Regulations

## 12.7.1 Category

DPA 7 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

## 12.7.2 Area of Applicability

- DPA 7 guidelines apply to all Industrial development within the City of Merritt boundaries, except for parcels within DPA 3, as shown on Appendix K.
- Institutional developments on parcels within DPA 7 are requested to apply under this Development Permit Area.

## 12.7.3 Justification

As the city grows, new Industrial development will be encouraged to locate near the designated truck route or highways. It will be important for this development to be compatible with the neighbourhoods in which they are located, and as many industrial areas are located near gateways to the city, provide a positive first impression for visitors.

## 12.7.4 Objectives

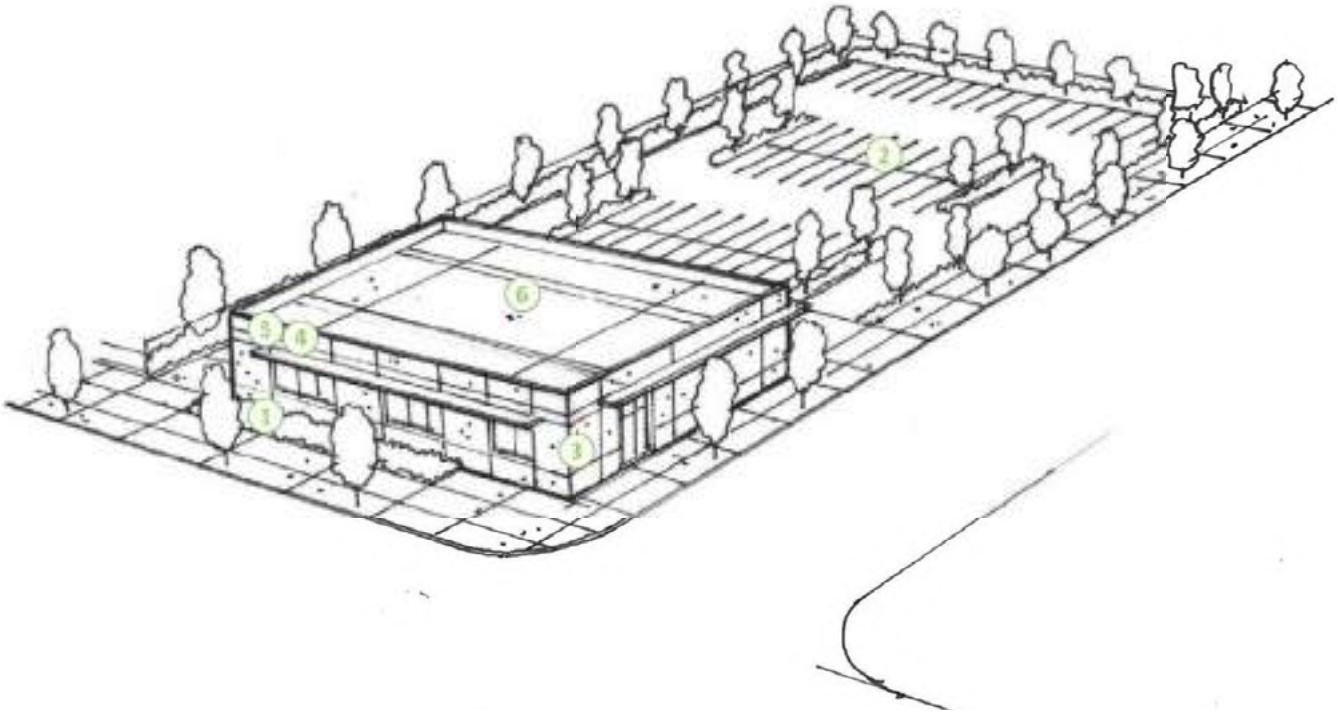
The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices
- Integrate industrial development into established neighbourhoods.
- Provide a mix of building forms and industrial spaces within the city.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into developments, while ensuring that vulnerable people are respected.
- Enhance the public realm and provide ample opportunities for employees to gather and socialize.

## 12.7.5 Exemptions

The following exemptions to DPA 7 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building .
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.



## Key Elements

### 1 – Xeriscaping

Use drought tolerant and native plant and tree species.

### 2 – Vehicle Parking Lots

Locate vehicle parking behind or beside buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

### 3 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

### 4 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 5 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

### 6 – Solar Energy

Design buildings to incorporate solar panels, where possible.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

### 12.7.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

### 12.7.7 Shade and Sun Exposure

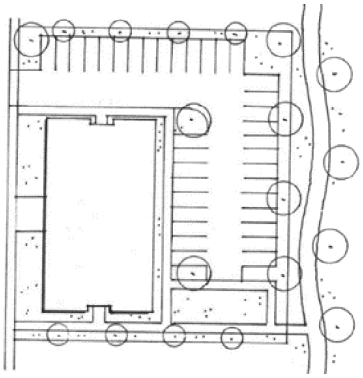
Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and residential dwellings. Provide a shade study for buildings over 10 metres in height.

## SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

### 12.7.8 Setback

Site buildings to front public streets. Include a front setback and landscape it to create a buffer between the building and the street.



### 12.7.9 Building Access

Locate main entrances adjacent to the street. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.

### 12.7.10 Accessible Site Design

Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

### 12.7.11 Walking Connections

Connect main entrances and unit entrances to public sidewalks, parking areas, and amenity spaces with a sufficiently wide pathway.

### 12.7.12 Informational Displays

Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

### 12.7.13 Transit Access

Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

### 12.7.14 Amenity Spaces

Integrate usable open spaces into the site, such as courtyards or patios, for employee use. Locate these open spaces adjacent to the main building and away from industrial activities.

### 12.7.15 Retaining Walls

Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

### 12.7.16 Composting, Garbage, Recycling, and Storage

Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

## LANDSCAPE AND STREETSCAPE

To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.

### 12.7.17 Pedestrian Areas

Define pedestrian areas with the use of landscaping elements.

### 12.7.18 Landscape Buffers

Incorporate buffers between industrial and adjacent residential uses. Landscape the buffer area as per regulations outlined in Zoning Bylaw No. 2284, as amended from time to time.

### 12.7.19 Screening

Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

### 12.7.20 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.7.21 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.7.22 Heat and Wind Mitigation

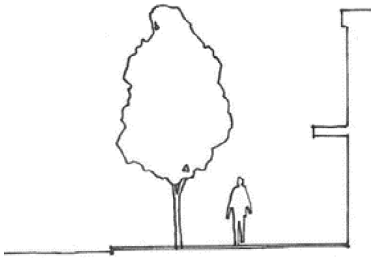
Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

### 12.7.23 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

### 12.7.24 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.



### 12.7.25 Fences and Hedges

Chain-link fences along public streets should be black and include slats or be accompanied by landscape screening, such as a hedgerow or street trees. Hedges are prohibited due to their water consumption and fire risk.



### 12.7.26 Paved Surfaces

Pave all accesses, driveways, and parking lots. Lay down yards and storage areas should also be paved.

### 12.7.27 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

### 12.7.28 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

## LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

### 12.7.29 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

### 12.7.30 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

### 12.7.31 Dark Sky

Avoid light pollution by directing lighting downwards.

### 12.7.32 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

### 12.7.33 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

### 12.7.34 Solar Powered Lighting

Use solar powered lighting, where possible.

### 12.7.35 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

## PARKING AND LOADING

To guide the design and location of parking and loading facilities.

### 12.7.36 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

### 12.7.37 Vehicle Parking Lots

Locate vehicle parking behind or beside buildings. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.



### 12.7.38 Shared Access and Parking

Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts, where possible.

### 12.7.39 Loading Areas

Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

### 12.7.40 Zero Emission Vehicles

Include zero emission charging, such as electric vehicle charging stations, on site.

## BUILDING DESIGN

To guide the design of buildings to ensure people focused, attractive, and functional developments.

### 12.7.41 Building Entrances

Main entrances should be located adjacent to the street where the building is facing and easily identifiable.

### 12.7.42 Architectural Interest

Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency.

### 12.7.43 Simplified Massing

Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

### 12.7.44 Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

### 12.7.45 Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

### 12.7.46 Roofing

Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

### 12.7.47 Solar Energy

Design buildings to incorporate solar panels, where possible.

### 12.7.48 Accessible Buildings

Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

### 12.7.49 Signage

Design signage to be consistent with the associated building and integrate it into the building façade. Backlit box signs are not permitted. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

## HEAVY INDUSTRIAL

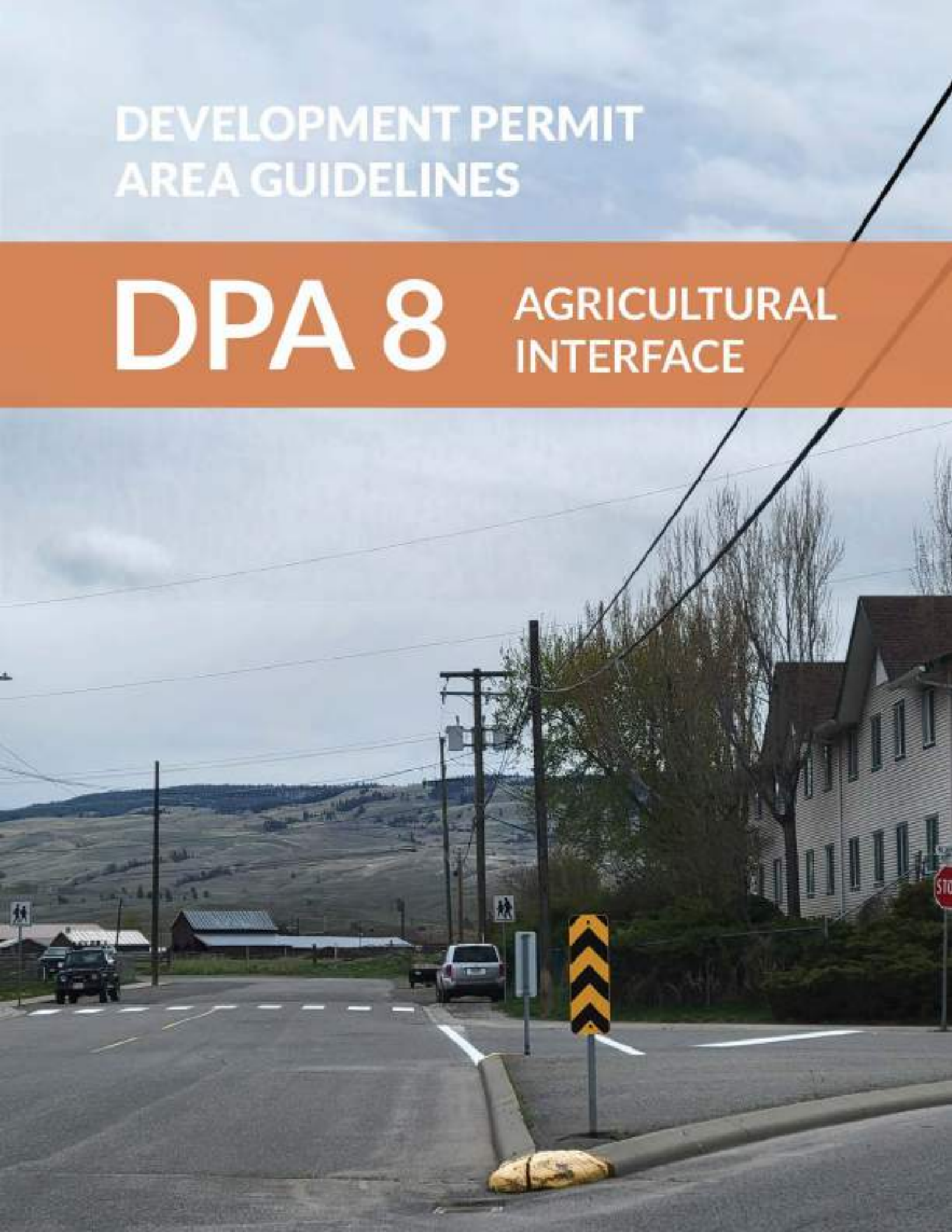
To guide the specific design requirements for attractive service commercial development.

### 12.7.50 Appropriate Location

Heavy industrial developments are discouraged on properties adjacent to residential parcels.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 8 AGRICULTURAL INTERFACE



# General Regulations

## 12.8.1 Category

DPA 8 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(c) Protection of farming.

## 12.8.2 Area of Applicability

- DPA 8 guidelines apply to all development on properties that are adjacent to properties in the Agricultural Land Reserve and/or properties zoned for agricultural uses, as shown on Appendix K. Lands that are separated from the ALR or agricultural zoned properties by a highway or public right of way are deemed to be adjacent to lands for the purposes of this designation.

## 12.8.3 Justification

The urban-agriculture interface is the site of potential land use conflict. Issues of trespass and vandalism to farm crops and operations, nuisance complaints related to odor, noise and dust, parking and traffic issues and urban impacts, such as increased light and noise, can strain the relationship between urban and agricultural uses. Although the urban-agriculture interface is mostly "built out", there are areas along this interface that are either developing or redeveloping. As these areas transition to higher intensity urban uses, it is important to ensure the urban-agriculture interface is designed in a manner that minimizes conflicts between urban and agricultural land uses and helps to protect the viability of agricultural operations.

## 12.8.4 Objectives

The following guidelines are intended to:

- Protect farmland from impacts associated with urban development.
- Reduce conflicts between farm operations and urban land uses.
- Encourage urban development along the urban-agriculture interface that supports the viability of agriculture.
- Define a clearly understood boundary between urban and agriculture areas.

## 12.8.5 Exemptions

The following exemptions to DPA 8 may be applied:

- Interior Renovations not resulting in any change to the footprint of the building.
- Construction, addition, or alteration not exceeding 10m$^2$.
- Parcel consolidation.
- A parcel is separated from an agricultural property by a slope of greater than 30%, over a distance that is reasonable in the opinion of the Approving Officer.
- A parcel zoned as a park.
- A parcel that has existing vegetation that meets the vegetated buffer requirements outlined in these Development Permit guidelines, as long as the intent of the guidelines for all other requirements has been met and the vegetation is maintained.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## SITE PLANNING

To guide the design of development sites with suitable urban-ALR interfaces.

### 12.8.6 Orientation of High Intensity Uses

Orient buildings, structures, streets, vehicle accessways and outdoor amenity areas in a manner that directs high intensity uses, characterized by high levels of vehicle and pedestrian traffic and noise generators, away from adjacent agricultural lands.

### 12.8.7 Orientation of Low Intensity Uses

Orient low intensity uses, such as low activity service areas, residential rear yards and passive open space, in a manner that forms a buffer between higher intensity uses and adjacent agricultural lands.

### 12.8.8 Stormwater Management

Along or near property lines adjacent to agricultural lands, landscape areas with the capacity to infiltrate or detain stormwater, such as planting beds, grassed areas and ditches or swales. Incorporate these features into the design of landscape buffers.

## LANDSCAPE BUFFERS

To guide the design of landscape buffers that are adapted to specific urban-agricultural interface conditions.

### 12.8.9 Landscape Buffer Requirements

Include landscape buffers along urban-agricultural interfaces that meet the following requirements:

- Landscape buffers must be located entirely on the urban side of the urban-agricultural interface.
- Landscape buffers should be designed to include setbacks, fencing and landscaping features that minimize conflicts between urban and agricultural uses.
- Buildings, structures, streets, vehicle accesses, parking areas, and paved areas are prohibited within landscape buffer areas.
- Vegetation within landscape buffer areas should be designed as per Zoning Bylaw regulations.
- Multi-use paths or trails may be incorporated into landscape buffers, provided they do not reduce buffer effectiveness and are located at the urban edge of the landscape buffer.
- A restrictive covenant to maintain the buffer, according to the approved landscape plan, must be registered on title.
- Required landscape buffer widths do not supersede setbacks prescribed by environmental legislation.
- General Buffer, Street Adjacent Buffer, and Riparian Buffer are all Landscape Buffers.

## 12.8.10 General Buffer

Where there is a risk of conflict due to industrial, commercial, residential, or institutional land uses abutting agricultural lands:

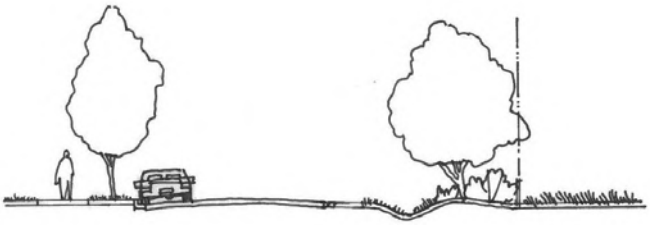
- Adherence to the ALC's Guide to Edge Planning is recommended, and where those guidelines are not feasible, a minimum buffer width of 8.0 m is required



- Plant a double row of trees and trespass-inhibiting shrubs
- Where possible, include low growing or no vegetation within the 2 m area immediately adjacent to the agricultural lands
- Trails may be developed at the urban edge of buffer and may be a maximum width of 1/3 of the buffer width
- Install page wire or chain link fencing along the property line. Fencing height should adhere to the ALC's Guide to Edge Planning, and must be a minimum of 1.8 m in height

## 12.8.11 Street Adjacent Buffer

Where the urban-agricultural interface is defined by a street:



- Provide a 3 to 7.5 metre wide buffer, as space in right-of-way permits
- Plant a single row of street trees, with trespass-inhibiting shrubs, and ditch or drainage swale
- Where possible, include low growing or no vegetation within the 2 m area immediately adjacent to the agricultural lands
- Install page wire or chain link fencing along the property line. Fencing height should adhere to the ALC's Guide to Edge Planning, and must be a minimum of 1.8 m in height

## 12.8.12 Riparian Buffer

Where there is an existing riparian area between urban and agricultural land uses:



- Provide a 15 to 30 metre wide buffer, as required by riparian setbacks
- Retain or restore native vegetation as required
- Where possible, include low growing or no vegetation within the 2 m area immediately adjacent to the agricultural lands
- Trails may be developed at urban edge of buffer, and may be a maximum width of 1/3 of the buffer width; trails are strongly discouraged within riparian setback areas
- Install page wire or chain link fencing along the property line. Fencing height should adhere to the ALC's Guide to Edge Planning, and must be a minimum of 1.8 m in height

# LANDSCAPE

To guide the design of landscaping to minimize impacts on adjacent agricultural lands.

### 12.8.13 Mature Trees

Where possible, preserve mature trees in areas along or near property lines adjacent to agricultural lands and incorporate them into landscape buffers.

### 12.8.14 Fencing

Install fencing along shared property lines with agricultural lands and incorporate the fencing into landscape buffers. The fence specifications must be consistent with Zoning Bylaw regulations and the Ministry of Agriculture's Guide to Edge Planning.

### 12.8.15 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

### 12.8.16 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

## LIGHTING

To guide the design of lighting for the protection of farming uses on adjacent agricultural lands.

### 12.8.17 Dark Sky

Avoid light pollution by directing lighting downwards.

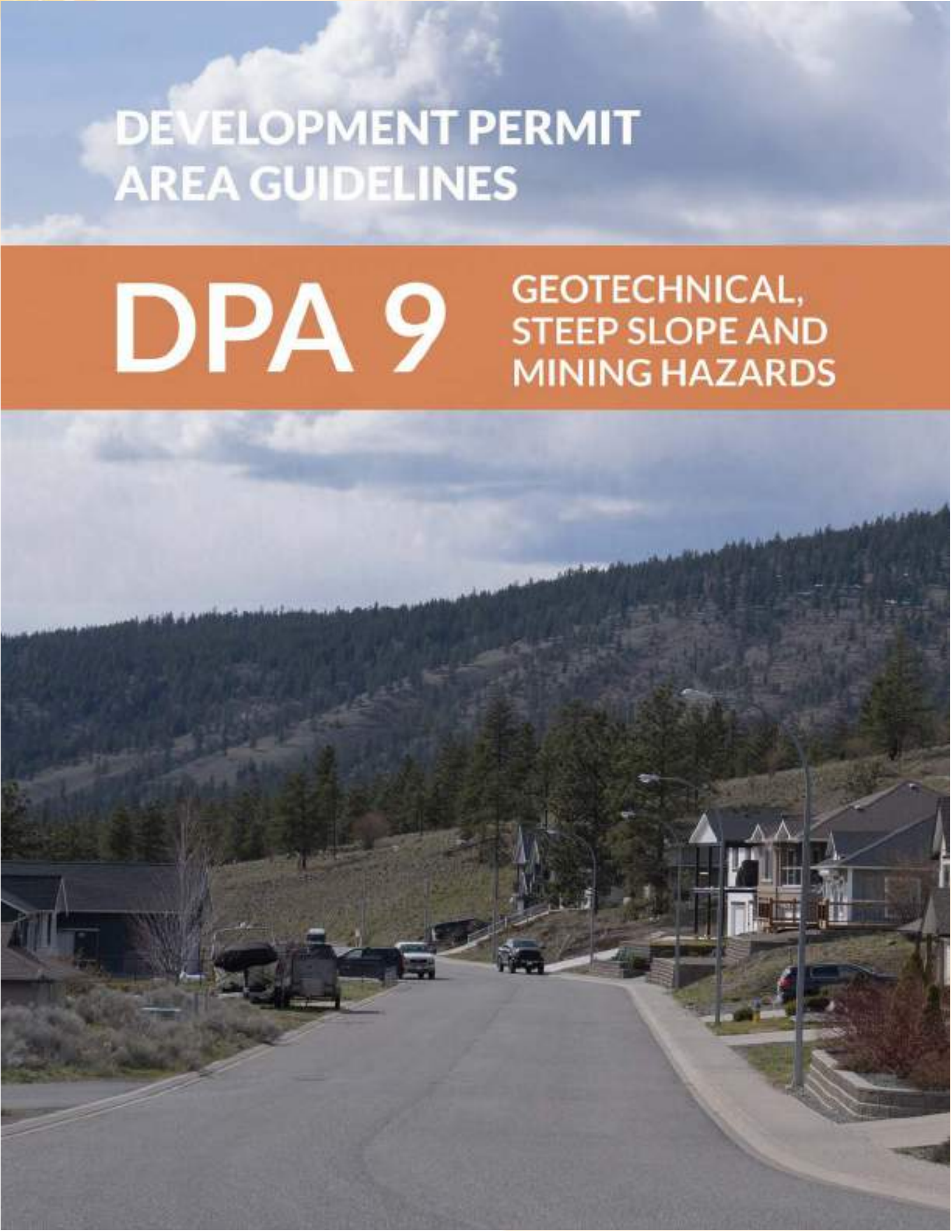
### 12.8.18 Lighting Impacts

Design development sites, buildings and signage in a manner that minimizes lighting impacts on adjacent agricultural lands.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 9

## GEOTECHNICAL, STEEP SLOPE AND MINING HAZARDS



# General Regulations

## 12.9.1 Category

DPA 9 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(b) Protection of development from hazardous conditions.

## 12.9.2 Area of Applicability

- DPA 9 guidelines apply to all development within DPA 9, as shown on Appendix K.

## 12.9.3 Justification

Merritt is situated in a confluence of 3 valleys which were historically carved by glaciers and subsequently infilled to varying degrees with a wide range of soil deposits. There are areas silt deposits that are prone to collapse, high plastic clay deposits are prone to expansion, and thick organic soils that are highly compressible, unevenly distributed around the valley. While a large area of the city is located at the valley bottom, the City also includes valley slopes, some of which have been prone to instability. Merritt has a history of commercial coal mining dating back to the early 1900's. The mines are now abandoned leaving certain areas of Merritt with legacy issues including a range potential mining induced geological hazard.

As the city grows, development may occur in areas that include geotechnically problematic soils, steep slopes, or historical mine workings. These potential hazards present a danger to people and property. Precautions are needed to ensure development activity or resulting structures do not create hazardous conditions nor are they subjected to them.

## 12.9.4 Objectives

The following guidelines are intended to manage and regulate development so as to protect residents and property from the potential risk of geotechnical problematic soils, steep slopes, and abandoned mines hazards.

## 12.9.5 Exemptions

Notwithstanding the following exemptions, the Community Charter enables a building inspector to require a geotechnical report to certify that the land may be used safely for the use intended and/or to require one or more registered covenants restricting the use of the land.

The following exemptions to DPA 9 may be applied:

- Interior Renovations not resulting in any change to the footprint of the building
- Construction, addition, or alteration of a principal building not exceeding 10$m^2$
- Construction, addition, or alteration of single storey detached accessory building, if the total building area does not exceed 55$m^2$
- Parcels within the Agricultural Land Reserve that are designated for agriculture.
- Parcel consolidation.
- A restrictive covenant which effectively protects the property from the hazardous condition(s) is (are) already registered on the subject property, all the conditions in the covenant are met, and the proposed activity will not affect any portion of the hazardous conditions.
- Emergency circumstances to remove any immediate danger.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## HAZARDOUS CONDITIONS

To identity areas of a parcel that require consideration for hazards in the determining the feasibility of the Development Permit application.

### 12.9.6 Soils

Identify areas of potentially problematic soils, including but not limited to expanding clays, collapsing silts and thick organic soils. If present, demonstrate appropriate mitigation measures to avoid or deal with the hazardous conditions, and the necessary restrictive covenant(s) restricting the use of the land .

### 12.9.7 Slope

A number of the remaining undeveloped lands in Merritt are on steep slopes and hillsides. These lands present special challenges in terms of erosion problems, stormwater drainage, groundwater management and other environmental and visual impacts. Protecting these slopes in the course of development is important to both the environment and the natural beauty of Merritt. As such, conventional detached dwelling and duplex developments should be avoided on land with slopes over 30%. Development may be considered on slopes greater than 30% where it can be demonstrated that the proposed development will not create environmental, geotechnical or visual impacts, can be sensitively integrated with terrain, and presents no hazards to persons or property.

### 12.9.8 Abandoned Mines

Identify abandoned mine entrances and workings beneath and adjacent to the property with the potential to impact the normal functionality of the development. If present, demonstrate appropriate mitigation measures to avoid or deal with the hazardous conditions and the necessary restrictive covenant(s) restricting the use of the land.

## DEVELOPMENT CONDITIONS

To establish general conditions and expectations of development in areas with potential geotechnical, steep slopes, or abandoned mines hazards.

### 12.9.9 Geotechnical Assessment Report

A Geotechnical Assessment Report is required in support of Development Permit for all properties in DPA 9, as shown on Appendix K. The intent of the report will be to determine any risks from hazards and any required mitigation measures that are necessary to confirm that the land may be used safely for the use intended, to the satisfaction of the City. All areas of the subject property, and off-site lands with the potential to impact the subject property, should be assessed as part of a Geotechnical Assessment Report, regardless of whether development or site alteration activity will occur on a particular area. The City may require subsequent geotechnical reports to support applications for development variance, subdivision and/or building permits. A third party peer review of a Geotechnical Assessment Report may be required at the expense of the applicant.

It is expected that the geotechnical report will follow standard geotechnical practice. Certain specific expectations are provided below:

- In the case of steep slopes, the City expects that the assessment will follow the most recent version of the EGBC Guidelines for Legislated Landslide Assessment for Residential Developments in BC. The City may require the Qualified Professional to fully execute the Landslide Assessment Assurance Statement in Appendix D of that guideline.
- For developments that require retaining walls greater than 1.5 m in height, the most recent version of the EGBC Professional Practice Guidelines for Retaining Wall Design shall be used in wall design and in defining minimum performance requirements. The City may require the Geotechnical Engineer of Record to complete the Appendix A: Engineer of Record Retaining Wall Assurance Statement.
- For developments involving buildings, the City expects that the assessment and any subsequent activities will follow the most recent version of the EGBC Guidelines for Geotechnical Engineering Services for Building Projects.

The geotechnical assessment report will include one of the following statements on safety and suitability:

- "The land identified as (insert property legal address) may be used safely for the use intended." or
- "The land identified as (insert property legal address) may be used safely for the use intended, provided that the recommendations presented herein are followed." or
- "The land identified as (insert property legal address) is not safe nor suitable for the use intended."
- The City of Merritt need to be authorized to rely on the geotechnical assessment report as part of the approval process. As such, the report must include the following wording:
- This report may be relied upon by the City of Merritt in considering a development permit application under section (insert section) of the Local Government Act for lands within DPA 9."

## 12.9.10 Hazardous Areas Protection

Protect hazardous areas identified as unsuitable for development by a Geotechnical Assessment Report through measures such as dedication to the City, establishing a restrictive covenant, or rezoning.

## 12.9.11 Mitigation and Conditions

Do not develop in areas with a potential for hazard, unless a qualified geotechnical professional provides recommendations for:

- Mitigation measures to reduce risk of hazards for both the subject site and any adjacent and/or other potentially affected areas to an acceptable level during all stages of development; and
- Conditions (i.e. conditions relating to the permitted uses, density or scale of building) necessary to reduce risk of potential hazards to levels considered to be acceptable by the City.

## 12.9.12 Maintenance and Monitoring

Maintain and monitor mitigation measures to ensure that the works are completed in accordance with the Development Permit.

## SITE DESIGN AND ALTERATION

To guide the alteration of lands to reduce the risk of potential hazards to the property and its surroundings.

### 12.9.13 Site Design

Design a project to fit the site rather than altering the site to fit the project.

### 12.9.14 Cluster Development on Steep Slopes

Conventional detached dwelling and duplex developments are typically too site disruptive on steep slopes for the densities they achieve, and vegetation retention is difficult. For this reason, the City encourages housing forms that "cluster" or concentrate development in less sensitive parts of steeply sloped areas, leaving a significant proportion of the land in a relatively undisturbed state.

### 12.9.15 Parcel Configuration

Use variation in parcel sizes and subdivision layout to reflect the natural site contours, minimize cuts and fills, and maximize developable areas. Avoid the use of large flat terraces and retaining walls on hillsides to expand developable area.

### 12.9.16 Minimum Setback from Steep Slopes

Ensure all development, in addition to septic fields, swimming pools, hot tubs, ponds, or other uses at or near the top or base of steep slopes is set back a minimum of 10 metres from the top or base of any steep slope except as otherwise recommended by a qualified professional. Where development is near steep slopes greater than 30%, increase setback to a minimum of 15 metres except as otherwise recommended by a qualified professional.

### 12.9.17 Road Alignment

Align roads to follow natural site contours, conforming to existing topographic conditions rather than cutting across contours.

### 12.9.18 Site Grading

Provide site grading that is smooth and stable. Finished slopes of all cuts and fills should not exceed a three-to-one (3:1) grade unless the applicant can demonstrate that steeper slopes can be stabilized and maintained adequately.

### 12.9.19 Undercutting

Avoid undercutting the base of steep slopes for building, landscaping or other purposes except in accordance with the recommendations of a qualified professional.

### 12.9.20 Retaining Walls

When designing retaining walls, respect the natural characteristics of the site, follow regulations outlined in the City's Zoning Bylaw, and terrace walls to avoid overpowering the site with a large uniform wall face. Terrace retaining walls with sufficient width to allow plantings and maintenance. The City's design expectations are defined in Section 14.9.9.

### 12.9.21 Massing

On sloped sites, step and articulate building forms to integrate and reflect the natural site contours and slope conditions. Avoid large unbroken building masses unsuitable for sloped conditions.

## LANDSCAPING

To guide the design of landscaping for the mitigation of hazardous conditions.

### 12.9.22 Site Drainage

Design and maintain property, roof drainage and landscaping to avoid concentration and shed water away from slopes. Avoid ponding near slopes.

### 12.9.23 Erosion and Sediment Control

Development frequently creates increased soil erosion in the course of construction and site manipulation. Erosion is often a long-term effect of a developed site as well. Soil exposed during clearing, grading and stockpiling can be easily transported into nearby watercourses and onto roads and neighbouring properties. After development, the area's ability to absorb and retain surface runoff may be greatly reduced, increasing the erosion potential both on-site and downstream.

In order to mitigate potential erosion and sediment control problems follow erosion and sediment control plans and implement prescribed measures as directed by qualified professionals and in accordance with the Earthworks Bylaw, as amended from time to time. Erosion and sediment control plans may be required as part of subdivision approval, development permits, building permits and permits issued under the Earthworks Bylaw.

### 12.9.24 Vegetation Maintenance and Replacement

Maintain and/or reinstall vegetation on slopes and within any required setback above the slopes to absorb water and minimize erosion.

### 12.9.25 Slope Reinforcement

Reinforce and revegetate disturbed slopes, especially where gullied or where bare soil is exposed, as soon as possible. Plant in accordance with the recommendations of a qualified professional. Ensure monitoring and maintenance of restored areas by qualified professionals until such time as the vegetation is established.

### 12.9.26 Tree Removal

Avoid tree removal on steep slopes, and if trees must be removed for site grading or other works, replant the slopes after the works are completed.

### 12.9.27 Tree Species

When revegetating steep slopes, plant drought tolerant and native species, preferably that are wildfire resistant, such as Ponderosa Pine or deciduous trees.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 10 WILDFIRE HAZARDS



# General Regulations

## 12.10.1 Category

DPA 10 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(b) Protection of development from hazardous conditions.

## 12.10.2 Area of Applicability

- DPA 10 guidelines apply to all development on parcels within DPA 10, as shown on Appendix K.

## 12.10.3 Justification

As the city grows, development may occur in areas of wildfire interface. Development in these areas presents a danger to people and property as wildfire can spread quickly from forests and grassed slopes to buildings and structures. The intent of the Wildfire DP Guidelines is to ensure that all new development is resilient to catastrophic wildfire hazardous fuel conditions through abatement. Using appropriate precautionary measures as part of site and building design, construction, landscaping, and long-term maintenance can help minimize risk to people and property from wildfire hazards.

## 12.10.4 Objectives

The following guidelines are intended to:

- Mitigate the risk to people and property from wildfire hazards
- Minimize the risk of fire to the City's wildland areas
- Promote activities to reduce wildfire hazards while addressing environmental issues

## 12.10.5 Exemptions

The following exemptions to DPA 10 may be applied:

- Interior Renovations not resulting in any change to the footprint of the building
- Construction, addition, or alteration not exceeding 10m2
- Parcel consolidation
- Emergency circumstances to remove any immediate danger
- The only activity being proposed onsite relates to the removal of hazardous trees and a report prepared and submitted by a forest professional registered in British Columbia holding either Wildlife/Danger Tree Assessor qualifications or Tree Risk Assessment Qualifications (TRAQ) concludes the tree(s) is (are) hazardous
- The activity proposed on the site relates solely to normal farm practices in accordance with the Farm Practices Protection Act and the landowner follows other regulations listed in the Act
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, as amended from time to time
- Any servicing work undertaken by or on behalf of the City of Merritt

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## DEVELOPMENT CONDITIONS

To establish general conditions and expectations of development in areas with potential wildfire hazards.

### 12.10.6 Covenant

A restrictive covenant is required for all properties in DPA 10, as shown on Appendix K. The covenant must outline wildfire hazard mitigation methods, to the satisfaction of the City, and be registered on title at the expense of the applicant.

### 12.10.7 Land Transfer

For wildland areas that are being dedicated to the City, such as parkland dedication, mitigate wildfire hazards through fuel modification, to a level deemed acceptable to the City, prior to transfer to the City.

## SITE PLANNING

To guide the site design to reduce the risk of potential hazards to the property and its surroundings.

### 12.10.8 Site Design

Design the site to mitigate wildfire hazards.

### 12.10.9 Access

If the subdivision or neighbourhood has only a single means of vehicular egress, provide a secondary access road to enable evacuation and emergency response.

### 12.10.10 Street Buffer

Where wildland areas abut new subdivisions, consider placing a street between the development and the wildland area to improve access for emergency vehicles and act as a fuel break.

### 12.10.11 Building Sites

Avoid locating buildings in gullies or draws where winds are funneled, and fuel accumulates.

### 12.10.12 Defensible Space

Create a defensible space of at least 10 metres between development and the top of slopes with the goal of reducing risks from approaching wildfire.

## LANDSCAPING

To guide the design of landscaping for the mitigation of hazardous conditions.

### 12.10.13 Fuel Management

Fuel management should be undertaken from the anticipated building site to a distance of 30 metres (FireSmart Zones 1 and 2), or where hazard levels are assessed as being higher to a distance of 100 metres (FireSmart Zone 3), or to the edge of the property, as follows:

- Thin the canopy and understory and prune lower branches to create an environment that reduces the risk of a crown fire as per a fuel management prescription developed by a registered forest professional;
- Space and maintain trees so that canopy spacing is a minimum of three metres;
- Remove dead and dying trees unless suitable specimens have been converted into wildlife trees as assessed by a forest professional with Wildlife Danger Tree qualifications; and
- Use alternatives to burning or an approved burning method such as pit, trench or air curtain burning to remove hazardous woody debris from wildfire fuel treatments.




## 12.10.14 Fire Smart Zones

Landscape according to Fire Smart guidance for each zone:

- Non-combustible Zone (up to 5 metres from building site): No or limited plantings.
- Zone 1 (5 to 10 metres from building site): Plantings should be limited and be fire resistant species.
- Zone 2 (10 to 30 metres from building site): Carefully space plants and trees. Use fire resistant plants and trees.
- Zone 3 (30 to 100 metres from building site): Use fire resistant species.

## 12.10.15 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

## 12.10.16 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

### 12.10.17 Landscape Maintenance

Maintain landscaping to reduce wildfire risks, including the following:

- Keep trees and shrubs pruned. Prune all trees up to 2 – 3 metres from the ground.
- Remove leaf clutter and dead and overhanging branches.
- Mow lawns to ensure grass is not tall.
- Dispose of cuttings and debris promptly, and in accordance with disposal regulations.
- Store firewood away from buildings and structures.
- Maintain any irrigation systems.
- Store and use flammable materials properly.

## BUILDING DESIGN

To guide the design of buildings for the mitigation of hazardous conditions.

### 12.10.18 Roofing Materials

Use fire resistant or fire-retardant roofing materials as referenced in the current BC Building Code, as amended. Wood shakes are not permitted. Screen or close gutters to prevent the accumulation of leaves or needles.

### 12.10.19 Exterior Cladding

Use fire resistant materials for cladding of exterior surfaces. Untreated wood and vinyl siding are not permitted. Skirt manufactured homes with a fire-resistant material.

### 12.10.20 Exterior Doors and Windows

Use exterior doors and garage doors constructed of non-combustible materials. Use double paned or tempered exterior windows and glazing.

### 12.10.21 Balconies, Decks and Porches

Use heavy timber construction as defined in the BC Building Code for structural components (post & beam) of balconies, decks, and porches. Alternatively, clad the structural components with fire resistant material. Sheath balconies, decks, and porches (no exposed joists) with fire-resistant materials. Cover openings under decks and porches to prevent the accumulation of combustible material.

### 12.10.22 Eaves, Soffits and Vents

Close eaves and soffits so no joists are exposed. Cover ventilation openings in exterior walls, roofs, eaves, and soffits with non-combustible corrosion-resistant panels with openings no larger than 3 mm. Wall-mounted exterior vents are exempt from having wire mesh with 3 mm openings if vents with mobile flaps are used (subject to venting requirements in the BC Building Code).

### 12.10.23 Chimneys

Construct chimneys for wood burning fire appliances with spark arrestors made of 12 gauge (or better) welded or woven wire mesh, with openings not exceeding 12 mm.

# DEVELOPMENT PERMIT AREA GUIDELINES

# DPA 11 RIPARIAN



# General Regulations

## 12.11.1 Category

DPA 11 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(a) Protection of the natural environment, its ecosystems and biological diversity.

## 12.11.2 Area of Applicability

- DPA 11 guidelines apply to all development on parcels adjacent to streams identified in DPA 11, as shown on Appendix K.

## 12.11.3 Justification

Merritt is located at the confluence of two rivers, the Nicola and the Coldwater. Several creeks within the community feed into these rivers. As the city grows, development adjacent to these streams is likely to increase. The intent of the Riparian DP Guidelines is to ensure that all new development respects the natural environment that exists alongside these streams. Using appropriate precautionary measures as part of site and building design, risk to the natural environment and habitat can be minimized.

## 12.11.4 Objectives

The following guidelines are intended to:

- Mitigate the risk of harm to fish and fish habitat
- Minimize the risk of damage to the natural environment.
- Promote restoration of vegetation in riparian areas.

## 12.11.5 Exemptions

The following exemptions to DPA 11 may be applied:

- Interior Renovations to existing buildings.
- Exterior alterations that are entirely within the existing building footprint.
- Construction of new structures or additions to existing structures that do not extend into the Riparian Assessment Area (RAA). A site plan prepared by a registered surveyor demonstrating that the building addition(s) will not extend into the RAA is required.
- Parcel consolidation.
- Parcel line adjustments that do not include construction, site grading, installation of underground services or utilities, or other works.
- Emergency circumstances to remove any immediate danger.
- Acceptance by the City of a report prepared by a Qualified Environmental Professional (QEP) concluding that there is no stream on the subject lands or adjacent lands that may be affected by the proposed development.
- Acceptance by the City of a report prepared by a QEP authorizing the removal of infested, diseased, or hazardous trees in accordance with the Province of BC's Best Management Practices for Tree Topping, Liming and Removal in Riparian Areas and any other applicable legislation. Environmental monitoring will be required to ensure that tree removal is carried out in accordance with the report recommendations.
- The restoration or ecological enhancement of the site or a portion thereof, as recommended by a QEP.
- The activity proposed on the site relates solely to normal farm practices in accordance with the Farm Practices Protection Act and the landowner follows other regulations listed in the Act.

- The activity proposed on the site is authorized by a permit issued by the Ministry of Energy, Mines and Petroleum Resources and/or the Ministry of Forests, Lands, Natural Resource Operations and Rural Development.
- Development for which the City has received a copy of an authorization issued under section 35(2)(b) or (c) of the Fisheries Act.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt, so long as consideration has been given to ecosystem functions and their cycles.

# Guidelines

The following guidelines may be applied when setting Development Permit conditions.

## REPORTS AND DOCUMENTS

To establish the documentation that is required to be submitted with applications for Riparian Development Permits.

### 12.11.6 Riparian Areas Protection Regulation Assessment Report

Applications for a Riparian DP must include the submission of a Riparian Areas Protection Regulation (RAPR) Assessment Report prepared by a Qualified Environmental Professional (QEP) that follows the Riparian Areas Protection Regulation Technical Manual.

The RAPR assessment report must be submitted to the Ministry of Environment and Climate Change Strategy for approval prior to submission to the City.

The RAPR assessment report must include:

- A description of the assessment activities carried out and the results of the assessment;
- A description of the proposed development, including:
    i. The type of land use (residential, commercial, industrial, institutional);
    ii. The code for the watershed in which the development is proposed to occur;
    iii. The name of the affected stream;
    iv. The length of the affected portion of the affected stream in the riparian assessment area;
    v. Whether the development is new or a change to an existing development;
    vi. The location of the development on the subject property;
    vii. Design drawings for the proposed development;
    viii. A description and map identifying existing and proposed structures and works and the Riparian Assessment Area and Streamside Protection and Enhancement Area (SPEA) clearly delineated, including measurements; and
    ix. If applicable, a description of potential hazards posed by the proposed development to natural features, functions, or conditions in the SPEA that support the life processes of protected fish;
- A description of the natural features, functions, and conditions of the riparian area;
- An explanation of how the design of the proposed development will avoid any potential hazards identified or recommended measures for avoiding the hazards;
- Recommendations for the conservation, restoration, and enhancement of the riparian area;

- The QEP's opinion on whether the site of the proposed development is subject to undue hardship, meaning the proposed development meets the riparian protection standard if the development will not occur in the SPEA, other than in a part of that area that is already an area of human disturbance, will be situated and otherwise designed so as to minimize any encroachment into the SPEA, and if applicable, will not result in any harmful alteration, disruption, or destruction of natural features, functions, or conditions in the SPEA that support the life processes of protected fish;
- The QEP's opinion on whether the riparian protection standard is met for the proposed development that entails the subdivision of a parcel or strata lot. The riparian protection standard is not met for proposed development that creates a parcel that has a developable area that is less than the allowable footprint for that parcel or a strata lot that has a developable area that is less than the allowable footprint for that strata lot;
- The QEP's opinion on whether the proposed development will meet the riparian protection standard if the development proceeds as proposed in the report and complies with the measures recommended in the report;
- A statement indicating the QEP is qualified to undertake the assessment and prepare the report;
- A statement that the SPEA was determined either by a method based on measurement from the stream boundary, or if the stream is a ravine, from the top of ravine bank; or a method based on the location of natural features, functions, and conditions that support the life processes of protected fish; and
- A statement that the report was prepared in accordance with Riparian Areas Protection Regulation.

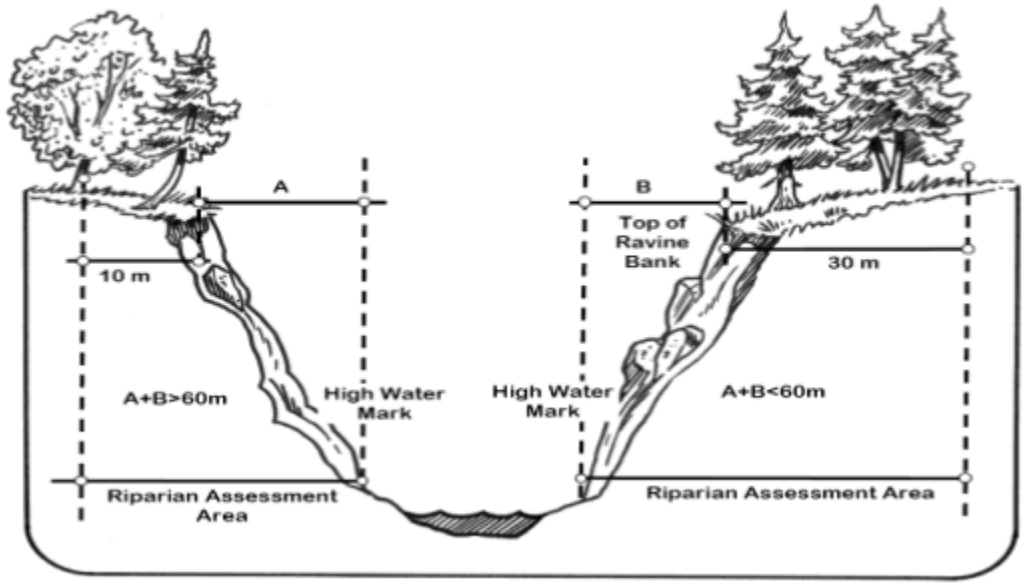



Figure 10 Riparian Assessment Area, a strip 30 m wide on both sides of a stream is measured from the high water mark, or, for a ravine that is less than 60 m side, from the top of the ravine to a spot 30 m beyond the top of the ravine, or for a ravine that is more than 60 m side, a strip that is 10 m wide from the top of the ravine.

### 12.11.7 Environmental Monitoring Plan

Applications for a Riparian DP must include the submission of an Environmental Monitoring Plan that describes the proposed monitoring program to be used during the development process. This plan must be prepared and implemented by a QEP.

Monitoring must continue for a period of at least one year after the development has been deemed complete by the City, unless otherwise specified by the QEP. A post-development report must be submitted at the end of the monitoring period to confirm that all potentially negative environmental impacts have been effectively addressed.

### 12.11.8 Site Plan

Applications for a Riparian DP must include the submission of a Site Plan showing all existing and proposed development, including roads, paths and trails, site grading, environmental features, buffers, and water courses.

### 12.11.9 Landscape Plan

Applications for a Riparian DP must include the submission of a Landscape Plan, preferably prepared by a registered Landscape Architect, which conforms to landscaping regulations outlined in the Zoning Bylaw and shows existing vegetation that is to remain undisturbed and all proposed landscaping. Consideration should be given to erosion control, stream bank protection, and maintenance of hydrological functions. A complete plant list of all new plantings must be included.

### 11.11.10 Covenant

The City may require the property owner to place a conservation or restrictive covenant on the property to ensure the conditions of the permit are maintained.

## SITE DESIGN

To guide the site design to reduce the risk of impact to the natural environment and fish habitat.

### 12.11.11 Site Design

Design a project to fit the site rather than altering the site to fit the project.

### 12.11.12 Minimize Soil Disturbance

Minimize soil disturbance associated with development and avoid activities that disturb existing vegetation (except invasive plants), slopes, retaining walls, or other structures, unless they will enhance fish and wildlife species and habitats.

### 12.11.13 Erosion Control

Protect water quality within watercourses and drainage systems by providing erosion and sediment control.

### 12.11.14 Stream Flows, Drainage, and Geometry

Ensure the development and associated activities do not impact a stream's base flows, natural drainage patterns, and the natural stream channel geometry.

### 12.11.15 Identify SPEA

The upper boundary of a SPEA must be clearly marked during development. Disturbance within this area is only permitted as directed by a QEP.

### 12.11.16 No Net Loss

Ensure development results in no net loss of habitat area.

## LANDSCAPING

To guide the design of landscaping for the mitigation of disturbance to riparian areas.

### 12.11.17 Habitat Replacement

Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.

### 12.11.18 Landscaping Restricted

Landscaping within the SPEA is not permitted, except for restoration or enhancement as directed by a QEP.

### 12.11.19 Restoration

Where the SPEA has been impacted by previous land use or development activities, restoration or enhancement may be required. Restoration or enhancement must be directed by a QEP and designed to support ecosystem functionality, including flood mitigation and water quality.

### 12.11.20 Xeriscaping

Landscape with drought tolerant and native plant and tree species, and as directed by a QEP.

### 12.11.21 Invasive Species

Remove invasive plants and take measures to prevent their spread in accordance with the recommendations of the QEP.



Merritt
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# Official Community Plan

## Appendix A
## Land Use

### Legend

- City Boundary

**Draft Land Use Designation**

- Agricultural
- Airport Commercial
- Comprehensive Development
- Future Development
- General Mixed Use Commercial
- Industrial
- Institutional
- Low to Medium Density Residential
- Medium to High Density Residential
- Park
- Service Commercial
- Urban Centre

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix B
## 15 Minute Neighbourhoods

### Legend

- City Boundary
- Urban Village Buffer (15 Minute Walk)
- Urban Villages

Bench Village

Grandview Village

Riverside Village

City Centre

Collettville Centre

Diamond Vale Centre

Ranchlands

Nicola River

Coldwater River

Kamloops-Merritt Highway No 5A

Coquihalla Highway No 5

Merritt-Princeton Highway No 5A-97C

0 500 1,000 1,500 m

Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix C
## City Centre Districts

### Legend

City Boundary

**City Centre Districts**

- Aspen
- Civic
- Granite
- Kengard
- Nicola
- Quilchena
- Railyard
- River

0 100 200 300 400 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix D
## Neighbourhoods

### Legend

- City Boundary

**Neighbourhoods**

- Airport
- Bench
- City Centre
- Collettville
- Diamond Vale
- Grandview
- Middlesboro
- North Bench
- Parkdale
- Ranchlands
- Riverside

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix E
## Water Infrastructure

### Legend

- City Boundary

**Existing Water Infrastructure**

- Booster Station
- Reservoir
- Water Main

**Proposed Water Infrastructure**

- Booster Station
- Reservoir
- Water Main Upgrade
- New Water Main

*Proposed upgrades and new infrastructure based on the capital plan and further works may be necessitated by development.*

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix F
## Sanitary Infrastructure

### Legend

- City Boundary

**Existing Sanitary Infrastructure**

- Wastewater Treatment Plant
- Rapid Infiltration Basins
- Biosolids Disposal Sites
- Sanitary Main

**Proposed Sanitary Infrastructure**

- Sanitary Main Upgrade
- New Sanitary Main

*Proposed upgrades and new infrastructure based on the capital plan and further works may be necessitated by development.*

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix G
## Stormwater Infrastructure

### Legend

City Boundary

**Existing Stormwater Infrastructure**

Stormwater Ditch

Stormwater Main

**Proposed Stormwater Infrastructure**

Stormwater Main Upgrade

New Stormwater Ditch

New Stormwater Main

*Proposed upgrades and new infrastructure based on the capital plan and further works may be necessitated by development.*

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

**Proposed Roads**

1. Wildrose Way Extension
2. North Bench Collector
3. NVIT Loop Road
4. Peregrine Extension
5. DeWolf Way Extension
6. Voght Street Reconstruction
7. Forksdale Ave Sidewalk
8. Airport Taxiway Paving
9. Grimmett to Spring Bank
10. Quilchena Street Reconstruction
11. Cleasby Street Reconstruction
12. Cleasby Connection
13. River Ranch Extension*
14. Phillips to Exit 288 Connection*
15. Collettville Storm/ Sidewalk Project
16. Collettville School ATC Path
17. Voght Street Sidewalk
18. Coldwater Ave Sidewalks
19. Coutlee Upgrade
20. Clapperton Connection
21. Armstrong Street Reconstruction
22. Phillips to Nicola
23. Hill Extension
24. New Unnamed Road
25. Windy Canyon Access Road
26. Active Mountain Collector
27. Gateway 286 Infrastructure Upgrades
28. Voght Street Traffic Circle

** These proposed roads would be subject to ALC approval*

0 500 1,000 1,500 m

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# Official Community Plan

## Appendix H Transportation Network

### Legend

- City Boundary

**Existing Transportation Infrastructure**

- Road

**Proposed Transportation Infrastructure**

- Road Upgrade
- New Road
- Local Road Network to be Determined

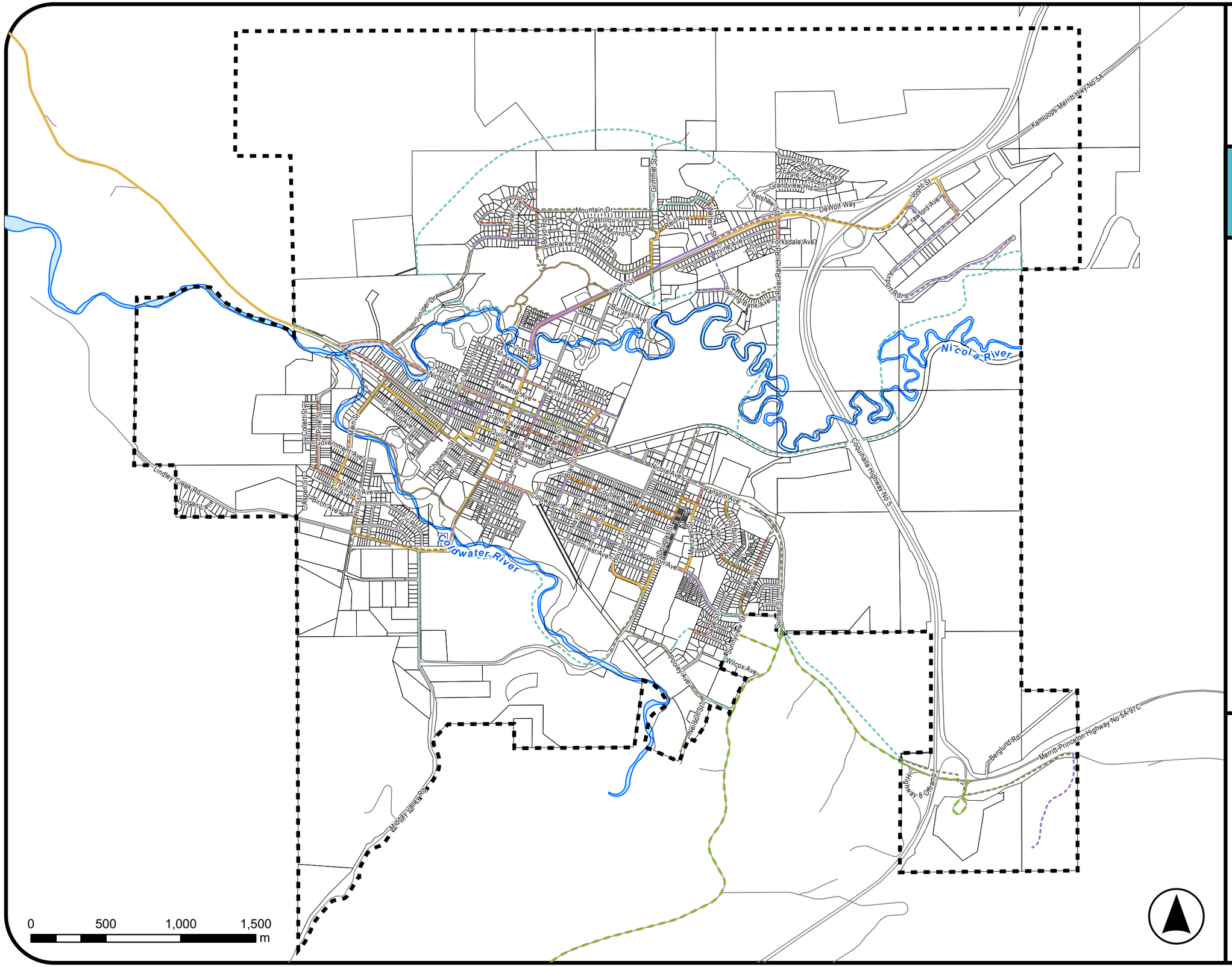
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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix I
## Active Transportation and Transit Network




### Legend

- City Boundary

**Existing Active Transportation and Transit Network**

- Bike Lane
- Multi-Use Pathway
- Bus Route

**Proposed Active Transportation and Transit Network**

- Bike Lane
- Neighbourhood Bikeway
- Multi-Use Pathway
- Connection (Alignment Unknown)
- Bus Route

*Any routes that traverse Agricultural Land Reserve lands would be subject to Agricultural Land Commission approval*

FLOURISH TOGETHER

Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix J
## Parks and Open Space

### Legend

- City Boundary
- Gravel Deposits
- Existing Park
- Proposed Park
- Other Open Space

0 500 1,000 1,500 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# APPENDIX K

## DEVELOPMENT PERMIT AREA MAPS

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# Official Community Plan

## Appendix K-1
## Development Permit Area 1, 2 & 3
## City Centre, Urban Village & Airport

### Legend

- City Boundary
- Development Permit Area 1 (City Centre)
- Development Permit Area 2 (Urban Village)
- Development Permit Area 3 (Airport)

*Any properties outside these DPAs are subject to the appropriate Form and Character DP (DPAs 4, 5, 6, or 7).*

0 390 780 1,170 1,560 m

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Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Development Permit Area Number 8: Agricultural Interface

## Official Community Plan

### Legend

- City Boundary
- Parcels Adjacent to Agricultural Lands that are Subject to DPA
- Agriculture Land Reserve
- Other Parcels Zoned AR1

N

0 500 1,000 1,500 m

Source: City of Merritt; BC Data Catalogue

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# Official Community Plan

## Appendix K-3
## Development Permit Area 9
## Geotechnical Hazard

### Legend

- City Boundary
- Development Permit Area

0 420 840 1,260 1,680
m

Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Official Community Plan

## Appendix K-4
## Development Permit Area 10
## Wildfire Hazard

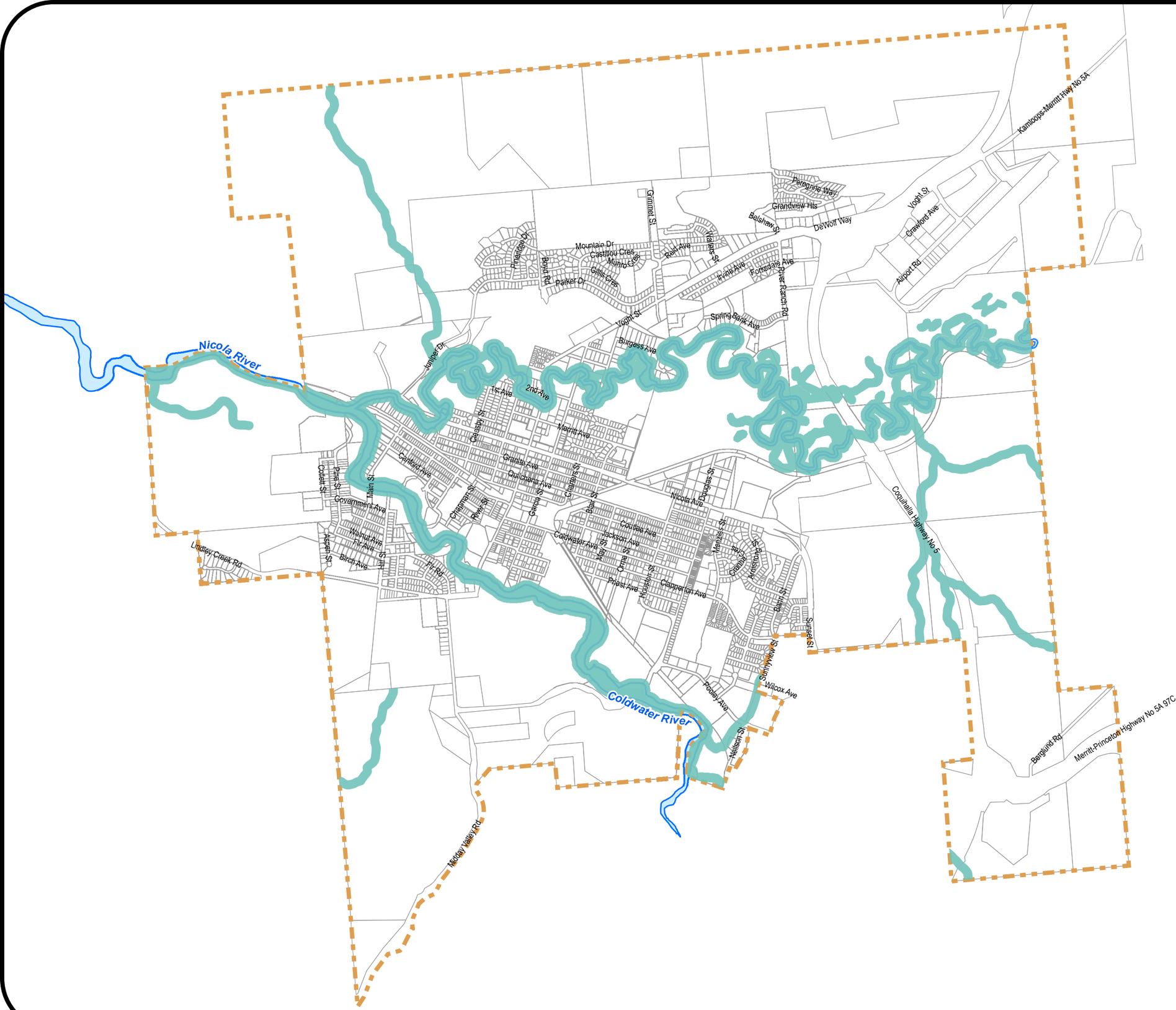
### Legend

- City Boundary
- Development Permit Area

0 420 840 1,260 1,680
m

Source: City of Merritt | Projection: NAD 1983 Zone 10N

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# Development Permit Area Number 11: Riparian

## Official Community Plan

### Legend

City Boundary

**Development Permit Area**

Riparian

N

0 500 1,000 1,500 m

Source: City of Merritt

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# APPENDIX L: PARK IMPROVEMENTS

Improvements to City parks should be done in general accordance with the **Parks, Recreation, and Culture Strategy** as well as the below noted actions.

## CITY CENTRE

- Improve N'Kwala Park by establishing a community garden and exploring the possibility of creating a river float end point.

## PARKDALE

- Improve Lions Memorial Park by paving the parking lot, adding parking stall paint, designating an area for food trucks, adding additional picnic tables and garbage and recycling receptacles, and planting shade trees.
- Improve Central Park by completing the Rotary and Central Park Path Improvement project, adding a soccer pitch in the southwest area of the park, and planting street trees along Voght Street.

## DIAMOND VALE

- Establish a small community garden in the 1700 block of Douglas Street, using part of the existing lane.
- Establish a pocket park in the 1800 block of Menzies Street, using the existing road dedication.
- Work with School District No. 58 to establish a park in Diamond Vale at the former Coquihalla Middle School site. This park should include a dog park, playground, dual purpose futsal and basketball court, and a soccer pitch.
- If the property at 2787 Pooley Avenue is developed, obtain a park dedication to establish a new passive park.
- Engage residents to name the park on Phillips Street, and program the park with playground equipment.

## MIDDLESBORO

- If the Middlesoro property on Active Mountain is developed, obtain a park dedication to create a new recreation park, with hiking and mountain biking trails.
- Work with Tolko to establish a park at 1750 Lindley Creek Road, including a river trail, multiple soccer pitches, bleachers, parking lot, and a concession and washroom building.
- Continue to obtain lands to formalize Windy Canyon as a recreation park.

## COLLETTVILLE

- Establish the property at 1560 Walnut Avenue as a passive park, including picnic tables and benches.

- Consider locating a dog park in the riverfront park in the 1400 block of Government Avenue.

### RIVERSIDE

- Improve Voght Park by formally establishing a dual purpose soccer and rugby pitch, installing bleachers, planting street trees along Canford Avenue and Main Street, formalizing parallel street parking, including paving and stall paint, along Canford Avenue and Main Street, and replacing the existing building with a new concession and washroom building.
- Expand Fairley Park by adding a portion of the former railway corridor to the park and improve the park by replacing the existing playground equipment with new equipment, adding outdoor exercise equipment, a futsal court, and a community garden.

### BENCH

- Establish the park at 1902 Parker Drive as an active park by adding playground equipment and create a multi-use path connection to Central Park below.

### NORTH BENCH

- Work with the Provincial government to establish a recreation park on the North Bench lands, including hiking and mountain biking trails and a disc golf course.

### GRANDVIEW

- If the property at 2587 Forksdale Avenue is developed, obtain a park dedication, and establish a passive park with seating and a dog waste bag dispensing station.
- Work with River Ranch to obtain a park dedication on the east side of River Ranch Road to create Grandview Park, and program the park with passive uses, including picnic tables, and plant shade trees. Any active uses would be subject to ALC approval.

### AIRPORT

- Explore opportunities to develop a small passive park in the Airport neighbourhood, with picnic tables, garbage and recycling receptacles, and dog waste bag station.

### RANCHLANDS

- Ensure park dedications and amenities are provided by developments in Ranchlands Village.

# APPENDIX M: ENGAGEMENT (WHAT WE HEARD)

The Merritt OCP is grounded in public engagement and feedback from other interested parties. Three phases of engagement occurred between 2020 and 2021 to introduce the project and its engagement strategy (Phase 1), present background information and solicit feedback on OCP updates (Phase 2), and finally to present and obtain feedback on the draft OCP (Phase 3). The objective of the public engagement plan was to provide multiple engagement opportunities to ensure broad community participation. Due to COVID-19 restrictions, several in-person engagement events were transitioned to online meetings, supplemented by online surveys. The feedback received was used to help inform the development of this OCP update.

## ENGAGEMENT EVENTS

Below is a summary of the major engagement events:

Table 1 – Detailed Engagement Process by Phase

| PHASE | ENGAGEMENT TYPE | DETAILS |
|---|---|---|
| **Phase 1: Introduce Project and Engagement Strategy** | Information Sharing | Completion of the Public Engagement Plan for the project.<br>Establishment of project website, information, and engagement advertising shared via social media and local newspaper. |
| **Phase 2: Present Background Information and Solicit Feedback on OCP Updates** | City Steering Committee Workshop | Workshop with Steering Committee members representing City Departments. |
| | Online Survey | Online survey advertised on the City website, social media, and local newspaper. |
| | Stakeholder Visioning Workshops by theme | • Business and Economic Development.<br>• Land Use and Housing.<br>• Infrastructure and Climate Change.<br>• Business and Culture.<br>• Poverty Reduction and Food Security. |
| | Sector Specific Workshops by area | Bench and North Bench.<br>Collettville and South Merritt.<br>North Nicola.<br>Diamond Vale and West Merritt.<br>City Centre and Airport. |
| | Council Visioning Workshop | Visioning workshop with Council members. |

| | | |
|---|---|---|
| **Phase 3: Present and Obtain Feedback on the Draft OCP** | Draft OCP Committee of the Whole Review | Will update after the engagement is complete. |
| | Draft OCP Public Open House | Will update after the engagement is complete. |

## EMERGING THEMES

Community feedback was gathered through the various methods of engagement between 2020 and 2021. Several high-level themes were identified after considering all engagement feedback received. The emerging themes may not encompass all of the feedback and opinions received. Instead, the themes below represent the most common issues and topics that were identified and prioritized at all engagement events.

Housing Affordability and Density

Participants identified a variety of housing challenges in Merritt including housing diversity, density, aging infrastructure, and accommodating residential infill. Specifically, participants described limited affordable, safe, and secure housing options, poor rental housing conditions, and the need for a permanent emergency shelter.

Economic Development and Diversity

Participants suggested that Merritt should promote light industrial land uses and diversify the local economy to include renewable energy opportunities. There is opportunity in Merritt to partner with local First Nations to promote Indigenous culture and reconciliation through shared planning and investment. Many participants also suggested that arts, culture, and entertainment opportunities could help to diversify Merritt's economy, as well as transportation and logistics, expansion of tourism, and diversification of manufacturing, among others.

## CITY CENTRE REVITALIZATION

Participants expressed safety and walkability concerns and suggested the optional building height for City Centre to be no more than six (6) storeys. Many participants agreed that improved safety in the City Centre is a priority, which may be improved via streetscape improvements and more commercial development.

## ACTIVE TRANSPORTATION AND INFRASTRUCTURE

Several active transportation challenges were shared including discontinuous sidewalks, sidewalk maintenance, and insufficient lighting. To support future population growth, participants suggested that the extension of sidewalks and bike lanes, as well as secure bicycle parking are priorities. An age-friendly approach to infrastructure will ensure that infrastructure is accessible to users of all ages and abilities. Winter city design principles will extend infrastructure maintenance and use throughout all seasons and encourage year-round active transportation and recreation.

## CLIMATE CHANGE MITIGATION

Heavy rainstorms, wildfires, and floods are becoming increasingly common as the climate changes in Merritt. Participants suggested limiting development in the floodplain, floodwater restriction measures, **FireSmart™** practices, emissions reduction through home retrofit programs, and dense community design as priorities for climate change mitigation.

### PRESERVATION OF THE NATURAL ENVIRONMENT

Many residents and stakeholders suggested supporting infill and densification rather than developing greenspace as a measure to preserve the natural environment, which is described as a vital factor of community health and enjoyment.

### FACILITIES AND PARKS

In addition to supporting investment in the hockey arena and swimming pool, participants named several desirable facilities including a theatre, increase in biking and walking trail systems, and a multiplex/sports-plex facility.

### POVERTY REDUCTION AND FOOD SECURITY

People of all backgrounds consistently identified the same challenges and the same solutions for breaking the cycle of poverty. These included the need for more affordable rental housing, increased supports for children and families, and greater income supports. Participants observed a lack of coordination of food security actors in Merritt and suggested proactive measures to mitigate the impacts of climate change on local agriculture.

# CITY OF MERRITT

## BYLAW 2336, 2022

## A BYLAW FOR THE ADMINISTRATION OF THE OFFICIAL COMMUNITY PLAN

**WHEREAS** the Council for the City of Merritt wishes to adopt an updated Official Community Plan pursuant to the *Local Government Act*;

**AND WHEREAS**, pursuant to Section 477 of the *Local Government Act*, the Council for the City of Merritt has examined the plan in conjunction with its Financial Plan and any waste management plan that is applicable in the municipality to ensure consistency between them;

**AND WHEREAS** the Council of the City of Merritt have referred the plan to the Board of the Thompson-Nicola Regional District and the Provincial Agricultural Land Commission;

**AND WHEREAS** the Council for the City of Merritt has held a public hearing on the proposed community plan;

**NOW THEREFORE** the Municipal Council for the City of Merritt in open meeting assembled, **ENACTS AS FOLLOWS:**

**Citation**

1. This Bylaw shall be cited as the "**Official Community Plan Bylaw No. 2336, 2022**".

**Enactment**

2. "Schedule A" (Official Community Plan) and all Appendices attached is hereby:

    a. Made part of this Bylaw; and
    b. Designated as the Official Community Plan for the City of Merritt.

**Severability**

3. If any section, subsection, sentence, clause, or phrase of this Bylaw is for any reason held to be invalid by the decision of any court for competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.

**Repeal**

4. That “City of Merritt Updated Official Community Plan Bylaw No. 2116, 2011” and all amendments thereto be hereby rescinded in its entirety.

| | |
|---|---|
| **READ A FIRST TIME THIS** | 24th day of May, 2022 |
| **READ A SECOND TIME THIS** | 24th day of May, 2022 |
| **A PUBLIC HEARING HELD THIS** | 28th day of June, 2022 |
| **READ A THIRD TIME THIS** | _____ day of _____, 2022 |
| **ADOPTED THIS** | _____ day of _____, 2022 |

Original Signed by

_____

Linda Brown
MAYOR

Original Signed by

_____

Greg Lowis
CORPORATE OFFICER