

# OFFICIAL COMMUNITY PLAN REPORT

---

## THE CORPORATION OF THE CITY *of* ENDERBY

---

### Schedule “A” to the Corporation of the City of Enderby Official Community Plan Bylaw (Consolidated Version)

Adopted by City of Enderby Official Community Plan  
Bylaw No. 1171 on November 20, 1995

amended by

Bylaw No. 1215 adopted on September 15, 1997

Bylaw No. 1218 adopted on September 15, 1997

Bylaw No. 1256 adopted on June 21, 1999

Bylaw No. 1336 adopted on November 15, 2004

Bylaw 1421 adopted September 2, 2008

Bylaw No. 1465 adopted on October 4, 2010

Bylaw No, 1171 adopted August 15, 2011

---

The OFFICIAL COMMUNITY PLAN is in four parts of which this part (Schedule “A”) is the COMMUNITY PLAN REPORT, while Schedules “B” and “C” are the COMMUNITY PLAN MAPS and Schedule ‘D’ is the Residential Building Design Guidelines for the Heritage Conservation Area.

# TABLE of CONTENTS

<i>SECTION 1 – INTRODUCTION</i> .....	<i>1</i>
<i>SECTION 2 – GENERAL PLAN OBJECTIVES</i> .....	<i>5</i>
<i>SECTION 3 – SOCIAL DEVELOPMENT</i> .....	<i>6</i>
<i>SECTION 4 – AFFORDABLE HOUSING</i> .....	<i>8</i>
<i>SECTION 5 – ECONOMIC DEVELOPMENT</i> .....	<i>9</i>
<i>SECTION 6 – HERITAGE CONSERVATION</i> .....	<i>11</i>
<i>SECTION 7 – THE NATURAL ENVIRONMENT</i> .....	<i>15</i>
<i>SECTION 8 – BOUNDARY ADJUSTMENT</i> .....	<i>18</i>
<i>SECTION 9 – RESIDENTIAL LANDS</i> .....	<i>20</i>
<i>SECTION 10 – KNOLL CORE COMPREHENSIVE DEVELOPMENT AREA</i> .....	<i>25</i>
<i>SECTION 11 – COMMERCIAL LANDS</i> .....	<i>28</i>
<i>SECTION 12 – INDUSTRIAL LANDS</i> .....	<i>32</i>
<i>SECTION 13 – INSTITUTIONAL LANDS</i> .....	<i>34</i>
<i>SECTION 14 – AGRICULTURAL LANDS</i> .....	<i>36</i>
<i>SECTION 15 – FLOODPLAIN LANDS</i> .....	<i>39</i>
<i>SECTION 16 – PARKS AND RECREATION</i> .....	<i>40</i>
<i>SECTION 17 – DEVELOPMENT PERMIT AREAS</i> .....	<i>44</i>
<i>SECTION 17.5 – TEMPORARY COMMERCIAL &amp; INDUSTRIAL PERMITS</i> .....	<i>55</i>
<i>SECTION 18 – TRANSPORTATION NETWORK</i> .....	<i>56</i>
<i>SECTION 19 – SERVICES &amp; INFRASTRUCTURE</i> .....	<i>64</i>
<i>SECTION 20 – PLAN AMENDMENTS</i> .....	<i>67</i>
<i>SECTION 21 – IMPLEMENTATION</i> .....	<i>68</i>
<i>SECTION 22 – COMMUNITY ENERGY &amp; RESOURCE EFFICIENCY</i> .....	<i>70</i>

---

## **SECTION 1 – INTRODUCTION**

### **1.1 Official Community Plan Defined**

*An Official Community Plan<sup>1</sup> is a general statement of the broad objectives and policies of the City of Enderby<sup>2</sup> respecting the form and character of existing and proposed land use and servicing requirements in the area covered by the Plan. In addition, it states objectives and policies respecting the protection of the natural environment, social well being and development, affordable and special needs housing, heritage conservation, and broad objectives on matters of importance to, but outside of the jurisdiction of the City of Enderby.*

~~*The authority to enact Official Community Plans, the content guidelines and their force and effect are established through provisions of the Local Government Act. In particular Part 29 defines the management of development for local government. More specifically Division (1) Sections 875 through 883, address community plans.*~~

~~*(B/L 1336/04)*~~

*The authority to enact Official Community Plans, the content, guidelines, and their force and effect are established through provisions of the Local Government Act. In particular Part 26 addresses planning and land use management for local government. More specifically, Division (2) Sections 875 through 884, addresses Official Community Plans.*

*(B/L 1484/11)*

*It is important to distinguish the Community Plan from the zoning, subdivision and other regulatory bylaws. The Community Plan is a guiding document for the Council of the City of Enderby and other agencies in determining the best use of land and the means by which they will best be managed. It provides the direction and basis for the preparation of related bylaws, such as the zoning bylaw, to regulate and control the type, degree and timing of land use and development. These bylaws serve as the day-to-day administrative means for implementing the objectives and policies of the Official Community Plan.*

---

<sup>1</sup> Herein the terms *Official Community Plan*, *Community Plan*, *Plan* and the acronym *OCP*

<sup>2</sup> Herein the *City of Enderby* and *City* are used synonymously

---

## 1.2 *Purpose of the Community Plan*

*The purposes of the City of Enderby Official Community Plan are:*

- ❑ *To state the objectives and policies of Enderby, the Regional District of North Okanagan, and Provincial authorities concerning the future development of the City.*
- ❑ *To provide a co-ordinated set of objectives and policies on social development, affordable and special needs housing, economic development, the natural environment and heritage conservation within the City.*
- ❑ *To provide a co-ordinated set of objectives and policies governing the conservation and development of lands in or adjacent to the City.*
- ❑ *To provide a co-ordinated set of objectives and policies on land use designations; and identify the location, amount, and type of residential, comprehensive commercial, industrial, institutional, floodplain, agricultural and parks, open space and trail development within the City sufficient to accommodate future growth and to suit the needs of the community for the term of the plan.*
- ❑ *To provide a co-ordinated set of objectives and policies for community services and infrastructure.*
- ❑ *To provide a basis for the preparation, adoption, amendment, and administration of all land use regulating bylaws affecting the future development of the City.*
- ❑ *To provide direction for expenditure of public funds for capital works programs.*
- ❑ *To provide framework and guide for the citizens, Council, future councils of the City and other interested groups or individuals concerned with the future development and conservation of the physical resources of the City.*
- ❑ *To fulfill the requirements of the Local Government Act and to uphold the City's commitment as a signatory to the Climate Action Charter by defining targets for reduction of greenhouse gas emissions, and strategies and actions to monitor and achieve these targets.*

*(B/L 1484/11)*

- ❑ *To foster development of a more complete, compact, connected community which strives towards improved energy efficiency and water conservation.*

*(B/L 1484/11)*

### 1.3 **Plan Area**

*The area covered by Community Plan includes all lands within the current boundaries of The Corporation of the City of Enderby as shown on Schedules “B” and “C”, attached. Stated objectives and policies with reference to areas adjacent to the City have been established in consultation with the Regional District of North Okanagan and other affected government agencies.*

### 1.4 **Plan Structure**

*The Official Community Plan Bylaw is composed of four separate Schedules: this Community Plan Report (Schedule “A”), and two Plan Maps (Schedule “B” and “C”) and Schedule “D” – Residential Building Design Guidelines. These are further defined as follows:* (B/L 1336/04)

#### **a. Bylaw Components**

*The Official Community Plan is structured to include two component parts: the component that contains the force and effect of the Bylaw; and, the other component that is provided only for information, reference and convenience. The component of the Bylaw that has force and effect is limited to the following:*

- ❑ *All Objectives and Policies of Schedule “A”;*
- ❑ *‘Section 20 – Plan Amendments’ and ‘Section 21 – Implementation’ of Schedule “A”, and,*
- ❑ *Map Schedules “B” and “C”*

*That components provided for information, reference and convenience only is limited to the following:*

- ❑ *Background Report November 2003;* (B/L 1336/04)
- ❑ *‘Section 1 – Introduction’ and all ‘Discussion’ portions, tables and figures of Sections 2 through 19 (inclusive) of Schedule “A”; and*
- ❑ *Schedule “D” - Residential Building Design Guidelines.* (B/L 1336/04)

#### **b. Community Plan Report (Schedule “A”) Format**

*The Community Plan Report is divided into **twenty two (22)** (B/L 1484/11) Sections that address the different community development, land use and servicing elements. Each, with the exception of this Introduction and ‘Section 20 – Plan Amendments’ and ‘Section 21 – Implementation’, is presented with the following format:*

- 
- **Discussion** – a brief introduction to issues, concerns and priorities of the community and Council – a frame of reference – for the particular element or designation presented for information, reference and convenience only. Throughout the City of Enderby Official Community Plan: Background Report (dated November, 2003) is referenced. This provides a more comprehensive discussion of issues and concerns. (B/L 1336/04)
  - **Objectives** – statements of community intent that form the basis and direction for the policies that follow.
  - **Policies** – are the explicit policies of the Council of the City of Enderby that apply to the specific element of the Plan or designation. These are the mechanisms for attaining stated objectives. Policies also provide the basis for the adoption of specific regulatory bylaws for further actions.

**c. Plan Map Designations**

The two map schedules, attached to and forming part of this Bylaw are identified as follows:

- **Schedule “B”: Land Use Designation Map** – establishes the existing and future use and development of land within the City of Enderby, each of which is explained in the subsequent sections of this Report; and,
- **Schedule “C”: Parks, Major Roads and Development Permit Areas Map** – establishes the Parks, Open Space and Trails Plan; the Major Road Network; and the Development Permit Areas within the City of Enderby. Each of these elements are described in the subsequent sections of this Report.

**1.5 Consultation Process**

This Community Plan has been prepared through a process of public input through several OCP Committee meetings, two Open House meetings, individual submissions and required Public Hearings, as well as in consultation with Federal and Provincial agencies, the Spallumcheen Indian Band and neighbouring Electoral Area “F” of the Regional District of North Okanagan.

(B/L 1336/04)

---

## **SECTION 2 – GENERAL PLAN OBJECTIVES**

### **2.1 Discussion**

*The following objectives are broad statements of community intent regarding the future uses, development and conservation of lands, and statements of values and interests, which form the basis of the specific objectives and policies of this Plan.*

### **2.2 General Plan Objectives**

*Council has the following General Objectives for the Community Plan:*

- a. To maintain and enhance the City of Enderby as a diverse, vibrant, unique and attractive community.*
- b. To maintain and enhance the social well being, development, and the quality of life for all citizens of Enderby.*
- c. To respect and preserve the cultural and historic values of the City recognizing that the diversity of these values shapes the strength and character of the City.*
- d. To preserve and enhance the land use, form and character of development, architecture and natural features that make Enderby an attractive and unique community.*
- e. To respect and balance the needs of the larger community and those of individuals or groups within the City.*
- f. To respect and preserve a process of open, flexible and participatory decision making in the ongoing planning and day-to-day decisions of the City.*

---

## **SECTION 3 – SOCIAL DEVELOPMENT**

### **3.1 Discussion**

*The social well being of the community underlies all facets of the City's present state and future development. Values and needs shape the form, identity, character and atmosphere of the place and its people.*

*Historically, social planning in Enderby has been undertaken largely through the efforts, programs and advocacy of local individuals, volunteer associations, and non-profit agencies. Issues include an aging population, transportation, community service centre, youth, teen pregnancy, housing, unemployment/poverty, a lack of mental health, drug and alcohol, and income assistance services, human rights and cultural relations, schools, social impacts of development, and day care. (B/L 1336/04)*

*Sections 877 and 878 of the Local Government Act enable local government to include policies relating to social needs, social well-being and social development of the community. In response to local needs, and in recognition of the City's role in the future well-being and positive social development of the community, the following objectives and policies formalize the City's role and mandate for social planning. (B/L 1336/04)*

### **3.2 Social Development Objectives**

*Council has the following objectives for Social Development:*

- a. Encourage an adequate supply of safe, affordable housing for all ages. (B/L 1336/04)*
- b. Support developments that allow residents and their families to continue to live in the community. (B/L 1336/04)*
- c. Encourage a spectrum of housing choices including secondary suites. Council should consider creating a new zone for single family homes with suites. (B/L 1336/04)*
- d. Encourage developments that will contribute to a strong sense of community, including local health and social services facilities. (B/L 1336/04)*
- e. To recognize the special and important role of seniors in the community and ensure adequate housing, facilities and programs. (B/L 1336/04)*
- f. To recognize the special importance of youth in the community, to listen to them and to work with them to address their concerns and needs. (B/L 1336/04)*

- 
- g. Encourage programs, development and potential employment opportunities that will help to increase the level of education and income in the community to the provincial average. (B/L 1336/04)*

### **3.3 Social Development Policies**

- a. Council recognizes that social well-being of all citizens and positive social development is vital to a healthy community and will act to support these through its planning and day-to-day decisions.*
- b. Council recognizes the positive social impacts of the diverse and unique cultures and histories of the City and will seek to promote and enhance this through its planning and day-to-day decisions.*
- c. Council recognizes that development of land has social impacts and will act through the approval process to minimize negative and maximize positive impacts.*
- d. Council will support integrated planning and coordination of services that involves participation and cooperation by all agencies and interests within the community.*
- e. Council will support an improved public transit system that is accessible and meets the needs of all residents.*
- f. Council will seek to provide adequate recreational opportunities and a range of programs to meet the needs of all residents recognizing the positive social and health benefits for the community.*

---

## **SECTION 4 – AFFORDABLE HOUSING**

### **4.1 Discussion**

*Access to safe, clean and affordable housing is recognized as a basic need. The extent to which this is achieved reflects the level of social health and development of a community. Section 945(2.1) of the Local Government Act mandates the inclusion of housing policies with respect to affordable housing, rental housing and special needs, and provides several tools for undertaking such efforts at the local level. In addition, Section 963.1 of the Local Government Act enables Council to increase the allowable density of a particular development in exchange for the provision of affordable and special needs housing (Density Bonusing). (B/L 1336/04)*

*Given the size of Enderby and resources at hand, it is difficult to gauge the current need for affordable and special needs housing. Therefore, policies should remain responsive and flexible. The following policies rely upon “permissive” Density Bonusing together or separate from Comprehensive Development Zoning (see Section 10) to provide affordable housing.*

### **4.2 Affordable Housing Objectives**

*Council has the following objective for Affordable Housing:*

- a. To recognize the need for safe, clean, appropriate and affordable housing and to play a key role in ensuring access for all residents of Enderby.*

### **4.3 Affordable Housing Policies**

- a. Council will monitor the stock of rental units in the City on an ongoing basis to ensure that adequate levels are maintained through the development approval process and in considering applications pursuant to the Land Title Act and Condominium Act.*
- b. Council will assess on an ongoing basis the need for affordable housing and special needs housing and given a clearly established demand may seek to secure its provision through the development approval process.*
- c. Pursuant to Section 904 of the Local Government Act, Council may apply the Density Bonusing provisions set out in Sections 9 and 10 of this Bylaw to secure affordable or special needs housing. (B/L 1336/04)*

---

## **SECTION 5 – ECONOMIC DEVELOPMENT**

### **5.1 Discussion**

*Enderby can be characterized as a small and compact town with an economy that embraces a wide range of industry, business and services. In order for the economy to be healthy and sustainable, it must not only be diverse, but flexible to change, distinctive and self-supporting. With the development of big-box retailers in every major Okanagan City, Enderby must rely on its own unique strengths to survive. Providing shopping experiences with a focus on uniqueness, customer service and fair pricing will be elements of success. However, generating interest from outside the community to attract consumers of goods and services would provide a strong injection to the economy. In looking at other smaller communities in BC their success has come in part through promotion of their historical character through buildings and streetscapes.*

*Economic development within the City should focus on encouraging and supporting existing business and attracting new ones to town. Council should consider having more projects that beautify the community's parks, streets and its buildings.*

*In addition, supporting sensitive infill and redevelopment of existing areas can provide a catalyst to the local economy. There are tracts of underdeveloped land in the City that could be developed for residential and industrial purposes. However, development in itself is not a sustainable means to keep the economy strong. (B/L 1336/04)*

### **5.2 Economic Objectives**

*Council has the following objectives for Economic Development:*

- a. To maintain and protect a strong downtown commercial core that focuses on small local businesses offering unique services, and employment opportunities. (B/L 1336/04)*
- b. Support developments that do not detrimentally affect the values of the area (economic values, environmental, social). (B/L 1336/04)*
- c. Support developments that capitalise on Enderby's uniqueness and promote its character. Ensure all new development respects the City's history, character and environment. (B/L 1336/04)*
- d. Encourage projects and initiatives which promote small scale, local, self-reliant economy which generates and maintains jobs and money within the community. (B/L 1336/04)*

*e. Support tourism and recreation opportunities that will contribute to the local economy.* (B/L 1336/04)

*f. Support innovative infill development.* (B/L 1336/04)

### **5.3 Economic Policy**

*Council supports the preservation and use of the Canadian Pacific Railway corridor for rail transport purposes, recognizing that key sectors of the local economy, including forestry, agriculture and manufacturing, utilizing rail for transporting raw materials and finished goods.*

(B/L 1465/10)

## **SECTION 6 – HERITAGE CONSERVATION**

### **6.1 Discussion**

*Enderby and the surrounding community are rich in cultural and physical heritage. Enderby's present physical form is largely tied to the Shuswap River and the geography of the valley. The Shuswap First Nations people that have resided here since long before European settlers arrived had well-established villages and seasonal campsites. There were also many hunting, gathering and fishing areas. These physical factors have cultural and spiritual value to the Shuswap people and the larger community.*

*The last review of the OCP highlighted the need to develop a Heritage Management Plan to preserve the City's physical heritage resources. In 1998, Council, in conjunction with the Enderby and Area Heritage Commission undertook an extensive public planning process to establish a Heritage Conservation Area. This area affects all the residential and institutional (i.e. churches, schools) land in the area bounded by the properties on the north side of Knight Avenue and the south side of Hubert Avenue and between High Street and Belvedere Street. Within this area, all new residential and institutional developments, alterations and additions must be sensitive to the heritage character of the area. Since inception, there have been 10 Heritage Alteration Permits issued in this area and several incidences where small additions or alterations did not require permits. All of these developments contribute positively to the City's character. No Heritage Alteration Permits have been refused.*

*The current OCP states that the Enderby Heritage Commission will assist Council with the preparation of a Heritage Management Plan. Such a plan might include registries, additional Conservation Areas, OCP or Zoning amendments to promote heritage conservation, incentive and tax relief programs and heritage studies.*

*While the residential heritage character is being preserved, it is not intended to "protect" these heritage resources, some resources are just not economically worth saving and the OCP policies reflect this. However, the intent is to ensure that the character of the neighbourhood is respected and contributed to over time by building design and finish.* (B/L 1336/04)

### **6.2 Heritage Objectives**

*Council has the following objectives for Heritage Conservation:*

- a. To ensure the preservation of the City's heritage character. (B/L 1336/04)*
- b. To promote education, understanding and awareness of the City's heritage resources. (B/L 1336/04)*

- c. *To encourage new commercial development to respect heritage values through design.* (B/L 1336/04)

### **6.3 Heritage Policies**

- a. *Council regards the heritage of the City as a vital resource of the City, which is central to its unique identity and character and will act to preserve this heritage through policies and decisions.*
- b. *Pursuant to Sections 953 to 958 of the Local Government Act, Council will appoint a Community Heritage Commission to advise Council on matters of heritage conservation, undertake a Heritage Conservation Strategy, and assist in the preparation of a Heritage Management Plan.* (B/L 1336/04)
- c. *Prior to the adoption of a Heritage Management Plan, Council will continue to refer all matters concerning heritage to the Heritage Conservation Branch, Ministry of Small business, Tourism and Culture for review, comment and/or action.*
- d. *Council supports the efforts of the BC Parks to protect the Enderby Cliffs an ecological and heritage resource.*
- e. *Council will review the appropriateness of initiatives of other jurisdictions including the Spallumcheen Indian Band, the Regional District of North Okanagan and the Township of Spallumcheen for the conservation of regional heritage resources.*
- f. *Council may consider Heritage Revitalization Agreements or Heritage Conservation Covenants where creative solutions requiring flexibility are required to preserve Heritage resources. The appropriateness of each case will be decided on a site-specific basis.* (B/L 1256/99)

### **6.4 Heritage Conservation Area**

#### **Definition**

*The City of Enderby deems it important to conserve and enhance the heritage characteristics within the residential areas near the downtown core. Herein, all low-density residential properties (zoned R-1, R-1A, R-2) and Special Use Zones (S-1) in the area identified on Schedule "C" of the Official Community Plan are considered a Heritage Conservation Area.*

***Justification***

*The architectural values and established streetscapes within the Heritage Conservation Area represent Enderby's history and are key to its small town character. It is essential to manage any changes in this area in a manner that fosters creativity yet respects the important heritage values represented by features such as roof lines, massing, finish materials and architectural elements.*

***Objectives:***

*The Council of the City of Enderby has the following objectives for establishment of the Heritage Conservation Area:*

- a. To conserve, enhance and contribute to the heritage values and characteristics of the Residential and Special Use properties contained in the Heritage Conservation Area that represents the City's unique economic, social, natural and institutional history.*
- b. To promote design and landscaping features that respect and contribute to the Heritage characteristics of the area.*
- c. To encourage new developments or additions/alterations to existing development which are compatible with the form and character of the existing neighbourhood context.*
- d. To review the appropriateness of the Heritage Conservation Area and associated policies after one year and then as part of the five year Official Community Plan review process thereafter.*

***Guidelines***

*The City of Enderby and the Heritage Advisory Commission have created Guidelines for providing the necessary direction to achieve the objectives listed above. The siting, form and character of new development or additions/alterations of existing developments shall be consistent with the following:*

- 1) Section 17.4 Heritage Alteration Permits  
This section outlines Heritage Alteration Permits that provide General Guidelines for the public to consider when contemplating development on properties within the Heritage Conservation Area.*
- 2) Attached Schedule "D" entitled "Residential Building Design Guidelines" of the Official Community Plan contains design guidelines that provide information on how the objectives of the Heritage Conservation Area can be achieved. This is*

*intended to assist both developers and the City to determine if a proposal will contribute to the Heritage characteristics of the Heritage Conservation Area.*

*Both the General Guidelines of Section 17.4 for Heritage Alteration Permits and Schedule "D" entitled "Residential Building Design Guidelines" provide for the continuation of special elements that contribute to the establishment streetscapes and architectural form through design parameters that provide for flexibility and creativity.*

*(B/L 1256/99)*

---

## **SECTION 7 – THE NATURAL ENVIRONMENT**

### **7.1 Discussion**

*A natural environment composed of healthy and functioning ecosystems is vital to the sustainability of the City and surrounding areas. Ensuring this condition entails an ethic of stewardship that recognizes the importance of biodiversity, the interconnectivity of all living systems, and the limits and fragility of natural systems. Such an ethic entails a balance between development and conservation and ensures that human intervention is respectful of the proceeding facts.*

*The objectives and policies for this Plan focus on two key priorities for protecting the natural environment, protection of environmentally sensitive areas, and creating more sustainable land use and development policies.*

#### **a. Environmentally Sensitive Areas**

*An Environmentally Sensitive Area (ESA) is a natural area that is particularly sensitive to the impacts of human incursion and development. These areas are important as they reflect important values including biophysical, recreation, aesthetic, archeological, educational and economic values. The only ESA addressed herein is the Shuswap River and its adjacent banks, however it is recognized, that others identified subsequent to the adoption of this Bylaw may also be in need of protection so that these may be identified early on in the development process.*

*The Shuswap River is significant to the community because of the values listed above the particularly as a fish and wildlife habitat. This ecosystem is highly susceptible to pollution and degradation from the effects of development and other human incursions such as agricultural activities and improper recreation.*

#### **b. Sustainable Land Use and Development**

*The development and redevelopment of land has one of the largest impacts on the natural environment. By encouraging, promoting and instituting certain principles through decisions and policies, Council can play a leading stewardship role. Many of these are applied in the objectives and policies of this Community Plan. Although constantly evolving, this set of land use and development principles are increasingly accepted and applied.*

- *Intensification and densification of land use focusing on core areas of mixed use activities (i.e. village cores).*
- *Providing a range of housing densities, types and tenures.*
- *Development with a pedestrian scale and orientation.*

- ❑ *Creating opportunities for social interaction through large and small scale design.*
- ❑ *Increased natural areas for the protection of habitat, education and passive recreation.*
- ❑ *Preserving natural topography and vegetation.*
- ❑ *Increased connections between built and natural environments in an environmentally sensitive manner that minimizes impacts to ecosystem function and species at risk.*
- ❑ *Reducing impacts on the hydrological regime through more compact and intense development, urban form, reduced road standards and increased permeability. The “Storm Water Planning: A guidebook for British Columbia” should be used as a guide for storm water management.*
- ❑ *Energy conservation in urban form and architecture.*

## **7.2 Environmental Objectives**

*Council has the following objectives for the Natural Environment:*

- a. To preserve, protect and enhance – to steward – a healthy and diverse natural environment through appropriate day-to-day decisions and policies.*
- b. To promote awareness, education and appreciation of the value of the natural environment.*
- c. To ensure that future development and redevelopment is in a form that respects and better the health and sustainability of the natural environment.*

## **7.3 Environmental Policies**

- a. Council will require that all land use developments conform to provincial statutes and regulations intended to protect the natural environment including Provincial BMP’s (Best Management Practices) and Federal Legislation.*
- b. Pursuant to Section 920 of the Local Government Act, land adjacent to the Shuswap River as shown on Schedule “C” is hereby designated a Development Permit Area for the protection of the natural environment as set out in Section 17 of this Bylaw. (B/L 1336/04)*
- c. Council review any new Environmentally Sensitive Areas which may be identified and may protect these with new Development Permit Areas as set out in Section 17 of this Bylaw.*

- d. Pursuant to Section 904 of the Local Government Act, Council may apply the Density Bonusing provisions set out in Section 9 and 10 of this Bylaw to acquire natural areas as shown on Schedule "C". (B/L 1336/04)*
- e. Council supports the development of comprehensive sustainable land use and development guidelines and standards for development, which should be included in this Community Plan accordingly.*

---

## **SECTION 8 – BOUNDARY ADJUSTMENT**

### **8.1 Discussion**

*Research and analysis has determined that there is enough land base within current City boundaries to accommodate a sustained growth rate of 4% for at least the five year term of this plan. The premature extension of City boundaries and services would be wasteful and costly in social, economic and environmental terms. The objectives and policies stated below maintain existing municipal boundaries for the term of this Plan. In addition, they call for land to the west of the City within Electoral Area “F” of the Regional District to be maintained in a manner that does not interfere with the future expansion and development of the City beyond the term of this Plan.*

### **8.2 Boundary Adjustment Objective**

*Council has the following objective for Boundary Adjustment:*

- a. To accommodate the projected rate of growth and development of 4% or less over the term of this Plan within current municipal boundaries.*

### **8.3 Boundary Adjustment Policies**

- a. Council will maintain the City’s current municipal boundaries for the term of this Plan.*
- b. Notwithstanding policy 8.3a., Council may contemplate and subsequently implement an extension of the City boundaries under the following circumstances.*
  - i. If the rate of growth is, or is projected to exceed, a rate of 4% per annum;*
  - ii. if Council is satisfied that there is a shortage of readily developable land within the City; and/or,*
  - iii. to include new lands adjacent to the Shuswap River formed by the process of accretion.*

- c.** *Council will cooperate with the Regional District in maintaining those lands to be west of current boundaries with rural uses, densities and configurations that do not encumber the future expansion and development of the City.*

---

## **SECTION 9 – RESIDENTIAL LANDS**

### **9.1 Discussion**

*The underlying goals of the Community Plan, with respect to residential land uses, are to: provide a range of residential land uses sufficient in area and type; to ensure they are well serviced; to ensure that they are developed with a form and character that preserves or enhances the identity and heritage of the City; and to ensure that housing is accessible and affordable to all residents of the City.*

*The majority of the City's land base is designated for low density residential development. There are currently large tracts of undeveloped land on the Knoll, and pockets of under-developed land throughout the community. It is anticipated that all designated residential areas will be needed to accommodate future residents and should be retained for the future. There also exist several opportunities to increase density and promote infill of the older residential parts of the community. This is a strong planning philosophy for efficient use of land and is consistent with "Smart Planning" principles. Smart planning is essentially the opposite of sprawl: compact, higher density communities where cars aren't necessarily needed to get to work, shopping, school and recreational opportunities that are within walking distance. Smart planning also promotes development of a variety of housing choices. Some objectives and policies for achieving smart developments are needed for Enderby as the cost of sprawl is increasing the tax load on residents in all areas (increased kilometers of roads, sewer and water lines, maintenance etc.)*

#### **a. Multi-Family Developments**

*Increasing density for multi-family developments is a smart planning option. Provided that good design parameters integrate new multi-family developments with the surrounding neighborhood, provide adequate open space and encourage pedestrian friendly settings, some increase in density should be acceptable to residents of Enderby. This increase in density does not have to be accommodated in high rises or apartment blocks, a modest increase can be achieved by allowing for 2, 3 and 4 dwelling unit developments that project a low density appearance. The increase in density does not have to look like apartments. However, in order to make an increase in density acceptable to the community, the residents must be involved in the creation of some design criteria and location requirements. In other words, what will it look like and where will it be? It is also important to have neighborhood input on any proposal for increased density on a case by case basis.*

*Increases in density are related to another very important part of residential land use, which is the provision of affordable housing. Council must have policies in the OCP that encourage development of affordable housing. This type of housing*

---

*can take the form of housing for seniors, secondary suites, boarding homes and assisted living facilities, to name a few. Also, allowing multi-family developments in some areas can provide affordable housing by increasing the number of available dwelling units in a community. Council has incorporated regulations for encouraging affordable seniors housing in the R3 zone and this should be maintained and if possible, strengthened.*

**b. *Secondary Suites***

*Currently, two family dwellings are allowed in the R.2 and R.3 zones. Two-family dwellings have much higher building code standards than secondary suites and are therefore more expensive to provide legally. There are no provisions for legal secondary suites in Enderby, but there are in other communities such as Armstrong. While having a supply of affordable housing is important, they must fit into the neighbourhood, supply enough parking and they must be safe and healthy for residents to occupy. It is assumed there exist several illegal suites that do not meet the minimum requirements for health and safety as outlined in the building code. Any programs to legalize suites must consider health and safety issues. Also, there are questions as to equity (paying for services such as water, sewer etc).*

*As legal and safe secondary suites can help increase the supply of affordable housing, Council should consider a program that includes new regulations, and both incentives and enforcement actions to have suites legalized. The Heritage Conservation Area currently has provisions for residents to enter into a Heritage Revitalisation Agreement with Council. These agreements can allow certain types of land use that are not currently permitted in that zone in exchange for preservation or improvement of a heritage building. This should also be considered an important tool that can achieve two important objectives, heritage preservation and affordable housing.*

**c. *Knoll Future residential Area***

*Although the concept of a Knoll Comprehensive community may be slightly before its time, the philosophy behind it is robust and should be maintained in the OCP. By creating a complete community on the Knoll, including residential, commercial and institutional, and alternative means of transportation, including bikeway and walking paths, Enderby could provide a real life smart planning example of sustainable community planning. It is recognized this area can also provide an opportunity to increase the market supply of higher end homes in the City. Some of these developments could take place on larger residential lots that maintain existing natural vegetation and capitalize on the panoramic views of the surrounding valley.*

---

## 9.2 Residential Land Use Objectives

*Council has the following objectives for Residential land use:*

- a. To provide a balance of residential housing types that will allow for the orderly, efficient, attractive and sustainable development being contained in the Knoll (see Section 10) and with some new designations in established areas.*
- b. To promote residential development that is safe, clean, well serviced and aesthetically creates, compliments or enhances the form and character, and/or heritage of local neighbourhoods.*
- c. To encourage and support residential development that is innovative in design, construction and urban form.*
- d. To secure, where appropriate, amenities and affordable or special needs housing for the benefit of the community.*
- e. Develop a set of smart planning criteria for Enderby that can be used in evaluating new proposals for residential development. (B/L 1336/04)*
- f. Develop policies that promote the legalization of secondary suites in the City. The premise is that suites should be allowed anywhere, subject to meeting certain criteria. (B/L 1336/04)*

## 9.3 Residential Land Use Policies

- a. Council will initiate a Secondary Suite Implementation plan similar to that undertaken by the City of Armstrong. The objective of this initiative is to ensure a supply of safe, affordable housing that pays its fair share for services and is respectful to existing neighborhoods. Elements of the plan should include incentives, public participation, flexibility, “grace” periods and bylaw enforcement.*
- b. Multi-Family residential development shall be permitted, subject to successful rezoning applications, in neighborhood areas 1, 2, 8, and 9 as indicated on the 2003 Survey Map and Schedule “B”. This excludes commercial lands in those areas. Existing Medium Density designations in other neighborhood areas are to be maintained and applications will be considered on their own merits.*
- c. Council will consider the following “smart planning” development criteria to evaluate future applications for multi-family residential developments. New developments should:*

- *promote compact and walkable neighborhoods and towns,*
- *concentrate new growth into existing areas and not “leap frog” to areas on the fringe,*
- *include consideration of mixed uses zones,*
- *enhance the range of housing options,*
- *have a linkage to public transit and / or other transportation options*
- *integrate stormwater management with stream corridor and riparian area protection strategies,*
- *reduce the overall amount of impervious surfaces, while maximizing the use of public open space as rain-water catchment areas,*
- *preserve and link greenways, open spaces, farmland and environmentally sensitive areas.*

*New development should NOT encourage urban sprawl. Sprawl is defined as “scattered, untimely, poorly planned development that occurs in urban fringe and rural areas and frequently invades lands important for environmental and natural resource protection.”*

*(adapted from Smart Growth BC Planning Toolkit, 2001.)*

*(B/L 1336/04)*

- d. Residential designations shown on the Land Use Designation Map (Schedule “B”) is policy of Council and includes the following:*
- Residential Low Density (1 to 20 units/ha/gross)*
  - Residential Medium Density (20 to 50 units/ha/gross)*
- e. The designation of Country Residential shown on the Land Use Designation Map (Schedule “B”) is the policy of Council and has been applied to those lands deemed unsuitable for the permitted densities of Residential Low Density or higher based upon hazards to development, servicing costs, access problems and visual impacts arising from steep topography, and/or a surrounding land use context which is best suited to rural densities for development.*
- f. Except as permitted elsewhere in this Bylaw, Residential Low Density development of 1 – 20 units per hectare (1- 8 units per acre) shall consist of one and two family dwellings only. Rezoning to permit duplex units should generally follow the ratio of single family dwelling to duplex dwellings of 12:1.*
- g. Residential Medium Density development, 20 – 50 units per hectare (9 – 20 units per acre), shall be permitted in those areas designated as such on Schedule “B” including the Knoll Core Comprehensive Development Area, and such development should be integrated with low density development in a form and to standards that blends with and complements one and two family neighbourhoods.*

- 
- h. Housing for the community's seniors within the Medium Density Residential designation to a maximum of 15% of the total allowable dwelling units will be permitted without being included in the density calculation.*
- i. Pursuant to Section 904 of Local Government Act, Council may apply a bonus density for residential designations without amendment to this Plan where an application for amendment to the Zoning Bylaw proposes the following community or site amenities: (B/L 1336/04)*
- i. Dedication of park land suitable to the Council over and above the 5% required pursuant to Section 941 of the Local Government Act, where their location conforms to the Parks, Open Space and Trails Plan shown on Schedule "C". (B/L 1336/04)*
  - ii. Provision of 'Greenways' where their location conforms to the Parks, Open Space and Trails Plan illustrated on Schedule "C".*
  - iii. Long-term security and management of significant areas of mature, natural vegetation where these have been identified by environmental agencies.*
  - iv. The maintenance of substantial buffer zones adjacent to major roads identified on Schedule "C".*
- j. Pursuant to Section 904 of the Local Government Act, the Council may apply a bonus density for residential designations without amendment to this Plan where an application for amendment to the Zoning Bylaw proposes the provision of affordable or special needs housing. (B/L 1336/04)*
- k. Where possible, all new residential development should be buffered from major roads and industrial-commercial development by the use of landscape screens, increased setbacks, and suitable road and lot design.*
- l. Pedestrian walkways and Bicycleways should be provided in all new subdivisions where necessary to provide access to school, park, or commercial facilities and to ensure continuity in overall pedestrian traffic movement.*
- m. Council encourages and supports innovative and creative design and development in new residential areas.*
- n. Council encourages the infill of vacant parcels within existing residential areas.*
- o. All residential development proposed for Knoll Core Comprehensive Development Area shall also be subject to the policies of this designation.*
- p. Subsequent to adoption, Council may amend this Bylaw to create a Development Permit Area for all multi-family residential development in order to regulate form and character.*

---

## **SECTION 10 – KNOLL CORE COMPREHENSIVE DEVELOPMENT AREA**

### **10.2 Discussion**

*The Knoll area has been established as the primary area of future residential development within the City within the term of this Plan. In addition to the designations on Schedule “B” that establish Low Density Residential areas on the Knoll, the Knoll Core Comprehensive Development Area has been designated. The intent is to provide for a mixed-use and balanced core area for the Knoll that incorporates commercial lands, the development of housing above commercial establishments, the development of medium density housing around and throughout this core, the creation of a parks, open space and trail network that includes civic spaces and linkages across the Knoll area, and the potential integration of local institutional uses.*

*The Knoll Core Comprehensive Development Area allows this mixed use area to be developed with flexibility and creativity. The designation will be used through the rezoning approval process with a Comprehensive Development Zone that requires the submission of a comprehensive plan, which must satisfy policy guidelines. Design and development guidelines for this designation will be developed as a separate document from this Bylaw, and Council will refer to these guidelines in negotiating the designation of use, density and other matters that relate to the form and character of development and the provision of amenities.*

*In addition, density bonusing provisions and the potential for future designation of Development Permit Areas for commercial and multi-family residential housing can further establish flexibility and control in the development of the Knoll. Taken together these regulatory devices can ensure that the Knoll neighbourhood can develop with a strong identity and character which is healthy and sustainable, and become an asset and amenity to the City.*

### **10.2 Knoll Core Comprehensive Development Area Objectives**

*Council has the following objectives for the Knoll Core Comprehensive Development Area designation:*

- a. To create a neighbourhood core for the Knoll area that is unique and identifiable in form and character, focusing on a mix of residential, commercial and other compatible uses that serves primarily a local need within small village theme.*
- b. To promote the creation of a core that is oriented to the pedestrian, creates a more sustainable urban form, promotes residential security and social interaction.*
- c. To encourage innovative and creative development and architecture that creates a unique and identifiable community character.*

- 
- d. *To promote an integrated parks, open space and trail network to include civic spaces and 'Greenways' with connections to the rest of the Knoll area.*

### **10.3 Knoll Core Comprehensive Development Area Policies**

- a. *For the Knoll Core Comprehensive Development Area designation on the Land Use Designation Map (Schedule "B")*
- b. *Development proposals in the area designated as the Knoll Core Comprehensive Development Area on Schedule "B" will be implemented by way of a comprehensive amendment to the Zoning Bylaw.*
- c. *Residential development within the Knoll Core Comprehensive Development Area designation area shown on Schedule "B" may be permitted at gross densities of 20 to 50 units per ha.*
- d. *Housing for the community's seniors within this designation to a maximum of 15% of the total allowable dwelling units will be permitted without being included in the density calculation.*
- e. *Pursuant to Section 904 of the Local Government Act, Council may apply a bonus density for residential development within this designation without amendment to this Plan where an application for amendment to the Zoning Bylaw proposes the following community or site amenities: (B/L 1336/04)*
- i. *Dedication of park land suitable to the Council over and above the 5% required pursuant to Section 941 of the Local Government Act, where their location conforms to the Parks, Open Space and Trails Plan shown on Schedule "C". (B/L 1336/04)*
  - ii. *Provision of 'Greenways' where their location conforms to the Parks, Open Space and Trails Plan illustrated on Schedule "C".*
  - iii. *Provision of civic squares and commons where they conform to the Parks, Open Space and Trails Plan illustrated on Schedule "C", and the "Knoll Core Design and Development Guidelines".*
  - iv. *Long-term security and management of significant areas of mature, natural vegetation where these have been identified by environmental agencies.*
  - v. *The maintenance of substantial buffer zones adjacent to major roads identified on Schedule "C".*
- f. *Pursuant to Section 904 of the Local Government Act, the Council may apply a bonus density for residential designations without amendment to this Plan where an application for amendment to the Zoning Bylaw proposes the provision of affordable or special needs housing. (B/L 1336/04)*

- g.** *Commercial development should occur only in an area within 75 metres of the Francis Street to Gunter-Ellison Major Road designation as shown on Schedule "C"; should be limited to the ground floor of the building; and, shall be limited to the uses permitted in the General Commercial Zone (C.1) excluding, "hotels" and "motels", of the Zoning Bylaw.*
- h.** *Council encourages applications for "split zoning" for residential use above ground floor commercial uses and each residential unit located above commercial establishment shall represent ½ unit for calculating residential density provisions.*
- i.** *Notwithstanding other provisions in this Bylaw, residential and commercial uses in the Knoll Core Comprehensive Development Area shall be limited to those permitted in the Residential Apartment and Multi-Family Zone (R.3) and General Commercial Zone (C.1), excluding "hotels" and "motels", of the Zoning Bylaw.*
- j.** *Council will prepare "Knoll Core Area Design and Development Guidelines" and will use this to assist in evaluating development proposals for this designation.*
- k.** *All development within the Knoll Core Comprehensive Development Area shall also comply with objectives and policies set out in the applicable designations of this bylaw.*

---

## **SECTION 11 – COMMERCIAL LANDS**

### **11.1 Discussion**

*Since the last OCP review in 1995 there have been several positive changes regarding commercial lands in Enderby. The downtown is still vibrant and strong and has a “small town” sense of place. There are new developments and expansion of existing businesses that have increased the level of goods and services available in the community. Existing businesses have remained in the community and upgraded to newer and larger locations. Despite these positive changes, there is more Council could be doing to encourage commercial developments to locate here and for existing ones to remain.*

*Some of the strengths of this community are its unique heritage character, easy access from the highway, proximity to recreational amenities and resorts, and the lack of strip malls, big box retailers and major chain stores. Locally owned and operated businesses do well in this City and it provides a charm that is disappearing in other Okanagan communities. This fact has been discussed by previous councils with members of the local business community (Marketing Enderby Seminar, 1999). If Enderby is to continue to get stronger economically, it must focus and capitalize on the elements that make it different from other places in the valley.*

#### **a. Commercial Design Guidelines**

*The current OCP contains policies that encourage council to create Development Permit Criteria for commercial developments within the City. Some work was done on this project after the Heritage Conservation Areas was adopted in 1999 but it was deferred until the OCP review, which was to occur in 2000-2001. The idea of design guidelines was discussed at Economic Development Seminar back in October of 1999 and a follow up session in February 2000. The concept of design guidelines, similar to those in the City of Nelson, was generally supported by those in attendance. The idea was that Enderby could look to its past for its future and capitalize on its heritage character.*

*The concept of creating a Development Permit Area would allow Council to establish some general design criteria to which all commercial lands would have to adhere during new construction, additions or alterations. These guidelines need not be restrictive, but open and flexible to ensure creativity and individuality while still projecting some heritage character. This would provide some consistency while still encouraging creative differences. The survey that was conducted in the spring of 2003 indicated that the majority of residents in Enderby would like to see some form of design guidelines in place to ensure the heritage character of the city is respected and complemented through new developments.*

---

**b. Commercial Zoning**

*The zoning bylaw divides commercial properties into General Commercial, Highway & Tourist Commercial and Service Commercial. These three categories provide for various land uses at different locations within the City. The idea is to reduce potential conflict between incompatible commercial uses and promote locating those that can contribute to other commercial ventures around them. This helps develop a critical mass of symbiotic businesses in a close proximity to each other. It also levels the playing field for other commercial ventures by keeping land prices more consistent.*

*Any process of designating areas for the three types of commercial land use must take the following important factors into consideration:*

- *In order to promote a strong downtown core it is important to limit the areas where general commercial development occurs.*
- *In order to have enough land in the future to attract highway traffic, it is important to maintain the existing highway and tourist commercial designations.*
- *Council should not consider setting non-commercial land aside to accommodate “big box” retail outlets as these weaken existing commercial areas by pulling customers away from several business to do one stop shopping for convenience.*

*There have been some changes to the zoning bylaw in terms of commercial zones and permitted uses since the last plan review. Most of these changes have been application based and have allowed additional permitted uses in the downtown such as bottle depots, and allowing the retail sales of beer and wine. The City also initiated an amendment to allow the municipality to collect a fee for parking spaces where they can not be provided on site during redevelopment.*

**c. Minimum Lot Size in the downtown commercial core**

*Another commercial land issue relates to the minimum parcel size of general commercial zoned properties. There have been inquiries regarding reducing the minimum lot size requirement in the downtown core to allow for more efficient commercial land development. The argument is that smaller parcels cost less and are therefore more attractive to new businesses. Smaller minimum parcel size would also reduce the impact of non-conforming status if any buildings were to be destroyed by fire or deteriorate due to old age.*

*A preliminary examination of minimum lot sizes in the General (or downtown) Commercial Zones of various areas is presented below:*

<i>Community</i>	<i>Lot frontage</i>	<i>Lot area</i>	<i>% coverage</i>
<i>Enderby</i>	<i>10 m</i>	<i>450 m<sup>2</sup></i>	<i>90 %<sub>1</sub></i>
<i>Armstrong</i>	<i>15 m</i>	<i>450 m<sup>2</sup></i>	<i>50 %</i>
<i>Salmon Arm</i>	<i>10 m</i>	<i>300 m<sup>2</sup></i>	<i>100 %</i>
<i>Nelson</i>	<i>10% of perimeter</i>	<i>232 m<sup>2</sup></i>	<i>90 %</i>
<i>Vernon</i>	<i>7 m</i>	<i>200 m<sup>2</sup></i>	<i>5.0 fsr<sub>2</sub></i>

*Notes:*

- 1. Downtown Core east of highway allows 90% coverage, other areas are 60%*
- 2. fsr = floor space ratio (ratio of total floor area to lot size)*

*Based on the information in the above table, reduction in the minimum parcel size is workable, especially if Council retains the pay for parking provisions in the zoning bylaw.*

*(B/L 1336/04)*

## **11.2 Commercial Land Use Objectives**

*Council has the following objectives for Commercial land use:*

- a. To ensure that the downtown core remains the focus of future commercial development in the City, and that such development preserves or enhances its unique form, character and heritage.*
- b. To establish a Development Permit Area for all commercial designations in the City in order to regulate the form and character of development.*
- c. To support the ongoing revitalization program for the downtown.*
- d. To ensure that new general commercial development outside of the downtown be limited to the Knoll Core and proceed within the objectives and policies set out in that designation (Section 10).*
- e. To support new and innovative ways to revitalize the downtown core, including a reduction in the minimum lot size in the General Commercial Zone and its effect on parking.*

*(B/L 1336/04)*

---

### 11.3 Commercial Land Use Policies

- a. Commercial designations on the Land Use Designation Map (Schedule “B”) is policy of Council and include the following:*
- General Commercial*
  - Highway & Tourist Commercial*
  - Service Commercial*
- b. Service Commercial designation are extended to include the northern portion of the General Industrial area to the east of the rail road tracks as shown on Schedule “B”.*
- c. In order to maintain the viability of the downtown commercial core, General Commercial zoning will not be permitted outside the area designated as General Commercial on the Plan with the exception of the area designated as Knoll Core Comprehensive Development Area on Schedule “B” in accordance with the policies set out in that designation.*
- d. Council encourages and supports creative and innovative infilling, development, redevelopment and renovation of existing buildings in order to maintain a strong focus of commercial activity in the downtown core.*
- e. Subsequent to adoption, Council may amend this Bylaw to create a Development Permit Area for all commercial development in order to regulate form and character.*
- f. Council does not support the concept of commercial “spot zoning”.*  
*(B/L 1336/04)*
- g. After adoption of this plan, Council will undertake a Zoning Bylaw Amendment process to reduce the minimum parcel size in the General Commercial Zone. The intent is to promote downtown revitalization by having lots similar in size to those found in the downtown areas of Vernon and Nelson. This process will include an analysis on the impact to parking in the downtown.*  
*(B/L 1336/04)*

---

## **SECTION 12 – INDUSTRIAL LANDS**

### **12.1 Discussion**

*Industrial lands play a vital role in the economy. The jobs are usually higher paying than the service industry and provide several economic spin-offs for other business through the supply system. Industrial lands are also tax generators for local government. There has been very little industrial development since the last OCP review. Only a few new developments have occurred on Industrial lands in the City and only one property has been re-designated and rezoned to industrial (old Highways Maintenance yard on Old Vernon Street). There are still a number of vacant or under-utilized industrial lands that are appropriately zoned. This land base should be respected and kept available for future options despite pressure to convert the land to other uses. It is anticipated that there will be a shortage of industrial land throughout the valley as the population continues to grow and residential areas expand.*

*(B/L 1336/04)*

*In order to support the environmental and social objectives established in this Plan, the objectives and policies emphasize that future industrial development promote clean, labour intensive, non-polluting industries with strong economic multipliers to benefit the whole business community.*

### **12.2 Industrial Land Use Objectives**

*Council has the following objectives for Industrial land use designations:*

- a. To maintain an adequate stock of developable Industrial Lands to meet projected demand for the time-frame of this Community Plan.*
- b. To encourage and support industries that are minimal polluters of the environment, provide local and sustainable employment for residents of the City, and are aesthetically pleasing.*

### **12.3 Industrial Land Use Policies**

- a. Industrial designation on the Land Use Designation Map (Schedule “B”) is policy of Council and include the following:*
  - Light Industrial*
  - General Industrial*
  - Industrial Park*
- b. Council will endeavour to maintain an adequate supply of Industrial Lands within the City to meet the projected demands over the time-frame of this Plan.*

- c. Council will coordinate with the Regional District to ensure that industrial uses least compatible with urban densities and situations are situated in rural areas.*
- d. Subsequent to adoption, Council may amend this Bylaw to create a Development Permit Area for all industrial development for the protection of the natural environment and in order to regulate form and character.*
- e. Council recognizes that there may be locations suitable for future sand and gravel extraction within the City, and, if identified, Council will have due regard for these resource values when considering a land development proposal within the general vicinity.*
- f. All mining and mineral exploration activities will be subject to the Mines Act and Mineral Tenure Act through application to the Ministry of Energy, Mines and Petroleum Resources.*

---

## **SECTION 13 – INSTITUTIONAL LANDS**

### **13.1 Discussion**

*Enderby accommodates a range of institutional uses ('public' on the previous community plan map) including two schools, hospital, City of Enderby Hall, the Drill Hall, other public halls, churches, and rest homes. For convenience, the City's works yard, sewage treatment plant and reservoir lands are included in this designation. Schedule "B" does not designate for future institutional uses with the exception of a new school site. Any new institutions would require the standard procedure of rezoning approval and will be considered on the basis of the guidelines set out in the policies (below).*

*Section 881 of the Local Government Act mandates that objectives and policies for school facilities within the Municipality be included in community plans. The School Board intends to acquire a site for a new elementary school within Enderby. They require a 5 to 8 acre site to build a school with a capacity of 400 and are interested in a joint park/school facility. A site has been designated on Schedule "B" and as well it has been indicated on Schedule "C" in order that it may integrate with the Parks, Open Space and Trail Network Plan. (B/L 1336/04)*

*The old drill hall in the south end of town is both a heritage and physical resource to the City and its citizens. It may still be possible to go ahead with the renovations in order to update this facility.*

### **13.2 Institutional Land Use Objectives**

*Council has the following objectives with regard to Institutional land uses:*

- a. To ensure that institutional uses are located where they will best serve the needs of area residents.*
- b. To cooperate with the Shuswap School District in locating and developing a new school site.*

### **13.3 Institutional Land Use Policies**

- a. Institutional designations on the Land Use Designation Map (Schedule "B") are the policy of Council and entail those uses established in the Assembly, Civic and Public Service Zone (Section 901) of the Zoning Bylaw.*
- b. When considering a rezoning application for institutional uses, Council will review the following criteria:*
  - i. The site should be suitable for the intended use.*

- 
- ii. The intended use should not conflict with adjacent land uses, which should be determined through public input and hearings.*
  - iii. The intended use should be fully serviced with community water and sewer servicing as per the City of Enderby Subdivision Servicing Bylaw.*
  - iv. The facility should be located where it best serves the need of patrons.*
- 
- c. Council supports the site designation as shown on Schedule "B" and rezoning for a new elementary school in the Knoll area in consultation and full cooperation with the Shuswap School District No. 89*
  - d. Concurrent with other policies in this Section, Council supports the combination of parks and open space with school facilities to allow the joint use of facilities.*
  - e. Council considers that some new institutional uses in proximity to, or within, the Knoll Core Comprehensive Development Area designation may be appropriate as part of local facilities for the Knoll area.*
  - f. Council considers that renovations would be appropriate for the Old Drill Hall to allow for its continued use as a multi-purpose community hall.*

---

## **SECTION 14 – AGRICULTURAL LANDS**

### **14.1 Discussion**

*Council supports the farming community within the City and in the surrounding region recognizing it as an integral and necessary part of local economics, heritage, future sustainability and is part of the Industrial Landscape. The City has two significant areas and a few smaller parcels of land within the Provincial Agricultural Land Reserve (ALR) the boundaries of which are indicated on Schedule “B”. The ALR is under the jurisdiction of the Provincial Agricultural Land Commission which has the mandate to protect farm lands and operations in the ALR.*

*In summary, the portion of ALR land in the south-west corner of the City are: composed of generally poor soils (Class 4 & 5); are mainly uncultivated and under forest cover; and, are lands required to meet objectives and policies for future development in this Community Plan which are formulated with the broad community interest in mind.*

*In contrast that portion of the ALR in the north-east of the City lies in the Shuswap River floodplain and is composed of soils with a high capability for agriculture. The bulk of this land is, or has been, under cultivation. The ALC regards this as good agricultural land and would not be favourable to any request for exclusion from the ALR.*

### **14.2 Agricultural Land Use Objectives**

*Council has the following objectives for Agricultural land use:*

- a. To support the farming community within the City and in the surrounding region in recognition of the vital social, economic and environmental values that agriculture represents.*
- b. To support the exclusion of those lands currently in the Agricultural Land Reserve in the south-west portion of the City on the basis of broad community interest.*
- c. To support the continued protection of farm viability and maintenance of properties within the Agricultural Land Reserve directly to the west of the City with any planning for future expansion of the City’s boundaries.*

---

### 14.3 Rural Land Use

*Aside from lands designated for agricultural purposes, there are lands also set aside as rural with a designation of Country Residential (CR) which has a 2.0 hectare minimum parcel size. These lands have been designated "CR" for various reasons but mostly because of topography (steep slopes), and they are difficult and expensive to service to a residential standard. In 1994, The City contracted Stanley and Associates to undertake a future land use study of the areas west of the City. The study indicated that some areas could be developed to a residential standard but there would have to be several major improvements to services such as water systems and roads. The existing areas zoned or designated for residential development located where servicing is currently possible should be sufficient to handle growth in the medium to long term (10-15 years.)*

*Council must also reconsider its current OCP policies regarding boundary expansion. The current plan states that Council will not contemplate expanding the boundaries of the City unless the growth rates exceeds 4% per annum. This policy stands firm in the face of lower growth rates, adequate lands for development, policies for promoting infill and other smart planning principles.*  
(B/L 1336/04)

### 14.4 Rural Land Use Objectives

- a. *To continue to assess demand for residential property in relation to the existing supply to ensure that areas designated for residential development within the City limits are substantially developed before pursuing expansion of the boundaries or changing the designation of CR lands to residential.*

(B/L 1336/04)

### 14.5 Agricultural Land Use Policies

- a. *Agricultural lands are designated as Agricultural (AGR) on the Land Use Designation Map (Schedule "B") and is policy of Council.*
- b. *Council will support applications under Section 30(1) of the Agricultural Land Commission Act for exclusion of the properties listed below only on the condition that they are developed to urban residential densities with full servicing including water, sewer and roads. Council will require submission of a comprehensive pre-plan for the entire area before land use approvals will be granted. In addition, Council may require restrictive covenants to ensure the lands are developed according to this section. The properties are: Lot 1, Section 26/27, Township 18, Range 9, Meridian 6, District Lot 25, Plan 2298; Lot 1, Section 22, Township 18, Range 9, Meridian 6, District Lot 25, Plan 23727, Except that part designated as Agricultural (AGR) and shown generally on Schedule "B", and that part outside of City of Enderby Boundary; and Part NW ¼ (Portion Only) Section 23, Township 18, Range 9, Meridian 6, District Lot 25.*

(B/L 1336/04)

- c. Council will support an application under Section 30(1) of the Agricultural Land Commission Act to have those portions of the Agricultural Land Reserve identified as that portion of B83, Part ¼, Except Plan B6723 & 5097, Section 27, Township 18, Range 9, Meridian 6, District Lot 25, designated as Residential Medium Density as shown generally on Schedule "B", excluded from the Agricultural Land Reserve.*
- d. Council, in cooperation with the Regional District of North Okanagan, may initiate an application under Section 11(1) of the Agricultural Land Commission Act to have those portions of the Agricultural Land Reserve within the City and Regional District designated with a non-farm uses on Schedule "B", with the exception of Tuey Park, that have accreted naturally, excluded from the Agricultural Land Reserve.*
- e. Council will continue to support the preservation of agriculture on lands in the north east portion of the City and on all other properties in the Agriculture Land Reserve heretofore unmentioned in this Section and shown on Schedule "B".*
- f. Council will evaluate and assess applications for development adjacent or in proximity to agricultural lands with consideration to the compatibility of uses, densities and will seek to minimize potential conflicts between neighbours and farm operations through day-to-day decisions and policies.*

---

## **SECTION 15 – FLOODPLAIN LANDS**

### **15.1 Discussion**

*A significant portion of the City lies within the 200 Year Floodplain (353.4 metres and below in south of the City, and 352.95 metres and below in the north – shown on Schedule “C”). These are hazard lands susceptible to flooding and are established by the Provincial Ministry of Environment.*

*Council’s policies in the Zoning Bylaw provides protection against flooding and require that flood construction levels and setbacks regulations meet current provincial standards.*

### **15.2 Floodplain Lands Objectives**

*Council has the following objectives for Floodplain lands:*

- a. To ensure the safety of citizens and protect development from the hazard of flooding in the designated 200 year floodplain through the application of regulatory standards and limiting the extent and density of development.*
- b. To recognize the Shuswap River flood plain as a unique and fragile ecosystem and to act to protect this through initiatives, regulatory standards and the support of sound land use planning.*

### **15.3 Floodplain Lands Policy**

- a. Council will review the Zoning Bylaw to ensure that flood-proofing standards for construction and setbacks are harmonized with those established by the Provincial Ministry of Environment.*

---

## **SECTION 16 – PARKS AND RECREATION**

### **16.1 Discussion**

*A parks and open space system – its extent, diversity, maintenance, vision and plan – is a strong expression and indicator of a community’s health, attitude and vibrancy. A key component of this Plan is the identification and designation of parks, open space and trails as well as recreational facilities required to meet the diverse community demands that vary from organized sports to passive activities in natural areas.*

*The main priorities addressed through the objectives and policies of this designation are:*

- *to identify future linkages to the City’s many pedestrian walkways and trails*
- *to develop a walkway/trail system that links the River walk to all parts of the City including the north end, the Knoll and the Gunter-Ellison area.*

*Revising and reconfirming the importance of parks priorities in the OCP provides another opportunity for Enderby to be proactive and implement some smart planning concepts such as:*

- *preserving and linking green ways, open spaces, farmland and environmentally sensitive areas*
- *reducing the overall amount of impervious surfaces, while maximizing the use of public open space as rain-water catchment areas*
- *Integrating storm water management with stream corridor and riparian area protection strategies*

*The issue of parks and trails were included in the survey that was distributed to Enderby residents with the 2003 tax notices. The majority of respondents were not willing to pay higher taxes to expand the pedestrian walkways, parks and trail services in the City. As such, other means must be utilized to have land dedicated for parks and trails during development. Council does have the ability to require 5% of land being developed to be dedicated to the City for park purposes during subdivision. Also, there may be funding available from senior levels of government to develop alternative transportation routes, such as bikeways.*

*(B/L 1336/04)*

*Fortune Parks and Recreation Commission (FPRC) administers and maintains the parks and facilities for the Enderby Sub-Region which includes the City. Schedule “C” indicates a Parks, Open Space and Trail Network for the City. This Network and the objectives and policies below have been formulated in consultation with FPRC.*

### **16.2 Parks and Recreation Objectives**

*Council has the following objectives for Parks and Recreation:*

- 
- a. *To ensure the provision and maintenance of parks, open space and trail lands and recreation opportunities sufficient to meet the recreation and leisure needs of all residents of the City Enderby.*
  - b. *To cooperate with Fortune Parks and Recreation Commission in the administration, maintenance and development of parks and recreation lands and facilities for the City of Enderby and the Sub-Region.*
  - c. *To designate a comprehensive Parks, Open Space and Trail Network for the City that provides linkages for pedestrians and cyclists between Enderby's parks and recreation opportunities, its residential neighbourhoods, the downtown core, the Knoll core and other significant sites.*
  - d. *To incorporate 'Greenways' and conservation of significant natural and open space features in order to provide wildlife travel corridors and habitat as part of the Parks, Open Space and Trails Network plan.*
  - e. *Update the OCP to reflect the Cycling Network as proposed by Stanley and Associates in 1998.* (B/L 1336/04)
  - f. *Investigate maintenance budget for existing trails systems and for upgrading of sidewalks.* (B/L 1336/04)

### 16.3 **Parks and Recreation Policies**

- a. *The Parks, Open Space and Trail Network shown on the Schedule "C": Parks, Major Roads and Development Permit Areas Map is policy of Council and includes the following components:*
  - ❑ **Neighbourhood Parks** – used primarily by local neighbourhood residents, with easy walking distance (800 metres or 1/2 of a mile), primarily for active play, and often combined with a school facility.
  - ❑ **Athletic Parks** – intended primarily (but not limited to) active, organized sports such as softball, baseball, soccer and other field sports.
  - ❑ **Commons** – part of the Knoll Core Area, a civic open space which functions as a combination of the Neighbourhood Park and Civic Square; and is intended to become an open space focal point for the Knoll Core Comprehensive Development Area.
  - ❑ **Tot Lots** – small parks (approx. the area of a standard residential lot) or a portion of a larger park containing play equipment and other facilities for children in a neighbourhood of known young families within approximately a 400 metre or 1/4 mile walking radius.
  - ❑ **Civic Square** – a small square in the Knoll Core area that is mainly used for passive refuge and social interaction.

- 
- **Natural/Open Space Areas** – areas that are maintained largely in their natural state, contain minimal facilities and serve as passive recreation and adventure areas.
    - **Greenways** – are natural corridors of approximately 30 metres that provide wildlife travel corridors and wildlife habitat in conjunction with passive recreation facilities such as walkways. They emphasize linkages between human development and natural areas.
    - **Walkway/Trails** – linear parks and trails, including the waterfront walkway, intended to provide linkages and alternative transportation routes between parks and recreation opportunities and other destinations inside and outside the City.
    - **Bicycleways** – paths separate from automobiles that provide an alternative transportation route for bicycles and other non-motorized traffic.
  
  - b. *Future development of those portions of the waterfront walkway shown on Schedule “C” and designated within the Agricultural Land Reserve will require application to the Agricultural Land Commission and will be reviewed on the basis of impacts to adjacent agricultural lands. Furthermore, such development will recognize the riparian rights of upland property owners.*
  
  - c. *Existing Parks are designated on the Land Use Designation Map (Schedule “B”) and is policy of Council.*
  
  - d. *Acquisition of land or money in lieu of land for parks and recreation purposes shall be acquired through one of the following manners:*
    - i. *Donation or purchase;*
    - ii. *the Fortune Parks and Recreation Districts Development Cost Charge Bylaw pursuant to Sections 935 and 936 and other relevant sections of the Local Government Act; or (B/L 1336/04)*
    - iii. *pursuant to Section 941 of the Local Government Act subject to the terms and conditions set out in this Section. (B/L 1336/04)*
  
  - e. *Pursuant to Section 941 of the Local Government Act, at the time of subdivision or development Council may acquire parkland or linear parkland, and Council shall determine whether the owner of land being subdivided or developed shall:*
    - i. *Provide without compensation, park land equivalent to 5% of the subject land as designated on the Parks, Open Space and Trail Network plan shown on Schedule “C”, or*
    - ii. *pay to the City of Enderby an amount that equals the market value of the land that may be required for park purposes, or*
    - iii. *provide a combination of land and cash to the satisfaction of Council.*

- 
- f. Pursuant to Sections 9 and 10 of this Bylaw, Council may apply a density bonus for residential development in order to acquire parkland and/or 'Greenways' in excess of the 5% provisions set out in this Section.*
  - g. Subsequent to the adoption of this Bylaw, Council, in cooperation with Fortune Parks and Recreation Commission, will review and may amend the Development Cost Charge Bylaw as set out in Section 19 of this Bylaw.*
  - h. Council, in cooperation with Fortune Parks and Recreation Commission and Shuswap School District No. 89, supports the development of joint school and park facility on and adjacent to the new reservoir site on the Knoll as indicated on Schedules "B" & "C".*
  - i. Council, in cooperation with Fortune Parks and Recreation Commission, supports ongoing maintenance and upgrading of existing parks and recreation facilities as required.*
  - j. Council, in cooperation with Fortune Parks and Recreation Commission, supports community involvement to assist in the design, development and maintenance of parks and recreation facilities and the programming of recreation activities.*
  - k. Council will establish a yearly maintenance budget specific to the upkeep of existing trails, walkways and sidewalk within the City. (B/L 1336/04)*
  - l. During this review of the OCP Council will include an update to Map Schedule "C" to reflect the proposed "Enderby Cycling Network" as prepared by Stanley and Associates in 1998. (B/L 1336/04)*
  - m. Council will obtain funding from senior levels of government to develop a system of trails and bikeways as indicated on Schedule "C". (B/L 1336/04)*

---

**SECTION 17 – DEVELOPMENT PERMIT AREAS****17.1 Discussion**

*Development Permits are a regulatory tool that facilitate the protection of natural areas within a municipality and control over the form and character of certain types of development. Pursuant to Section 919.1 of the Local Government Act, a community plan, may designate Development Permit Areas (DPA's) for the protection of the natural environment, protection of development from hazardous conditions, and/or for the establishment of objectives and the provision of guidelines for the form and character of commercial, industrial or multi-family residential development. In designating a DPA, the Plan must also justify the designation and establish guidelines respecting the manner by which the conditions will be alleviated and objectives of the guidelines for how the form and character will be achieved.* (B/L 1336/04)

*For the purposes of this Plan, Council is concerned with the immediate protection of the Shuswap River, and the intent to create DPA's for the form and character of development subsequent to the adoption of the Bylaw.*

**17.2 Development Permit Area Objectives**

*Council has the following objectives for Development Permit Areas:*

- a. To protect the environmentally sensitive natural areas adjacent to the Shuswap River against soil and habitat degradation and to maintain the water quality of the Shuswap River.*
- b. To protect development from natural hazards.*
- c. To regulate the form and character of commercial, industrial and/or multi-family residential development as is deemed necessary in the term of this Plan.*

**17.3 Development Permit Area Policies****A. General Policies** (B/L 1336/04)

- a. Design drawings for a Development Permit Application must conform with the regulations specified in the Zoning Bylaw or any other applicable bylaw or provincial statutes, and these design drawings should include:*

- i. a detailed, scaled landscape plan indicating how the landscaping will coordinate with existing developments in the area or the natural surroundings as well as the size and density of plantings, type and density of ground cover, and the dimensions of the landscape area;*
  - ii. a detailed, scaled development plan indicating the location and size of buildings, parking areas, fencing, outside lighting, as well as the size, design and location of any signs; and,*
  - iii. the building design showing the character of the building, exterior architectural details, building materials, and colours.*
- b. The City of Enderby may establish Development Permit Areas for the form and character of multi-family, commercial or industrial development as applications are received or an area is otherwise deemed to warrant such regulation by a Development Permit Area.*
  - c. Where new information is received concerning areas which may be hazardous or where the protection of the natural environment is required, the City of Enderby will consider designation of these areas within Development Permit Area.*

**B. *The Shuswap River – The Protection of the Natural Environment (B/L 1336/04)***

**a. *Definition***

*Herein, “Natural Boundary” is defined as the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the soil itself.*

**b. *Justification***

*The City of Enderby considers that the Shuswap River is environmentally sensitive to development and as such restrictions on the use of land within this area is justified. Council has the objective to protect the environmentally sensitive natural areas adjacent to the Shuswap River against soil and habitat degradation and to maintain the water quality of the Shuswap River.*

---

**c. Guidelines**

*All lands adjacent to the Shuswap River within a strip of 30 metres from the natural boundary as defined in this Section and shown on Schedule "C" are hereby designated as a Development Permit Area for the protection of the natural environment pursuant to Section 919.1(1)a. of the Local Government Act, and all new development, including alterations and additions, shall require a Development Permit prior to issuance of a Building Permit. On reviewing a Development Permit Application Council will consider the following guidelines:*

*(B/L 1336/04)*

- i. the area within 15 metres of the natural boundary of the Shuswap River should remain free of development except for fencing, trails, walkways and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural water course;*
- ii. there should be no filling or alteration of the shorezone of the Shuswap River or a tributary watercourse, or any construction within these areas, unless approvals have been obtained from appropriate Federal and Provincial agencies;*
- iii. natural vegetation and trees along the Shuswap River or a tributary watercourse should be maintained to provide shade for the water surface, bank stability and wildlife, fish or waterfowl habitat sufficient for species which frequent the area, and additional plantings may be required in localized areas to aid in erosion control;*
- iv. where it has been determined that soil conditions may not be suitable for dwellings a study of soil conditions should be undertaken to evaluate the suitability for the proposed use and/or to obtain site-specific development requirements to prevent soil degradation; and,*
- v. the stream corridor guidelines established within the "Land Development Guidelines for the Protection of Aquatic Habitats" (Ministry of Environment, Lands and Parks and Department of Fisheries and Oceans, 1992) in accord with Provincial regulations.*

**d. *Alleviating Development Permit Requirements***

*Pursuant to Section 919.1.4 of the Local Government Act, and with the approval of the Administrator, any construction of a building or structure can occur within the Development Permit Area without a Development Permit provided it is located a minimum of 15 metres from the natural boundary of the Shuswap River and will in no way alter or affect the river.*  
(B/L 1336/04)

**C. The Brickyard Road Industrial Park Development Area – Form and Character, Protection of Development from hazardous conditions (flooding), and Protection of the natural environment.**

**a. *Definition***

*Herein, the areas subject to the following provisions are those lands designated Industrial Park and located in the general area east of Brickyard Road, north of Bass Avenue and west of McGowan Street.*

**b. *Justification***

*The City of Enderby desires the form and character of Industrial development to project an appropriate visual image to Highway 97 and that same shall be developed in a manner that minimizes the risk from natural hazards such as flooding. Also, it is important that materials detrimental to water quality do not become deposited into the ground and ultimately the Shuswap River.*

**c. *Guidelines***

*All lands designated as Industrial Park and shown on Schedule “B” are hereby designated as a Development Permit Area for protection of development from hazardous conditions, for protection of the natural environment and for the form and character of development as per Section 919.1(1)a, b and f of the Local Government Act, and all new development, including alterations and additions, shall require a Development Permit prior to issuance of a Building Permit. On reviewing a Development Permit Application, Council will consider the following guidelines;*  
(B/L 1336/04)

**Protection of the Natural Environment:**

- i. *The area within 15 metres of the natural boundary of the Shuswap River should remain free of development except for fencing, trails, walkways and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural water course;*
- ii. *all development shall be connected to City water, sewer and storm water drainage systems. On site storm water management plans may also be required for parcels with large areas (above 3000 m<sup>2</sup>) of impervious surfaces (roof, parking areas).*
- iii. *impervious catch basins shall be required for all areas where chemical and fuel storage uses are proposed;*
- iv. *the provisions of the Shuswap River Development Permit Area shall also apply to lands within 30 metres of the natural boundary of the Shuswap River apply;*

**Protection of Development from Hazardous conditions:**

- v. *No buildings or foundations for buildings should be built within any area below the normal High Water Mark of the Shuswap River;*
- vi. *all development shall be in accordance with the Floodplain requirements of the Provincial Government;*
- vii. *the City of Enderby Council may require a Restrictive Covenant for development within the Floodplain to protect the City against claims for possible flood damage;*

**Form and Character of Industrial Development:**

- viii. *Vehicle parking should be encouraged at the rear or side of the building and should be in smaller clusters and screened from view with landscaping or natural vegetation while still maintaining site distances for safe access and egress;*
- ix. *low profile signage which employs natural materials such as wood, red brick and stone and is located in landscaped planter areas will be encouraged;*

- 
- x. *exterior design and finish should incorporate products which compliment the natural setting and adjacent land uses;*
  - xi. *all areas including boulevards not utilized for buildings, storage, parking or access shall be adequately landscaped to provide an attractive buffer;*
  - xii. *portions of the building(s) visible from the Highway shall contain architectural relief in the form of design features addressing varying roof lines, glazing, entrances, business specific signage, exterior finishes, etc.;*
  - xiii. *the provision of amenities for employees, such as indoor and outdoor lunch areas, bicycle racks, greenspace and skylights/windows in work areas are encouraged.*

**d. *Alleviating Development Permit Requirements***

*Pursuant to Section 919.1(4) of the Local Government Act, and with the approval of the Administrator, any additions or alterations to a building or structure can occur within the Development Permit area without a Development Permit provided the addition is not visible from Highway 97 or any other public road.*

*(B/L 1218) (B/L 1336/04)*

**D. *Multi-Family Development – Form and Character of Development***

- a. *Council has the objective of ensuring that multi-family development occurs in a manner that ensures aesthetic and architectural quality, and maintains the high quality of life that is integral to the experience of the place.*
- b. *All land designated as "Multi-Family Residential" on Schedule "B" is also designated as a Development Permit Area pursuant to Section 919.1 of the Local Government Act and all new development including alterations and additions shall require a Development Permit prior to issuance of a Building Permit. Upon reviewing a Development Permit application, Council will consider the following guidelines:*
  - i. *Larger buildings shall be designed in a manner where there is variety in the building form (i.e. not just a "big square box"), and located on the site so that they create positive public and semi-public spaces that integrate with surrounding development, natural areas and/or open space;*
  - ii. *outdoor storage areas and garbage containers should be screened with walls, fencing, hedging, planting, or other screening materials;*

- 
- iii. landscaping shall be provided along the property edge, between parking areas and roadways, between buildings and parking areas, and between potentially conflicting uses;*
  - iv. parking areas should be at the rear or sides of buildings, be broken into small groups with landscaped dividers and adequate lighting;*
  - v. natural open space, parks or walkways, including pedestrian and cycling circulation systems, should be incorporated into the overall design and should remain accessible to the general public;*
  - vi. details on water, sewer and stormwater management servicing as well as conceptual and land use plans for residential and other land uses shall be provided as part of the application; and,*
  - vii. affordable, special needs and rental housing is encouraged.*

**c. *Alleviating Development Permit Requirements***

*Pursuant to section 919.1 of the Local Government Act, within the Multi-Family Development Permit Area the following development proposals shall not require Development Permits at the discretion of the Administrator:*

- i. The erection of signs provided that the proposed sign conforms to the requirements of the City of Enderby Zoning Bylaw;*
- ii. subdivisions that are boundary adjustments, for consolidation, for park purposes, or those subdivisions where an environmental impact assessment has been undertaken to the satisfaction of the Approving Officer;*
- iii. minor alterations and additions, to buildings to the exterior of a building that do not change the siting, form and character of the development providing that they:*
  - conform with the City of Enderby Zoning Bylaw;*
  - harmonize with the existing and surrounding structures as determined by the Administrator; and,*
  - do not require additional parking stalls.*
- iv. construction, including alterations and additions, to accessory buildings; and,*
- v. minor changes to the design, finish or landscaping.*

---

**E. Commercial Development – Form and Character of Development**

**a. Definition:**

*Herein, all Commercial zoned properties within the City of Enderby are subject to the provisions listed below.*

**b. Justification:**

*The City of Enderby considers that Heritage character projected by heritage buildings and landscaping is vital to the City's economic and social well being and its sense of identity. Council has the objective to conserve, enhance and promote the unique heritage form and character of the City by regulating the design of all new commercial developments.*

**c. Guidelines:**

*All lands designated as Commercial are designated as Development Permit Areas pursuant to Section 919.1 of the Local Government Act. All new development including alterations and additions, or changes to signage shall require a Development Permit prior to issuance of a Building Permit. Upon reviewing a Development Permit application, Council will consider the following general guidelines as well as the general contribution to the City's Heritage character.*

- i. All construction including alterations, and/or additions, should in siting, massing and architectural character, detail and finish complement and reflect the heritage character of the City;*
- ii. use of variable building form and, where practical, smaller blocks that surround built or natural form. This specifically excludes monolithic "big box" stores and horizontally expansive strip malls;*
- iii. landscaping, ground cover and street furniture and lighting should reflect the heritage character of the City;*
- iv. provision of lane access, where practical, for servicing and customer ingress and egress;*
- v. the impact on the integrity and heritage value resulting from any proposed movement or demolition of a heritage building or structure;*
- vi. recommendations and comments based upon review by the Heritage Advisory Commission; and,*
- vii. the degree to which the proposed development, including signage, reflects the heritage values and characteristics of the City.*

*It should be noted that in cases where only signage or minor exterior renovations are proposed, a lesser fee may be charged for a “Minor” Development Permit subject to the Administrator’s approval. This “Minor” development permit will still require approval by Council. The rate for this permit will be established in the City of Enderby Fee for Services Bylaw.*

**d. *Alleviating Development Permit Requirements***

*Pursuant to Section 919.1 of the Local Government Act, and with the approval of the Administrator, any additions or alterations to a building or structure can occur within the Development Permit Area without a Development Permit provided;*

- i. the development is not highly visible from public roadways or public spaces and;*
- ii. does not require additional parking; and*
- iii. does not, in any way, conflict with the zoning bylaw or the Official Community Plan.*

*(B/L 1336/04)*

**17.4 *Heritage Alteration Permits***

**17.4.1 *Heritage Alteration Permits required in the Heritage Conservation Area***

*The City of Enderby deems it important to conserve, enhance and contribute to the Heritage character of development within the designated Heritage Conservation Area established under Section 6.4 of this Plan. Heritage Alteration permits provide council with a means to ensure that design guidelines respecting heritage values and characteristics are incorporated into any development within the Heritage Conservation Area. This section outlines the general guidelines for achieving the Heritage Objectives of Section 6.4. The attached Schedule “D” entitled “Residential Building Design Guidelines” provides more detail descriptions of design elements that define and contribute to the heritage value and characteristics of the Heritage Conservation Area.*

**17.4.2 *Heritage Alteration Permit Objectives***

- a) To conserve Heritage values and characteristics of buildings, structures and landscaping within the Heritage Conservation Area that are representative of the City's unique economic, social, natural and institutional history, through guidelines reviewed in this Section and the attached Schedule “D” entitled “Residential Building Design Guidelines”.*
- b) To facilitate the Implementation of objectives of the Heritage Conservation Area.*

---

**17.4.3 Delegation of Authority to Issue Heritage Alteration Permits:**

- a) Pursuant to Section 972 of the Local Government Act, Council hereby designates the authority to issue Heritage Alteration Permits to the Administrator, who may refer the application to the Heritage Commission and/or Council for comment or for a decision in the in the case of a disagreement with the property owner.  
(B/L 1336/04)

**17.4.4 Heritage Alteration Permit Guidelines:**

All lands within the designated Heritage Conservation Area identified in Section 6.4 and shown on Schedule "C" of the Plan are subject to the general guidelines of this section and attached Schedule "D" entitled "Residential Building Design Guidelines".

Pursuant to Section 971 of the Local Government Act, an owner of a property must not do any of the following without a Heritage Alteration Permit (HAP). (B/L 1336/04)

- i. Subdivide the property
- ii. Construct an addition or a new building
- iii. Make substantial exterior alterations (such as changing the siding material or roof lines)
- iv. Demolish buildings or structures

Upon receiving a Heritage Alteration Permit application, the Administrator will consider the following general guidelines as well as the contribution to the heritage character of the area as determined by Schedule "D" entitled "Residential Building Design Guidelines".

**a. General Guidelines**

- i. Design drawings for Heritage Alteration Permit Application should conform with the regulations specified in the Zoning Bylaw and/or any other applicable bylaw or Provincial statute and these drawings should include:
  - 1. a landscape plan indicating how the landscaping will co-ordinate with existing heritage developments in the area and/or the natural surroundings;
  - 2. a scaled development plan indicating the scope of alterations, location and size of buildings, parking areas, and fencing;
  - 3. the alteration design showing the heritage character of the building, architectural massing and character, building materials and finish.

- 
- ii. *All construction including alterations, and/or additions, should in siting, massing and architectural character, detail and finish compliment and reflect the original design of heritage buildings on site.*
  - iii. *A report outlining the impact on the integrity and heritage value resulting from any proposed movement or demolition of a heritage building may be required.*
  - iv. *Recommendations and comments based upon review by the Heritage Advisory Commission should be incorporated into the design if possible.*

**b. *Alleviating Heritage Alteration Permit Requirements***

*Pursuant to Section 970.1(3)(a) of the Local Government Act, and with the approval of the Administrator, additions or alterations to a building or structure can occur within the Heritage Conservation Area without a Heritage Alteration Permit provided those changes are:* (B/L 1336/04)

- i. *Minor alteration to the exterior of a building or structure that do not alter the heritage character or deviate from the original heritage design of the building or structure; and/or,*
- ii. *Interior renovations to a building , and/or*
- iii. *Painting the exterior of any building, and/or*
- iv. *Removal of trees or alteration of landscaping, and/or*
- v. *Re-roofing or replacing of windows or doors, and/or*
- vi. *Minor Changes not visible from a public street.*

(B/L 1256/99)

---

**SECTION 17.5 – TEMPORARY COMMERCIAL & INDUSTRIAL PERMITS**

**17.5.1a)** *Council may issue Temporary Commercial & Industrial Permits in the following areas shown on the Land Use Designation Map (Schedule “B”) of the City of Enderby Official Community Plan Bylaw 1171:*

- *Service Commercial*
- *Light Industrial*
- *General Industrial*
- *Industrial Park*

*and in the case of Lot A, Plan 35976 within the City of Enderby.*

**b)** *The Permit may be issued only under the following conditions:*

- *no negative impacts on lands in the vicinity*
- *no significant increases in the demand for transportation, utility or other community services*
- *no permanent alteration of the subject site*
- *compliance with all of the conditions specified by Council as a condition of issuance of the Permit.*

*(B/L 1215/97)*

---

**SECTION 18 – TRANSPORTATION NETWORK****18.1 Discussion**

*The following discussion is divided as follows: Highways; Major Road Networks; Highway and Major Road Issues; Alternative Transportation; and Objectives. These are indicated on Schedule “C” of the current OCP.*

**a. Highways**

*The City of Enderby is served by Highway No. 97A, an arterial, controlled access highway which occupies George Street in the City and which connects Salmon Arm, Revelstoke and the Trans Canada Highway with the major Okanagan cities to the south. The Ministry of Transportation (MoT) has a goal to increase Highway No. 97A to four lanes. One option is a proposed "twin" of Highway No. 97A with the two south-bound lanes on the existing highway and two north-bound along Vernon Road and Maud Street. The justification for twinning is reduced costs. There are other conceptual options such as a by-pass of the City or adding a third lane on the existing highway. The previous Council informed MoT that the preferred long-term option was to bypass the City, but supported development of a third lane in the interim.*

**b. Major Road Networks**

*The major road network is designated in order to protect traffic corridors required to serve the future needs of Enderby and the surrounding District and was arrived at in consultation with MoT. The right-of-way requirement is 20 metres, which is protected when any new subdivision or building permit is required. The current OCP map (Schedule "B") indicates the following major roads:*

**i. Bass Avenue**

*Extends along the existing road allowance for Bass Avenue from the Shuswap River in the east directly west across Highway 97A to West Enderby Road. The 'jog' at the latter intersection is necessary to achieve adequate centre-to-centre distance (minimum 40 metres) from the intersection of Northern Avenue and West Enderby. Since the time of the last OCP, it has been determined that crossing the highway at Bass Avenue may be difficult with the highway in its current location. In order to make this intersection of Bass Avenue and the Highway safe with adequate stacking distance from the railway, the travelled portion of Highway 97A will have to eventually be relocated an unspecified distance to the West. The major road designation and the future location of Highway 97A will be revisited with the Ministry of Transportation.*

**ii. Gunter Ellison Road**

*Gunter Ellison is to be the north-south major road that will access and egress future development to the west of the current City limits. Gunter Ellison itself will be accessed by the Bass Avenue Extension and from Francis Drive across the Knoll. There may also be a future connection across the Spallumcheen Indian Reserve to Canyon Road. The proposed alignment for Gunter Ellison largely follows the existing one, with the notable exception (see Issues below) where it meets Salmon Arm Drive and is to extend onto West Enderby Road. Here the current 'jog' will be straightened out to meet speed and safety requirements.*

**iii. First Avenue Extension and Francis Road**

*This proposed major road was intended to connect Old Vernon Road to Highway 97A and up to Francis Drive via Second Avenue. Since the last OCP, the property (formerly owned by the Ministry of Transportation) between Old Vernon Road and the Highway was subdivided and the proposed road location was relocated to the south end of the property to line up with First Avenue. If the Highway is not twinned, this part of the connection may not be needed.*

*West of the Highway this proposed road goes up to Francis Drive, which will be upgraded to connect with Johnston Avenue. The map shows this road then continuing around the base of the Knoll to connect to Gunter Ellison.*

**iv. Francis Drive to Gunter Ellison**

*This major road extends from Francis Drive to Gunter Ellison across the southern portion of the Knoll. The exact alignment of this road may need to be adjusted due to local topography, property lines and the Agricultural Land Reserve.*

**c. Highway and Major Road Issues**

**i. Major road policies in general**

*As a precursor to discussion of some particular issues with the major road network the following points should be recognized:*

*This network was established in the 1970's and is a public and legal plan, which has been, and remains, available for review or purchase by any concerned citizen at any time.*

*The network is created in good faith with the overall goal of providing safe and adequate transportation routes to service the needs of future growth. They represent the most efficient and safe routes attempting to balance all factors including (but not limited to) economic (particularly the costs of expropriation), design, safety, existing infrastructure, citizens concerns, environmental concerns and others.*

*The City has been protecting rights-of-way for major roads through Zoning and Subdivision Applications and the alteration of design at this stage would be costly, counter-productive and accomplish nothing other than to cast the burden onto other properties.*

*The indication of the major roads on the current OCP Map is imprecise indicating only approximate routes.*

*Finally, this is a very long term (likely 20+ years) plan and at the time of construction and, if necessary, expropriation of land or improvements individual property owners will be fairly compensated.*

**ii.** *Gunter Ellison*

*It is this portion of the major road network, and the aforementioned corner in particular, that sparked controversy in the last OCP review process. Local residents in the vicinity are concerned that the major road will create safety, noise and other impacts. In order to alter the network it is necessary to establish the overwhelming superiority of another option. During the last review, the following options were explored by both Regional District and Ministry of Transportation staff:*

- *Outright Abandonment of major road for this particular portion of Enderby - The suggestion that there may only be the need for one major road access to Gunter Ellison (via Second Avenue/Francis extension) from the Highway was examined in 1996. This option is not feasible as the Ministry of Transportation requires at least two major roads connecting to Gunter Ellison for reasons of safety and efficiency.*
- *Straight at Gunter Ellison and Old Salmon Arm intersection - This proposal is to re-align the major road by running it straight north where Gunter Ellison currently turns onto Old Salmon Arm. The road would complete a slow curve to connect with Bass Avenue. This poses problems as instead of running mostly along an existing road allowance, it would require a new right-of-way which would likely be 'single- loaded' (developed only on one side in this case due to visual impacts). It would also entail expropriation of extensive of land and*

---

*improvements (it is estimated that this would require crossing nine properties and demolishing at least two houses).*

- *Gunter Ellison to follow contour (425 metre approx.) north to connection with West Enderby Road in the north at junction with Highway - This route would likely be suitable as a local road to service development along the western hillside, however it does not meet the criteria for major roads established above (namely the connection to the Bass Avenue extension). In addition, this road is questionable due to the terrain and the high visual impact from the valley below. A major road would warrant and/or encourage the development of at least single family densities, which might not be an appropriate density along this bluff.*

*In summary, the current route poses the most feasible, safe and economically viable alternative and should therefore remain the City's policy. Again it is reiterated that this is a very long term plan and that if required fair market compensation would be given at the time of expropriation.*

### **iii**    *The 'Twinning' of Highway 97A*

*As discussed above the twinning of Highway 97A has long been proposed by the Ministry of Transportation. This proposal has raised some serious concerns from staff and Council. Examples of such configurations (Westbank) illustrate how they tend to detract or destroy the character and identity of small, pedestrian-oriented downtowns. The tendency is for the emergence of auto-oriented strips which are unsightly and unfriendly pedestrian and bicycle environments. The Ministry of Transportation has been informed on several occasions that Council does not support this concept.*

#### ▪ *Highway 97A Bypass*

*Another alternative to addressing long term traffic increase is to bypass the City entirely with a four-lane highway. This may entail utilizing the major road proposed for the Gunter Ellison area or it may be a concept that bypasses the City on the East side of the Shuswap River. The previous Council did prefer this concept to "Twinning". A bypass would reduce through traffic congestion, noise, and local air pollution. However, by reducing through traffic it would also reduce the number of vehicles stopping for services such as fuel, food and lodging. Council's support included conditions to mitigate potential economic impacts.*

- *Adding a Third Lane*

*A short to medium term solution to traffic congestion is to add a third lane to the Highway running through town. This may include adding a turning lane down the center to ease traffic flow. In the recent survey conducted in Enderby, almost half of the respondents preferred this option. Some of the potential negative effects include the loss of sidewalks along the Highway.*

- iv. *Alternative Transportation – Transit, Bikeways, Walkways and Greenways*

*The current plan includes policies for promoting alternative transportation in the city with proposed bicycle and walking trails. The promotion of alternatives to automobile travel can potentially have far reaching benefit for the environmental, economic, social and other community development objectives outlined throughout this report.*

- *Transit*

*The issue of transit is raised as a social and environmental one. The age characteristics of the population indicate that there are a proportionately high number of people in the community that do not have access to an automobile for reasons of age (too young or too old). In addition, though, other social factors may limit access such as financial, disability, personal choice and in Enderby a lack of alternatives, etc. Environmental aspects are that private automobiles tend to consume more energy and pollute on a level multiple times that of transit and other modes of transport.*

- *Bikeways*

*Bicycle paths were indicated on the Plan with a policy provision that the right-of-way (five metres) for such paths could be acquired during reconstruction; no paths have been built to date. In 1998, the City commissioned Stanley and Associates to develop a Bike Trails Network Plan. This information should be incorporated into the new OCP.*

- *Walkways and Greenways*

*Aside from the waterfront walkway, new areas of development in the City, in particular the Knoll area should include the concept of 'Greenways'. Basically these are connections of natural areas that incorporate walking trails and/or bicycling trails. A Greenway therein provides corridors which are functional, educational, natural and aesthetically pleasing environments.*

*(B/L 1336/04)*

## **18.2 Transportation Network Objectives**

*Council has the following objectives for the Transportation Network*

- a. To provide a safe, efficient and adequate network of highways, major roads and roads within and through the City and adjacent areas in order to meet the current and future transportation needs.*
- b. To support the establishment of alternate modes of transportation through the provision of linear parks and trails, 'Greenways', walkways, bikeways and public transit facilities.*
- c. To encourage full participation with the Ministry of Transportation regarding the major road network plans for the City.*  
*(B/L 1336/04)*

## **18.3 Transportation Network Policies**

- a. The designations for the Major Roads Network as shown on Schedule "C" is policy of Council.*
- b. Council will cooperate with the Ministry of Transportation and Highways in finding an alternative to the Ministry's policy of the future 'twinning' of Highway 97 through the City.*
- c. Major roads will be protected from encroachment of new buildings and a minimum 20 metre Right-of-Way dedicated for all new subdivision and rezoning applications that have a major road identified on or immediately adjacent to the subject property.*  
*(B/L 1421/08)*
- d. Where an existing road has been identified as part of the Major Road Network, a special building line setback will be established in the Zoning Bylaw.*
- e. Linear Parks and Trails ('Greenways,' Walkways and Bicycleways) shown on as part of the Parks, Open Space and Trail Plan on Schedule "C" may be required*

---

*to be provided subject to the conditions set out in Section 16.3 of this Bylaw and shall have a minimum Right-of-Way of 3 metres, and may require a minimum paved surface.*

- f. Bicycleways shown on Schedule "C" may be provided by the City, or by the City and the Ministry of Transportation and Highways, through the Cycling Network Program cost sharing. Bicycleways would be paved, marked and have proper signs and be provided with a right-of-way width of approximately 5 metres where the path is adjacent to a roadway and 3 metres where separate.*
- g. Bicycleways may be provided at the time of reconstruction of roadways.*
- h. Council will consider an amendment to the City of Enderby Development Cost Charge bylaw to include charges for Major roads as set out in Section 19 of this Bylaw.*
- i. Council supports the implementation of the findings of the 1992 BC Transit Study.*
- j. Council will assist the Ministry of Transportation with a review of the Major Road Network on Schedule "C" to ensure that development of all proposed roads is possible in the medium to long term time frame. This review should include:
  - i. amending Schedule "C" to reflect the relocation of the proposed Second Avenue Major Road connection to First Avenue to reflect road dedication received in 1996;*
  - ii. determining the general alignment of the First Avenue connection with the Knoll area;*
  - iii. evaluating the proposed Bass Avenue connection with the Highway.*

*(B/L 1336/04)**
- k. Council will work with the Ministry of Transportation to develop a Highway Access Management Plan to facilitate safety and ease of traffic flow.*

*(B/L 1336/04)*
- l. Council is participating with BC Transit and the North Okanagan Regional District in the provision of transit service to Salmon Arm on a one year trial basis. This service will be reviewed in 2005.*

*(B/L 1336/04)*

---

*to be provided subject to the conditions set out in Section 16.3 of this Bylaw and shall have a minimum Right-of-Way of 3 metres, and may require a minimum paved surface.*

- f. Bicycleways shown on Schedule "C" may be provided by the City, or by the City and the Ministry of Transportation and Highways, through the Cycling Network Program cost sharing. Bicycleways would be paved, marked and have proper signs and be provided with a right-of-way width of approximately 5 metres where the path is adjacent to a roadway and 3 metres where separate.*
- g. Bicycleways may be provided at the time of reconstruction of roadways.*
- h. Council will consider an amendment to the City of Enderby Development Cost Charge bylaw to include charges for Major roads as set out in Section 19 of this Bylaw.*
- i. Council supports the implementation of the findings of the 1992 BC Transit Study.*
- j. Council will assist the Ministry of Transportation with a review of the Major Road Network on Schedule "C" to ensure that development of all proposed roads is possible in the medium to long term time frame. This review should include:
  - i. amending Schedule "C" to reflect the relocation of the proposed Second Avenue Major Road connection to First Avenue to reflect road dedication received in 1996;*
  - ii. determining the general alignment of the First Avenue connection with the Knoll area;*
  - iii. evaluating the proposed Bass Avenue connection with the Highway.*  
*(B/L 1336/04)**
- k. Council will work with the Ministry of Transportation to develop a Highway Access Management Plan to facilitate safety and ease of traffic flow.*  
*(B/L 1336/04)*
- l. Council is participating with BC Transit and the North Okanagan Regional District in the provision of transit service to Salmon Arm on a one year trial basis. This service will be reviewed in 2005.*  
*(B/L 1336/04)*
- m. The designation of a Transportation Corridor as shown on Schedule "B" is a policy of Council. Uses permitted within a Transportation Corridor include train travel, cycle routes, trails and other uses that complement the primary transportation function.*

(B/L 1465/10)

- n.** *Council will endeavour to preserve a Transportation Corridor as shown on Schedule "B" in an effort to maintain future transportation options that would allow the City to respond to population growth, future transportation needs and changing economic conditions.*

(B/L 1465/10)

- o.** *Council will coordinate with local, provincial and federal governments, as well as private interests, to ensure the preservation of the Canadian Pacific Railway corridor for Transportation Corridor purposes.*

(BL 1465/10)

---

**SECTION 19 – SERVICES & INFRASTRUCTURE****19.1 Existing Municipal Services and Infrastructure****a. Sanitary Sewage Disposal**

*The City's sanitary sewer system consists of a network of approximately 14 km (8.7 miles) of collector and trunk lines, four lift stations and approximately 150 manholes and cleanouts feeding an activated sludge treatment plant. This plant provides secondary treatment and discharges the effluent into the Shuswap River under a Waste Management Permit for a maximum of 3,400 m<sup>3</sup> per day.*

*The recommendations of the Stanley Associates Engineering Ltd., "Enderby West Comprehensive development Plan Report" (dated March 1994) are that some works be completed on the existing treatment facilities to increase capacity and particularly that a program to minimize infiltration continues. Septic sewage disposal is subject to the regulations of the Zoning Bylaw and Subdivision Servicing and Development Bylaw No. 1278, 2000, and the licensing authority of the Ministry of Health.*

**b. Storm Water Management**

*The storm sewer system of the City requires upgrading in the downtown commercial core and extension to service residential areas, in which areas some sump pumps and roof drains are now being discharge into the sanitary sewers. Because of the low elevation some lift stations may be necessary.*

**c. Community Water**

*The source of water for the city system is an intake on Brash Creek about 10.46 km (6.5 miles) east of the city at elevation 469 metres (1,539 feet) above sea level from where water is fed by gravity into a reservoir in the west part of the city at elevation 420 metres (1,378 feet). Construction of a booster pumping station has enabled full utilization of the gravity supply from Brash Creek. In addition, supplementary pumps provide water from the Shuswap River when the demand is excessive.*

*The present system has been upgraded to accommodate a population of approximately 2,825 people. A reservoir located on the northwest corner of the Knoll was developed in 1995. An additional reservoir located further upslope to the west (Electoral Area 'F' of the Regional District of North Okanagan) will be required to service future growth areas in the City. This will service new development beyond the term of this Plan.*

(B/L 1336/04)

---

**d. Fire Protection**

*The City of Enderby Fire Department operates jointly with the Shuswap River Fire Protection District and uses the same volunteer crew and equipment for both areas. The fire department operates out of the fire hall located on George Street north of the downtown core. The Enderby Indian Reserve is also served by the City crew and equipment on a yearly cost to the band, plus a call out charge.*

**19.2 Development Cost Charges**

*Pursuant to Section 933 of the Local Government Act, Council has enacted The City of Enderby Development Cost Charge Bylaw No. 1112, 1994 for the sole purpose of providing funds to assist the municipality in paying the capital cost of providing, constructing, altering, or expanding sanitary sewer and water services. Every person who obtains approval of the subdivision of a parcel of land under the Land Title Act or the Condominium Act; or a building permit authorizing the construction, alteration, or extension of buildings or structures for any purpose other than the construction of three or less self-contained dwelling units, is required to pay cost charges. The Bylaw varies costs according to different zones and specified areas as well as according the number of lots or units (density) in a development. (B/L 1336/04)*

*Development Cost Charges for Storm Water Management and Major Roads were not included in the aforementioned Bylaw. Development cost charge for park land acquisition have previously been limited to a flat fee of \$500.00 per dwelling unit of lot.*

**19.3 Servicing and Infrastructure Objectives**

*Council has the following objectives for Servicing and Infrastructure:*

- a. To ensure that all existing and future development is well serviced and maintained to meet the needs of existing and future residents.*
- b. To apply Development Cost Charges for the purpose of providing funds to assist the municipality in paying the capital cost of providing, constructing, altering, or expanding sanitary sewer, water, storm water, major road facilities and public open space.*

---

**19.4 Servicing and Infrastructure Policies**

- a. The design and construction of new portions or upgrades to the storm water drainage system may include mitigative measures to minimize the impact of pollutants in receiving waters in accord with the Ministry of Environment, Lands and Parks “Urban Runoff Quality Control Guidelines for British Columbia”.*
- b. Subsequent to adoption of this Bylaw, Council will consider and amend the City of Enderby Development Cost Charge Bylaw No. 1112, 1994 to acquire funds to assist the City in paying the capital cost of providing, altering, or expanding drainage, and major road facilities pursuant to the provisions of the Local Government Act. Such charges would be applied to all new residential development within the “Knoll” and “Western Uplands” of the City.*

*(B/L 1336/04)*

- c. Subsequent to the adoption of this Bylaw, and at regular intervals throughout the term of the Plan, council, in cooperation with Fortune Parks and Recreation Commission, will review and may amend the Fortune Parks and Recreation Commission Development Cost Charge Bylaw to increase the charge for all new residential development to reflect the current property values.*
- d. Council will review the capital program for the Fire Department to consider the purchase of a mobile equipment van and a 100 gallon tanker truck.*

**SECTION 20 – PLAN AMENDMENTS****20.1 Plan Amendment Policies**

- a.** Council will consider any application to amend this Official Community Plan Bylaw pursuant to Section 895 of the Local Government Act; and, (B/L 1336/04)

*notwithstanding this policy, the Council may relegate an individual Official Community Plan Amendment Application to annual review of pending applications to allow for a more comprehensive public consultation process.*

- b.** Council may require that before the introduction of an individual Community Plan amendment bylaw, the applicant provide preliminary evidence of public support for the proposal.

---

**SECTION 21 – IMPLEMENTATION****21.1 Implementation Policies**

- a. Council hereby recommends that the City of Enderby Approving Officer consider all Official Community Plan policies as a condition precedent to subdivision approval.*
- b. This Official Community Plan should be reviewed at annual intervals, or as conditions warrant, in order to evaluate its effectiveness in attaining its objectives with a major review in five (5) years.*
- c. In the term of this Official Community Plan, council will initiate or otherwise prepare the programs, reviews, amendments, reports, supporting documents and amendments cited throughout this Bylaw and summarized as follows:*
  - i. The ongoing monitoring of the stock of rental units to ensure adequate levels are maintained as set out in Section 4 of this Bylaw.*
  - vi. The ongoing monitoring and assessment of the need for affordable and special needs and its provision through the development approval process as set out in Section 4 of this Bylaw.*
  - vii. The preparation of comprehensive sustainable land use and development guidelines as set out in Section 7 of this Bylaw.*
  - viii. The preparation of “Knoll Core Area Design and Development Guidelines” as set out in Section 10 of this Bylaw.*
  - ix. The periodic review and amendment of the Fortune Parks and Recreation Commission Development Cost Bylaw, in cooperation with the Commission as set out in Sections 16 and 19 of this Bylaw.*
  - x. The review of the City of Enderby Development Cost Bylaw to include charges for storm water management and major roads as set out in Sections 18 and 19 of this Bylaw.*
  - xi. The review of the Fire Department capital program to consider the purchase of equipment as set out in Section 19 of this Bylaw.*
  - xiii. The development of a Secondary Suite Implementation Plan which will include public input, incentives, flexibility, zoning bylaw amendments and bylaw enforcement.*

(B/L 1336/04)

- 
- d.** *Subsequent to the adoption of this Official Community Plan, Council will undertake the following reviews and/or amendments to the “City of Enderby Zoning Bylaw 966, 1987”:*
- i.** *Amendment of Section 704.11.b. of the Zoning Bylaw to reduce the permitted gross density for apartments and multi-family residential use from 60 to 50 units as set out in Section 9 of this Bylaw.*
  - ii.** *Amendment of the Zoning Bylaw to incorporate provisions for Density Bonusing for the provision of amenities and/or affordable and special needs housing as set out in Sections 9 and 10 of this Bylaw.*
  - iii.** *Review of the flood-proofing provisions of the Zoning Bylaw to ensure harmonization with Provincial standards as set out in Section 15 of this Bylaw.*
  - iv.** *Amendment of the Zoning Bylaw to include provisions for a Comprehensive Development Zone(s) as set out in Section 10 of this Bylaw.*

---

## **SECTION 22 – COMMUNITY ENERGY & RESOURCE EFFICIENCY**

### **22.1 Discussion**

*The Province of BC has committed to reducing greenhouse gas emissions by 33% from 2007 levels by 2020. The Province has estimated that local governments have control or influence over approximately 45% or more of these emissions.*

*Originating out of the Green Communities Act (Bill 27, 2008), the Local Government Act now specifies that the scope of an Official Community Plan must include targets for the reduction of greenhouse gas (GHG) emissions and policies and actions of the local government with respect to achieving those targets.*

*The City of Enderby has signed the Climate Action Charter which involves a commitment to being carbon neutral, in respect of their operations, by 2012 either through reduction measures, purchasing offsets, or both. Communities which are signatory to the Climate Action Charter also agree to develop strategies and take actions to create complete, compact, more energy efficient communities.*

*The 2007 Community Energy & Greenhouse Gas Emissions Inventory (CEEI) includes summary estimates of community energy consumption and greenhouse gas emissions from on-road transportation, buildings, and solid waste. Additional sectors and detail are planned to be added in subsequent years. As explained in the CEEI, housing type and density are important for reducing building-related GHG emissions and energy consumption. Increasing residential densities is known to reduce vehicle use resulting in fewer transportation-related GHG emissions. More compact, complete, connected communities should see an increase in the number of people choosing to walk, cycle and use transit to get around. Shorter commute distances generally reduce GHG emissions and are indicative of the ‘completeness’ of a community from an employment perspective. Parks and protected green spaces are important for many reasons including for their function as community carbon sinks.*

*(B/L 1484/11)*

### **22.2 Community Energy & Resource Efficiency Objectives**

*Council has the following objectives for Community Energy & Resource Efficiency:*

- a. Reduce community-wide GHG emissions by 7% from 2007 levels by 2020 and by 13% by 2030.*

### **22.3 Community Energy & Resource Efficiency Policies:**

- a. Council will identify and implement strategies to quantify and reduce greenhouse gas emissions, energy and water consumption in municipal buildings, facilities, and vehicles.*

- b. Council will encourage residents to maximize energy efficiency and water conservation in their homes.*
- c. Council will encourage homeowners to obtain home energy audits and to apply for senior government grants, as available, to help offset costs of eligible energy efficiency and water conservation upgrades.*
- d. Council will encourage our business sector to become more energy and water efficient in their buildings and facilities.*
- e. Council will develop opportunities and infrastructure that enables residents to reduce their single-passenger vehicle travel within the community.*
- f. Council will investigate how the urban forest, parks, and green space may be utilized to meet the objectives of greenhouse gas emission reduction.*
- g. Council will collaborate with other levels of government, utilities, and non-governmental organizations to raise awareness and build community-wide appreciation and support for climate change mitigation and adaptation.*

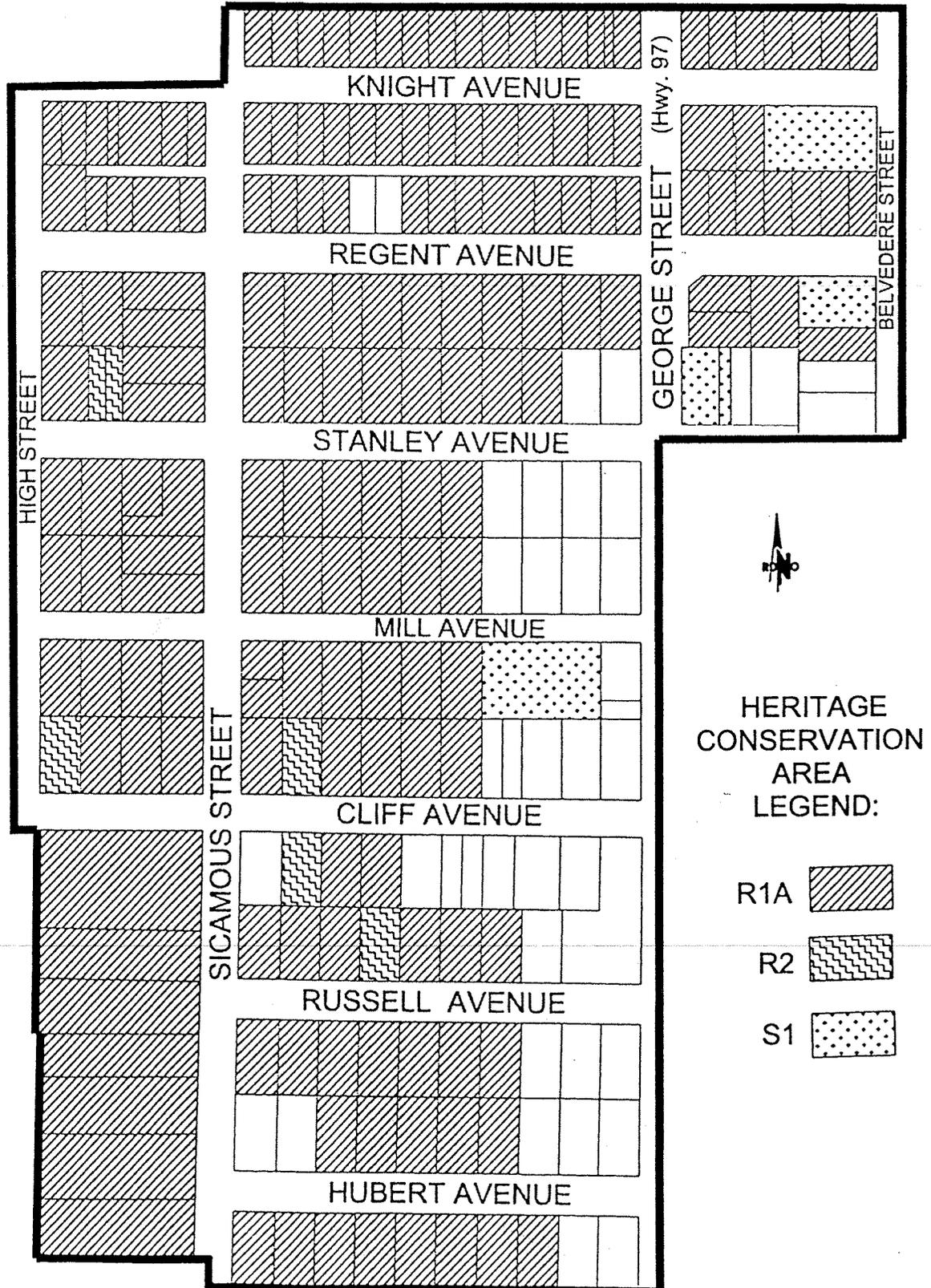
*(B/L 1484/11)*

# HERITAGE CONSERVATION AREA

Appendix "1" to Bylaw 1256 to amend Schedule "C"

Of the City of Enderby

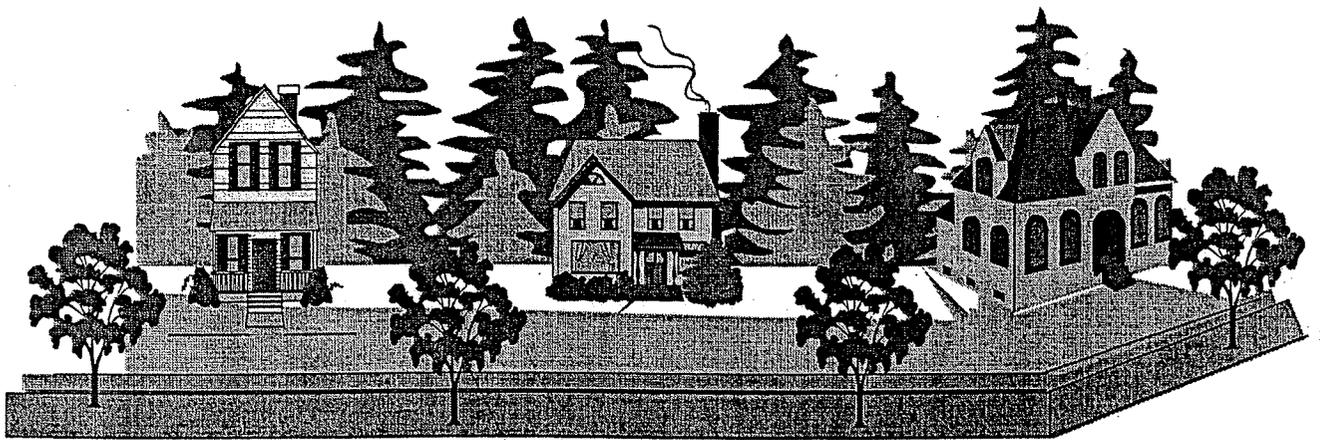
Official Community Plan Bylaw No.1171, 1995



---

# CITY OF ENDERBY

## Residential Building Design Guidelines



**Schedule “D”**  
**Attached to**  
**OFFICIAL COMMUNITY PLAN**

---

Schedule “D” to the Enderby Official Community Plan.

Residential Building Design Guidelines

<i>Introduction</i>	3
<i>Historical Context</i>	
<i>By Bob Cowan, Chairperson of the Enderby and Area Heritage Commission</i>	4
<i>Heritage Conservation Area: Guidelines for Residential Buildings</i>	6
<i>Basic Design Principles</i>	6
<i>Architectural Styles in Enderby</i>	6
<i>Guidelines</i>	13
<i>General</i>	13
<i>Setbacks</i>	13
<i>Site layout, access and parking</i>	14
<i>Building Massing</i>	15
<i>Building Façade</i>	16
<i>Cladding and Siding</i>	17
<i>Roof-Lines</i>	18
<i>Verandas and Porches</i>	20
<i>Landscaping and Fencing</i>	22
<i>Design Tips for Property owners</i>	24
<i>Heritage Alteration Permits: Application Process</i>	26
<i>Heritage Alteration Permit: Application Forms</i>	28

## *Acknowledgements*

### **Enderby and Area Heritage Advisory Commission:**

Chairperson	Robert Cowan
Commission Members	Eleanor Bolton, Ed Murdoch, Marcy Peel, Patsy Vetter, Barb Larson

### **Council Appointees to Heritage Commission**

Gordon Dale, Mayor, City of Enderby,  
Greg McCune, Councilor, City of Enderby

### **Special thanks to:**

Keith Funk, Planner, (formerly with the City of Kelowna) for residential illustrations

Robert Inwood, Mainstreet Consulting Ltd., for use of commercial images (noted)

Anita Pearson, for editing and formatting of images.

Prepared by  
Regional District of North Okanagan  
Development Services Department  
9848 Aberdeen Road,  
Vernon, B.C.  
V1B 2K9

*I HEREBY CERTIFY THE CONTENTS OF THIS DOCUMENT TO BE A TRUE AND  
CORRECT COPY OF SCHEDULE "D" – "RESIDENTIAL BUILDING DESIGN  
GUIDELINES" AS PART OF BYLAW 1256 WHOSE INTENT IS TO AMEND THE  
"CITY OF ENDERBY OFFICAL COMMUNITY PLAN BYLAW No. 1171, 1995.*

---

R.W. Watson  
Clerk/Treasurer

# HERITAGE CONSERVATION AREA GUIDELINES

## Introduction:

The purpose of these guidelines is to delineate the aspects that contribute to Enderbys heritage as expressed through design and architecture. The intent is that the public will use these guidelines during the design phases of development for residential and special use properties. The information contained herein outlines the design features that are important to incorporate into new buildings, renovations, additions or repairs.

City Council deems it important to have the heritage features that are expressed through design and architecture both preserved and enhanced. This does not mean that heritage will be re-created or copied. It means that when new developments, including renovations or additions are contemplated, they should include design features that are compatible with and contribute to the architectural aesthetics of the City, which in turn are essential to its identity.

This approach is important to the City for several reasons, the most obvious is that a well-established community with roots is something not to be taken for granted. As we approach the millennium, the value of sense of place and identity are becoming more apparent. Neo-traditional developments are springing up all over North America, in the hopes of creating community with a sense of place through design. Although these developments incorporate nostalgic elements such as front porches, quiet streets, parking off rear lanes, etc, they cannot recreate one important element: real history.

History is crucial to the identity of a community, and thus should be recognized, commemorated and over time, contributed to. Our past makes us who we are, although we cannot recreate the times or events that have shaped our past, we can manage the change to our physical surroundings representative of those times to ensure they are not lost. The conservation of heritage streetscapes and buildings provides a viewpoint to another time. Sadly, this often provides the only physical linkage to memories of events that contributed to our development as individuals and as a community.

At the same time it is recognized that change will happen and in itself is contributing to the futures history. However, the intent of these guidelines is to manage change so it does not detrimentally affect historic values as represented by streetscapes and architecture in the Heritage Conservation Area.

## Historical Context:

As with many communities, Enderby has been shaped by transportation routes. The earliest transportation corridor was the Shuswap River. The river was navigable by steamboat from Kamloops as early as 1870.

The Lambly brothers sensed the importance of transportation links and purchased the pre-emption that became the Enderby townsite. They built warehouses on the riverbank to accommodate the increasing boat traffic that was instrumental in supplying the settlers to the south.

The development of Enderby began at the river and moved westward toward the Knoll.

Taking advantage of the river as a transportation corridor, industry established itself along the banks: the Columbia Flouring Mill at the east extremity of Mill Street; a sawmill just south of Cliff Street; and by 1904, a brickyard at the east extremity of Regent Street.

Not only could the railway not avoid Enderby in 1891, but it purposely went close to the river at Enderby so that spurs could be placed into the lumber yard and flour mill. The focus of the town became the blocks closest to the rail tracks and Cliff Street.

The coming of the trains coincided with the construction of the first bridge at Enderby connecting Cliff Street with the valley and homesteaders to the east. This event re-enforced Cliff Street through to George as the central business district.

The main wagon road connecting Enderby with Armstrong and Vernon was what is called today (with good reason) Old Vernon Road. It too went directly into the heart of the business district. To connect to the road to Salmon Arm, it made a jog onto Belvedere Street.

Thus the wagon road, the train line and the route to Ashton Creek/Mabel Lake met at Cliff and Maud Streets.

It has basically remained the focal centre of the city until the construction of Highway 97 after the Second World War. There has been a shift of the centre to the corner of Highway 97 and Cliff since then, but the historic and essential core of the city remains as it did at the turn of the century.

Homes for the residents began at the edge or even in the business district and spread roughly into the area under consideration for the Heritage Conservation Area. Probably the most significant residences in the community were built by the sawmill for its management team. These include the grand homes along the west side of Sicamous Street, and the almost identical homes along the north side of Hubert Street.

It would be a significant slight to Enderby's past to have these homes destroyed and replaced by something more representative of the 21<sup>st</sup> century than the 19<sup>th</sup> century.

The Anglican Church on Knight Street is the oldest Anglican Church still on its original foundations in the Okanagan Valley. St. Andrews United Church is an excellent representation of the use of Enderby bricks with an architectural style reminiscence of the distant past. Unfortunately, the unique and also brick Methodist Church on Cliff Street was torn down in the mid-1920's. The loss of that interesting religious structure actually diminished the heritage of the city.

Many of the older homes were not very large and were referred to historically as cottages. They went up quickly to serve a housing need at a time when the economy was booming, ie. 1900 to 1910 and 1945 to 1960. Many of the homes constructed in later boom years, eg. 1975 – 1981 or 1988 – 1992, are outside of the area under consideration for heritage status.

In the central business core, Enderby has but a few buildings that have not been replaced or modified since the turn of the century. Enderby does not have the uniform character of a Revelstoke or Nelson. Many of the buildings have been constructed since 1950 and have become part of the streetscape of the central core. Enderby is not an endless series of strip malls either. It is unique. It has an identifiable core with historic roots. It should be preserved.

Why is the preservation of the architectural past important?

For someone living in Nova Scotia or Quebec this would not be a meaningful question. Residents there identify themselves by their physical and cultural past; the family home or the community church. As a visitor, you don't ask why these things are important, you simply accept that they are.

In western Canada, we are much closer in time to when the first white person, in our case Alexander Leslie Fortune, moved here. There are people on the heritage commission whose parents or grandparents actually met or saw Mr. Fortune. There is a tendency to think that because we are so newly arrived that the physical heritage of the last 100 years is not as significant as eastern Canada. Not true.

If what remains of the physical heritage of the last 100 years is left to the arbitrary whims of people who care nothing for the past, then it will be gone and it will be impossible to recover. Therefore, as a Heritage Commission we are recommending minimum protection for the streetscapes in the area under consideration.

---

Robert Cowan,  
Chairman, Enderby & Area Heritage Commission

## **HERITAGE CONSERVATION AREA**

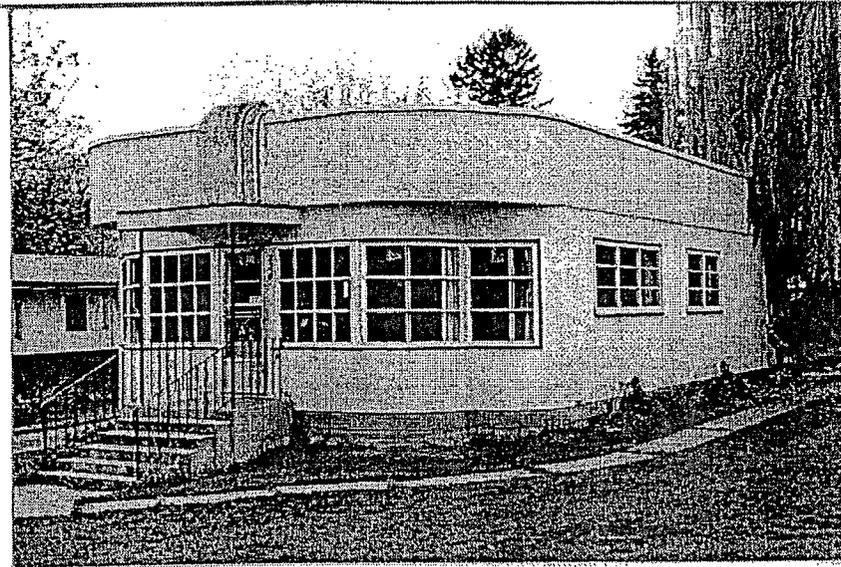
It is the policy of Council to implement design controls in the Heritage Conservation Area in order to preserve the heritage character of the community. The following sections are intended as a guide for property owners who are planning exterior changes to existing homes or construction of new buildings. These guidelines attempt to delineate the features that contribute to the Heritage of the area by describing architectural elements.

### **Basic Design Principles**

- Existing homes with heritage character, mature landscaping, boulevards and roadways provide the basic patterns and inspiration upon which new development should be based.
- It is desirable that any proposed design of buildings be derived from the existing buildings, in the case of an addition, or in the case of a new building, the design should be derived from the immediate context and dominant style of the block or street.
- The selection of materials and the detailing of the buildings shall be derived from the architectural characteristics of the existing building or the prominent features of the block.

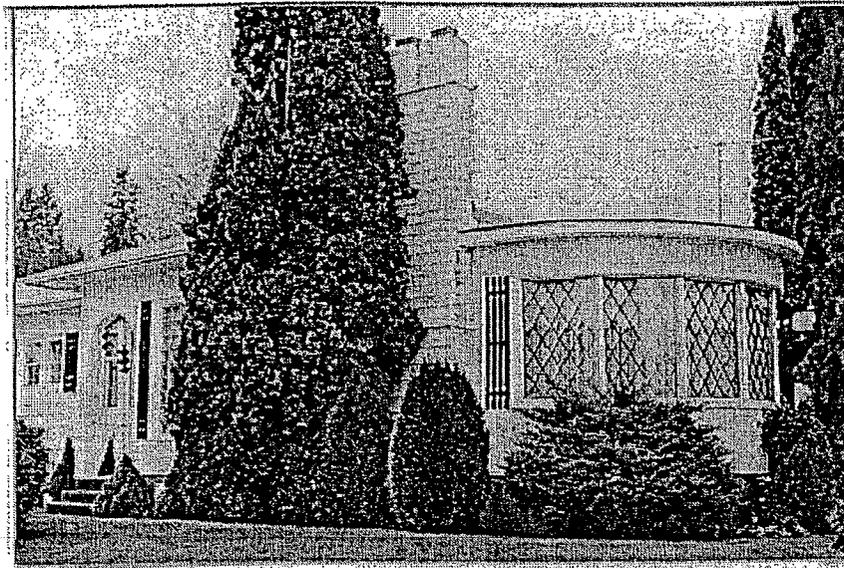
### **Architectural Styles in Enderby:**

The following pages provide illustrative examples of several prominent architectural styles found in Enderby. Each picture is accompanied by a brief summary of the buildings' history and some of the important architectural features that contribute to its' heritage value. These pictures are included to provide property owners with examples of the design features that Council deems important to the identity of the City. They are not intended to cover all different design styles represented in the Heritage Conservation Area, but only to highlight some important heritage buildings and features.



### **POST WAR MODERN**

This house in the 700 Block of the north side of Mill Avenue is a good representative of post war modern construction. Note the low horizontal massing and vertical multi-paneled windows. There is a modest front entry with a canopy over it. The roof is flat and the garage port is tacked onto the side. While this house does not have stucco exterior, the two-tone horizontal wide wood siding exterior is a common characteristic.



### **POSTWAR MODERN CUM MEDITERRANEAN**

This house located on the northwest corner of Sicamous and Stanley is another excellent representation of post-war modern construction with stylistic embellishments that lend it a unique appearance. Note the flat roof and the prominent double chimney. The wrap-around east facing windows attest both to the modernity of the structure and its Mediterranean flavour.



### **VICTORIAN COTTAGE**

Located at 800 Sicamous Street, this home was built for the assistant manager of A.R. Rogers Mill circa 1910. It features a number of Victorian traits but the size of the home is more of a cottage style. Victorian characteristics include dormer roof form, ornamental shingle and clapboard siding, vertical double hung windows, leaded glass, open veranda, brick chimney and rear parking.



### **EARLY ARTS AND CRAFTS**

This house at 712 Cliff Avenue was built for Art Reeves in 1910. It exhibits some of the characteristics of Early Arts & Crafts style. These include a medium gable and hip roof form, one and a half stories (usually), an open front verandah, side or rear parking, and some ornamental crafted wood.



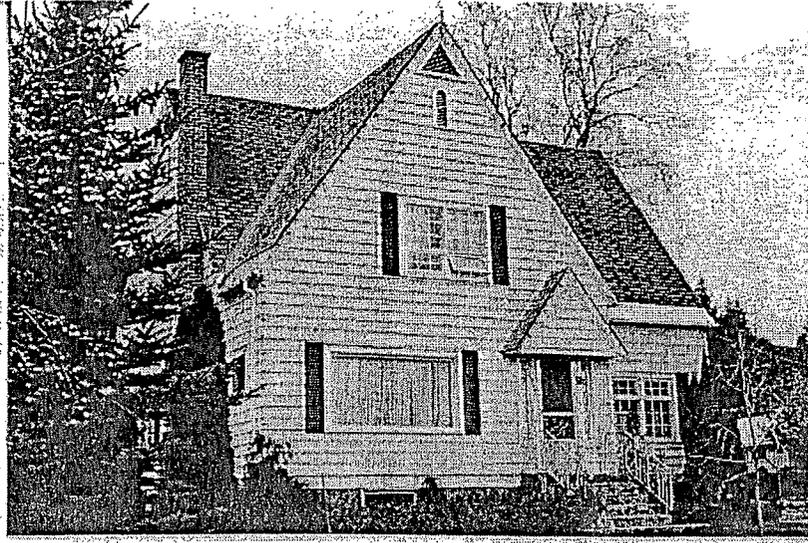
### **COTTAGE BUNGALOW**

The A.R. Rogers Sawmill Company built this house at 721 Hubert Avenue for its employees. It is a very common architectural style in the Heritage Conservation Area with one story, square construction and a front porch usually facing the street. The roof slopes are equal triangles coming from each corner. The exterior was made of horizontal wooden siding. Parking was at the rear.



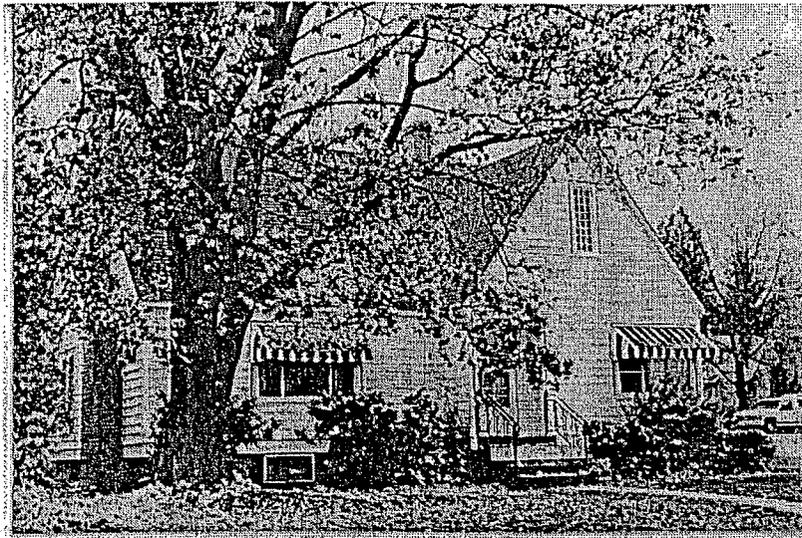
### **CAPE COD STYLE WITH COLONIAL FEATURES**

Located at 76 Sicamous Street, this charming house was build circa 1910 for the accountant of A.R. Rogers mill. Some of the original Colonial features such as horizontal lap-board siding, twin dormers, and wood windows have been replaced with more modern materials or changed over the years. However, the window shutters, double hung windows, multiple window panes, side drive with rear parking and the stately look of the home remains to make it one of Enderby's finest heritage homes.



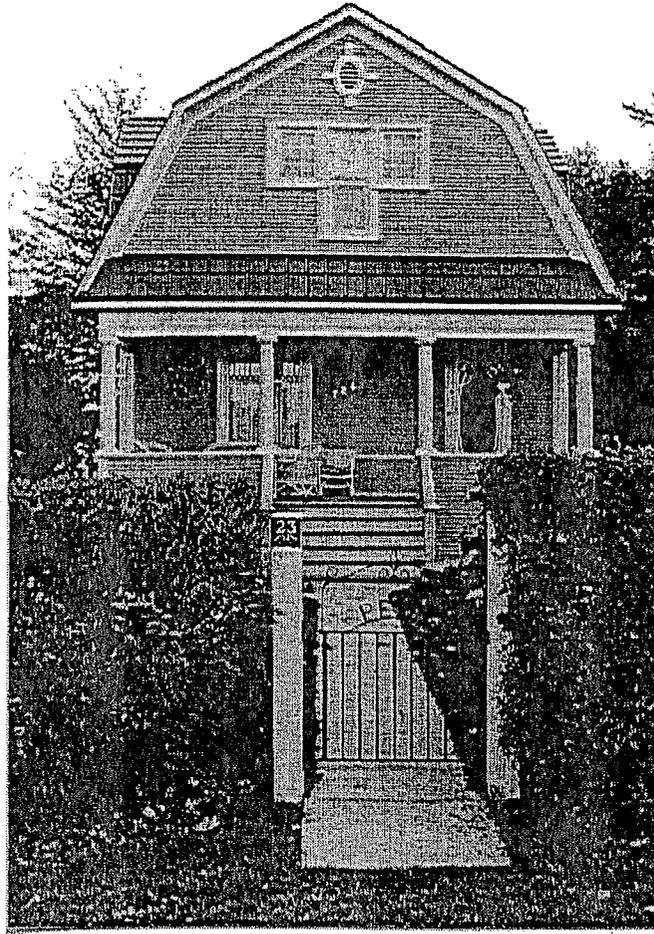
### **EARLY VERNACULAR COTTAGE STYLE**

This house at 906 Sicamous Street was built for Dr. Kope in 1946. It is representative of the early Vernacular Cottage Style. Note the front entrance is flush with the building and there is no porch. It has a balanced asymmetrical façade with intersecting roof gables. Often these homes were finished in stucco (there are some on Sicamous Street), but this one has horizontal wood siding. Parking was at the rear.



### **EARLY VERNACULAR COTTAGE STYLE**

The same builder as 906 Sicamous Street built this house at 1106 Sicamous Street in 1946. It is representative of the early Vernacular Cottage Style. Note the narrow eave verges, a slight recess for the front entrance with no porch. It has a balanced asymmetrical façade with intersecting roof gables, brick chimneys and wood siding. Parking was at the rear and the home is located on a double lot.



### EDWARDIAN CLASSIC

Businessman Robert Peel built this house for his family in 1907. It is an example of the Edwardian style but not considered a pure Edwardian because of the Gambrel Roof style. Some of the Edwardian features include a two storied structure, multi paned double hung windows and have heavy casings. Note the leaded glass window in the living room and the oval porthole window above the upstairs bedroom window. Massive columns hold up the front veranda. The horizontal siding is original and in very good condition, there are distinct corner boards.



### **EDWARDIAN CLASSIC**

This house at 806 Sicamous Street was built in 1907 by the A.R. Rogers Lumber Company for its manager. It is an example of the Edwardian style including the massive two and half storied box structure. Note the asymmetrical windows above and below and on either side of the front door, leaded glass window in the living room and the oval porthole window on the second floor. The front porch is held up by massive Doric columns. Ornate detailing can be found under the eaves and some stain glass provide interesting relief. The parking was to the rear.



### **QUEEN ANNE REVIVAL**

This house was built for Dr. Bentley at 729 Cliff Avenue. Queen Anne styles are actually a combination of Victorian, Edwardian and owner idiosyncrasies thrown together. They are usually two storied with very pitched roofs. On this house, a partial turret (Victorian) faces east and the once open porch has been enclosed by windows. The parking is at the rear.

## GUIDELINES:

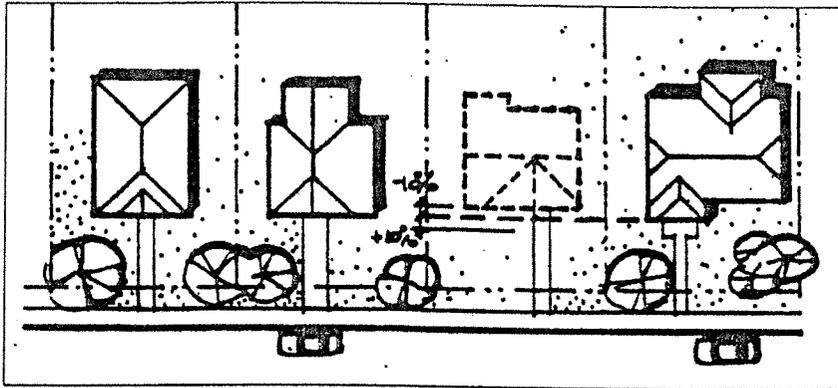
### General

The following guidelines are provided to assist the property owner with the task of designing general lot layout, site planning, and building style. This is intended to provide preliminary information required to design the development in terms of placement on the lot, size and general form of the building.

### Setbacks

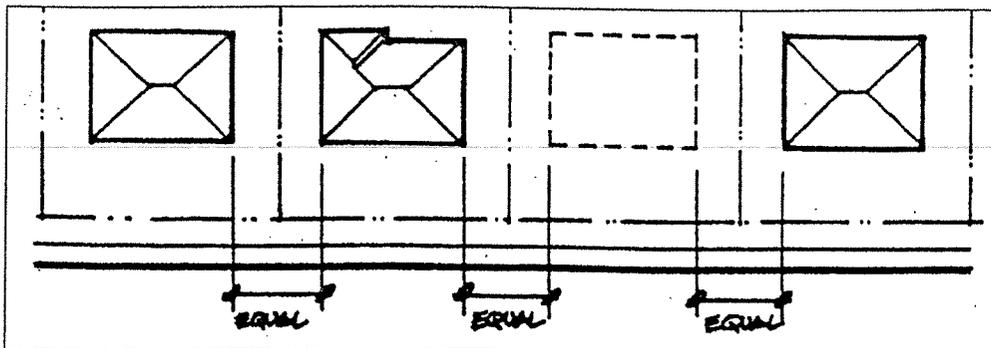
#### **Front yard setbacks**

It is desirable to maintain the most common setbacks of the block. This setback should be determined and compared to that of the zoning bylaw. Front yard setbacks are important to maintain the existing presence of building and their relationship to the street.



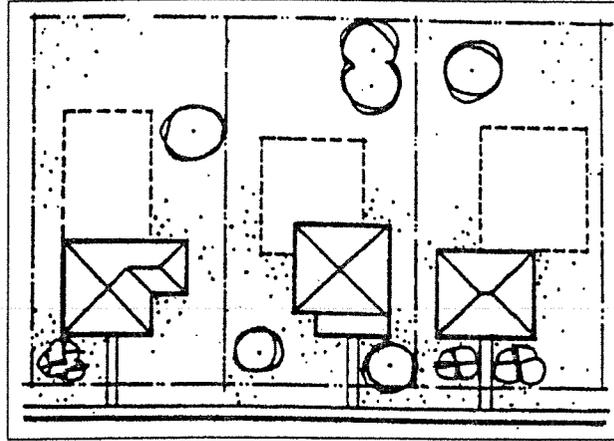
#### **Side yard setbacks**

Side yard setbacks are important to retain the established spacing of building on any block.



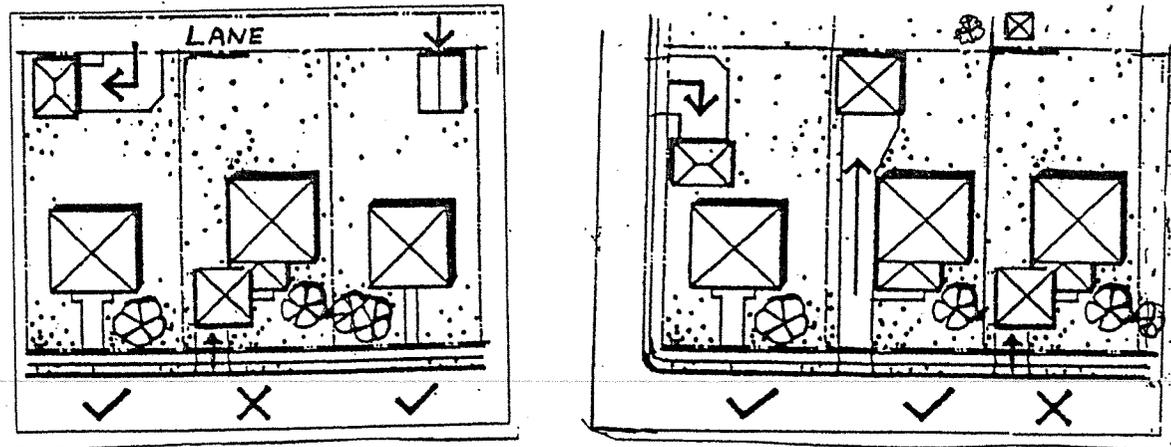
### Rear Yard Setbacks

As rear yards are less visible from the street, Council will consider, on a case by case basis, variances to rear yard setbacks in order to accommodate additions to existing buildings.



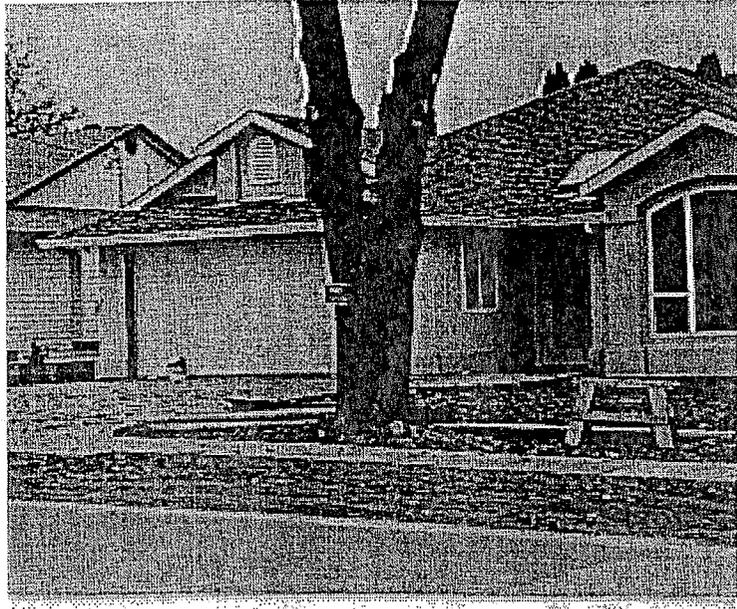
### Site layout, access and parking

Driveways and garages are discouraged from being developed as a dominant front yard feature of the building. If lane access is available it should be used for access with any parking areas or garages placed near the rear of the yard.



Where there is no lane available front drives with rear yard garages will be encouraged if at all possible.

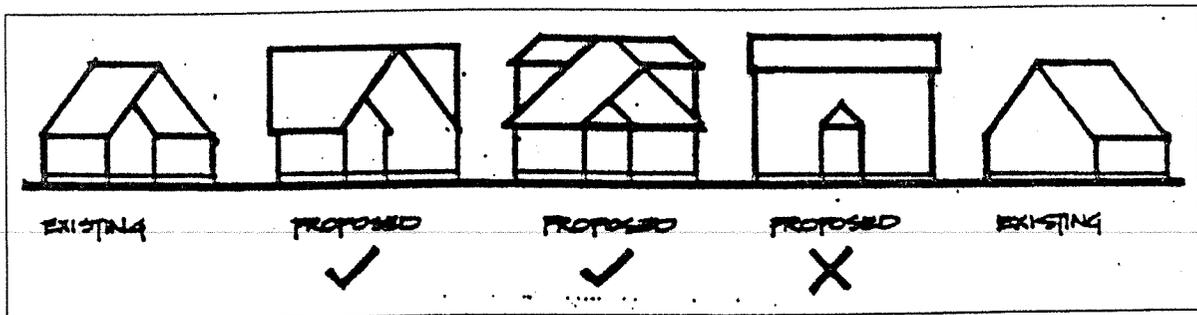
If there are no options for placement of a garage or covered parking area except the front yard, then the design of this structure should incorporate, to the greatest extent possible, creative roof lines and finish material to reflect heritage character into the design.



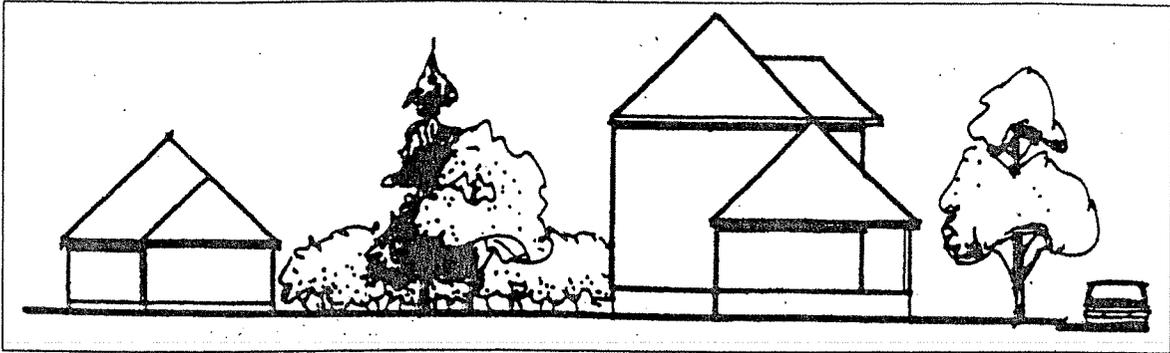
**Building Massing** (building envelope)

Massing is the term used to describe the three dimensional space that a building occupies. The massing of new buildings should, in general shape and size, relate to the existing homes on the block or portion of the street.

Larger buildings shall use architectural design techniques to reduce the apparent massing and emulate the established building massing of the neighborhood or block.

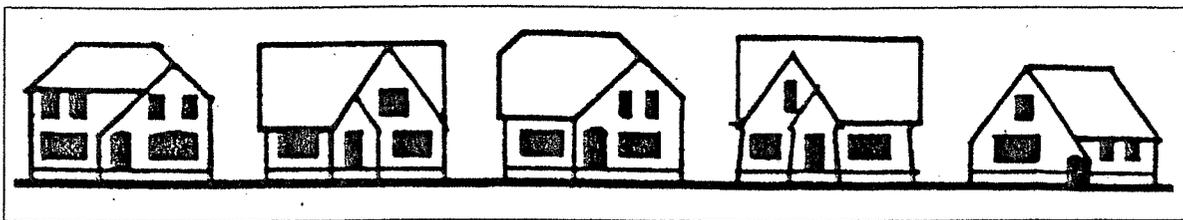


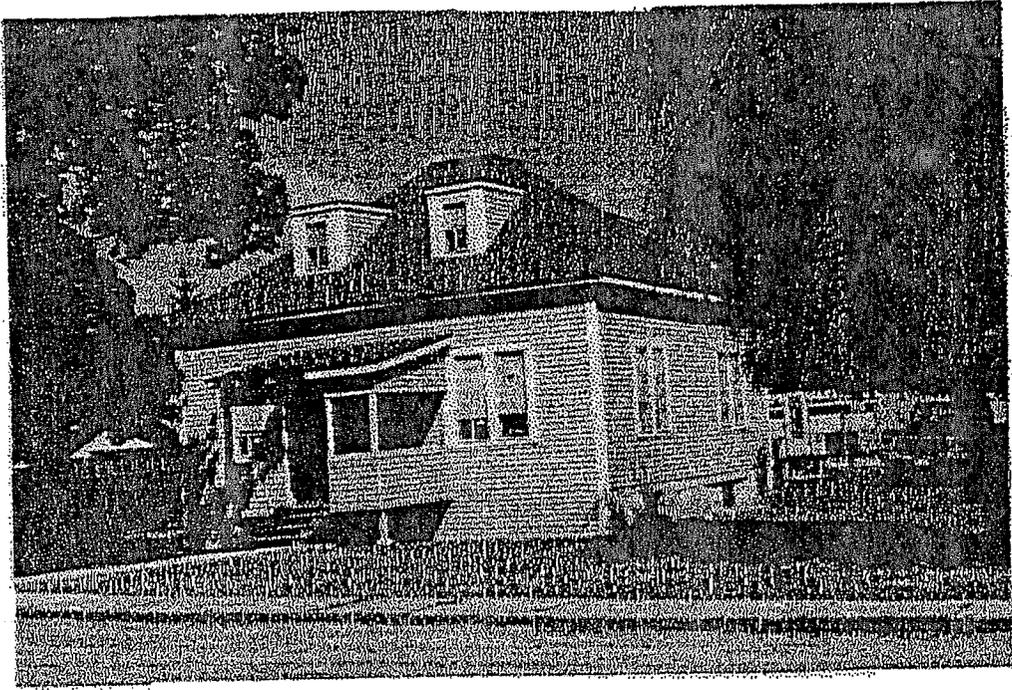
The massing of ancillary buildings (garages, sheds etc.) shall be sub-ordinate to the massing of the single family dwelling



**Building Façade**

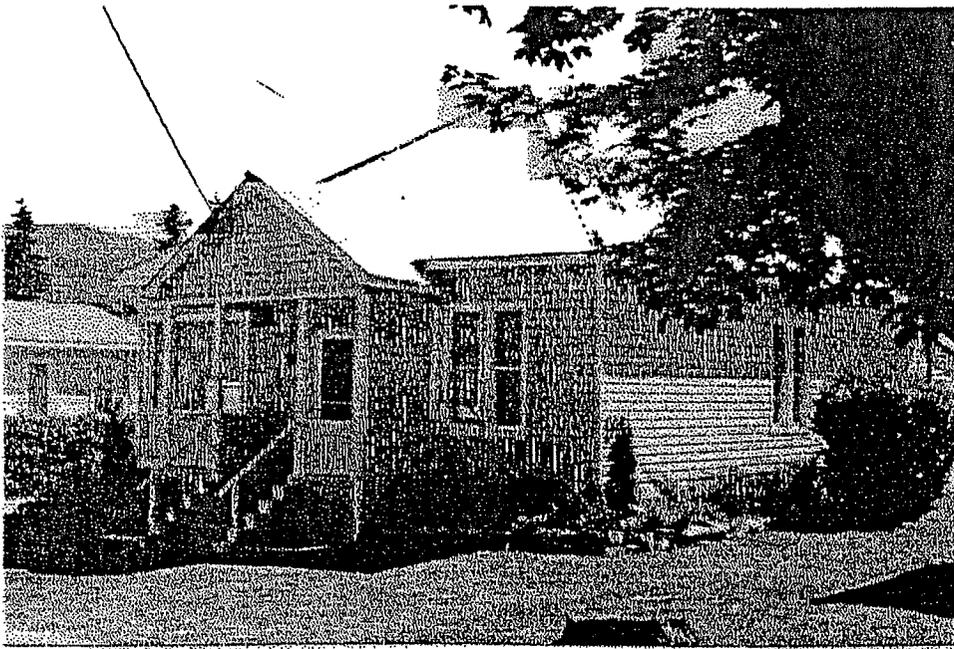
Building Façade or the face of the building has several elements such as windows, doors, finish materials or cladding. Established block face building spacing, foundation height, proportion, wall to window/door ratio and setbacks of adjacent buildings are to be considered with new development or additions to existing buildings.

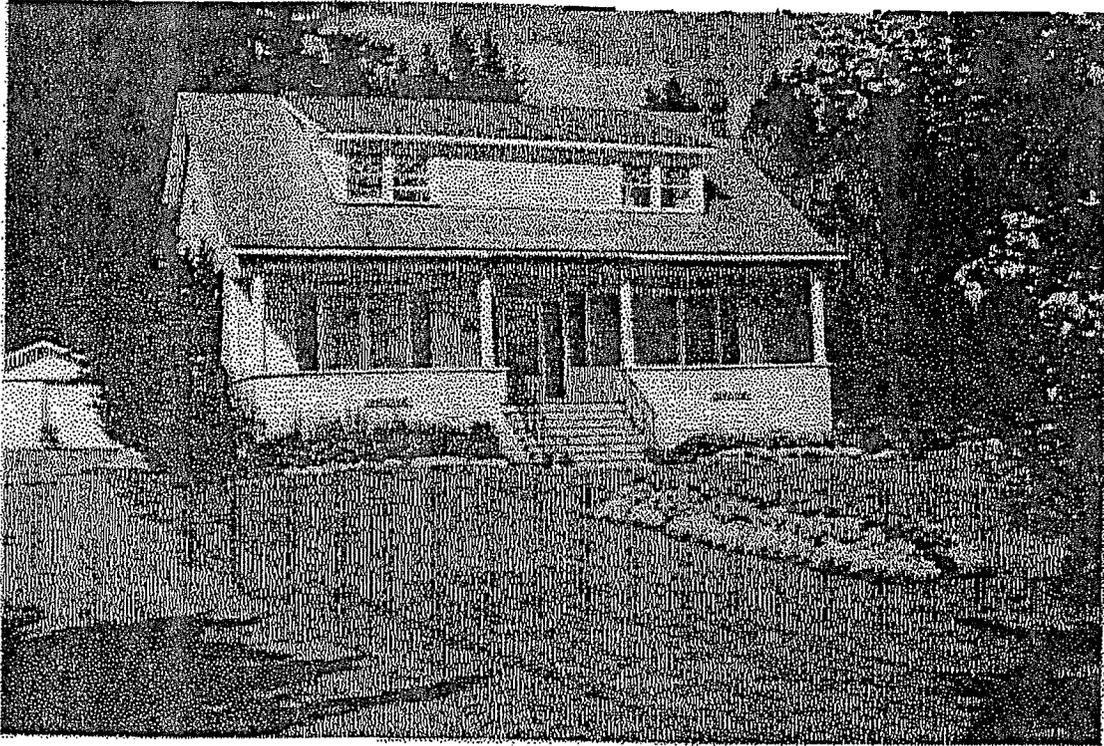




### **Cladding, Siding and other Finishing materials**

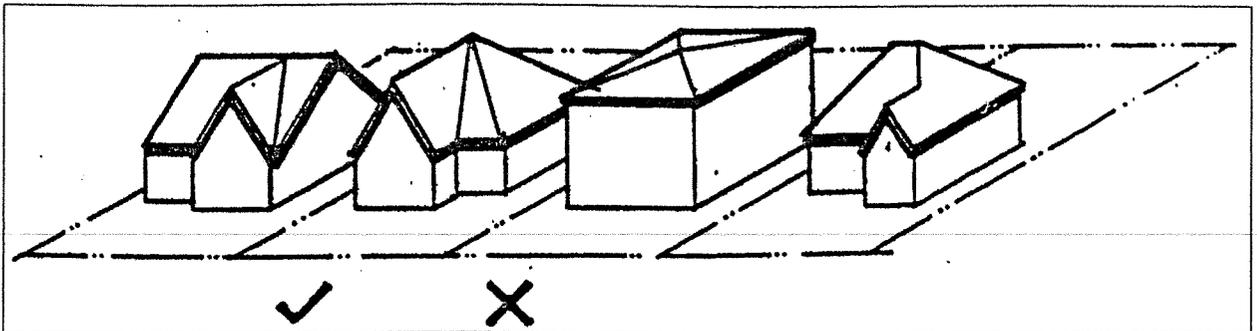
Low maintenance materials, of similar design to traditional materials, may be used for buildings not being restored to period authenticity. Exterior paint or pre-finished exterior material colours which are similar to the traditional tones for the building's architectural style are encouraged.





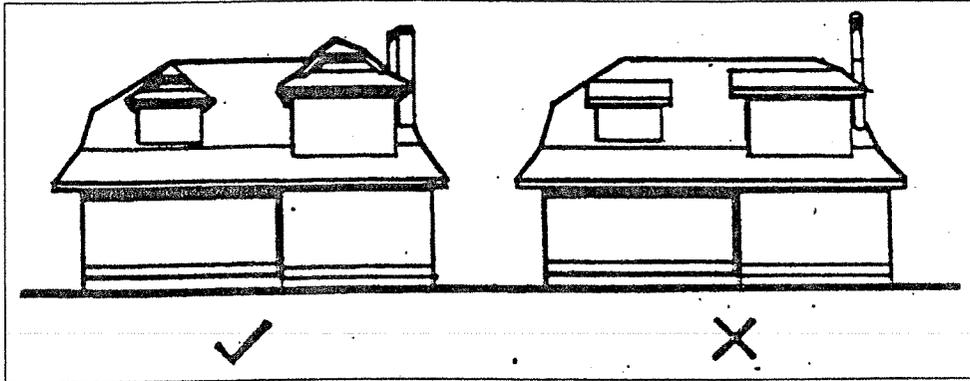
### Roof Lines

The dominant roof pattern of the block or neighborhood is encouraged to be copied into the design of new construction. If imitating the roof patterns is not possible, then common features of those roofs should be incorporated into the design (such as gables, dormers etc.)



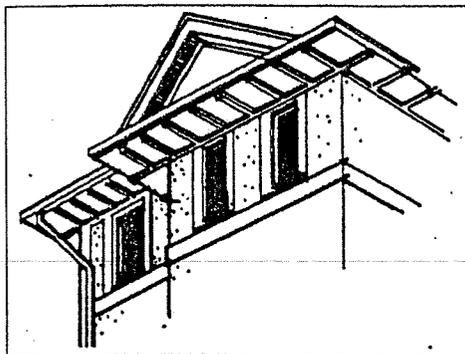
Roofline silhouette should try to incorporate the common rooflines and pitches of the neighboring properties.

Roof form design shall incorporate features such as dormers gables and if relevant, brick chimneys. Skylights that are visible from the street are discouraged unless they can contribute to the complexity of the roofline.

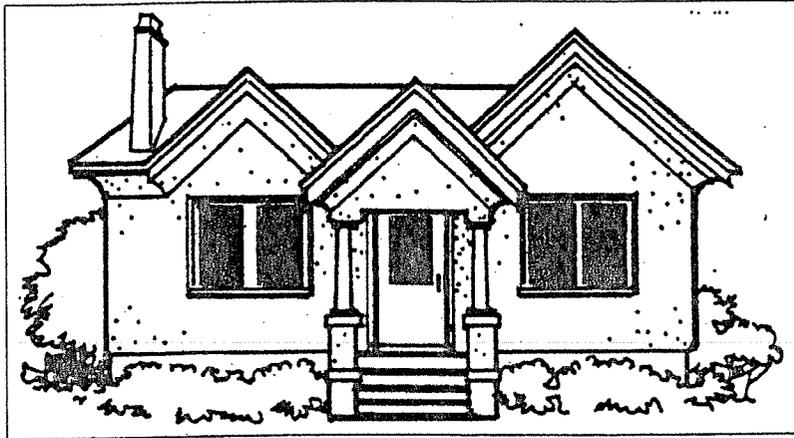


Roofing materials, similar in appearance to traditional materials are encouraged where possible.

Soffit overhang and rafter shape are important design elements that should be similar to original buildings.

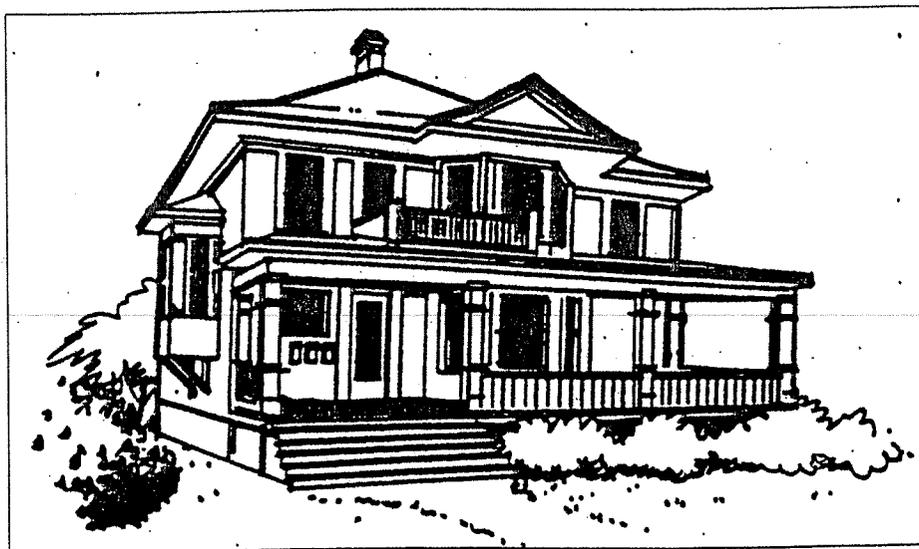


Secondary roof elements such as dormers, cupolas and gables, are encouraged to have similar roof slopes as the principle roof.

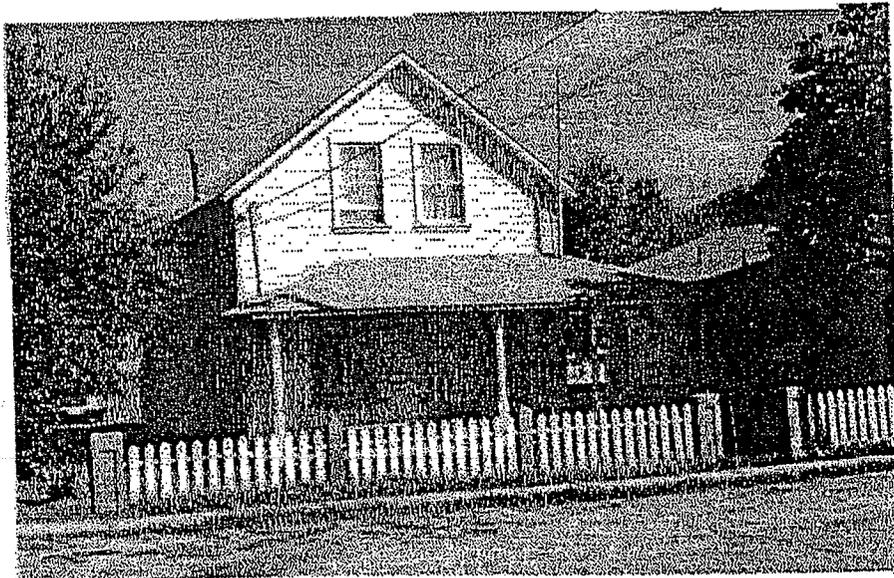
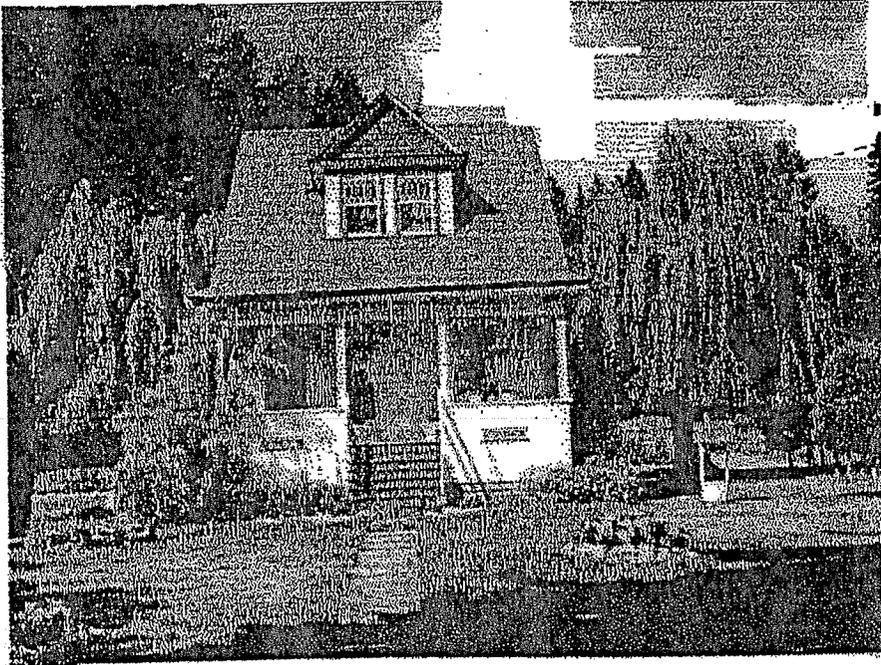


### **Verandas and Porches**

To be consistent with the previous section of roof lines and facades, one important element in Enderby Heritage Conservation Area are the verandas and porches that provide a hometown feel to the streetscape. Wrap around open porches are indicative of the Victorian Style and are a great asset to the streetscape.



Other local examples of front porches and verandas:



## **Landscaping and Fencing**

Landscaping and fencing changes in themselves do not require Heritage Alteration Permits. However, every effort should be taken to prevent damage to mature trees. It is hoped that if any mature trees have to be removed, they can be replaced with trees that will eventually contribute to, and be consistent with the existing streetscape. New fences should attempt to compliment the building on the property in colour, construction material and form.

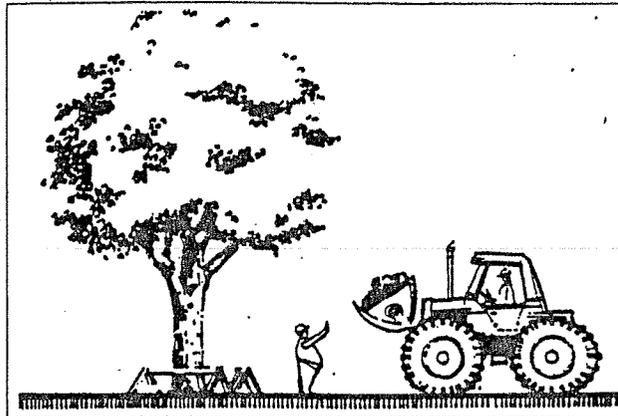
For new construction, some landscaping elements to consider include the following:

- Plantings around foundation
- Front lawns
- Hedges and shrubs
- Flower gardens
- Trees, including street trees



- **Mature Trees are the single most important landscaping element in the Heritage Conservation Area.**

Mature vegetation should be retained where possible. Careful attention should be taken during the period of construction to ensure root zones are not damaged.



## DESIGN TIPS FOR PROPERTY OWNERS

Within the Heritage Conservation Area for the City of Enderby there is a straightforward approach to change from the most desirable activity to the least desirable:



Ideally, a property owner would be convinced that the preservation or restoration of a building within the Heritage Conservation Area is most desirable.

This ideal will not always be possible or practical. For safety or other reasons, it may be necessary to remodel or even replace an existing structure. When the property owner desires such a dramatic change, certain design guidelines should be maintained to safeguard the integrity of the neighbourhood.

Here are some important steps to consider during this process:

- 1) Note the character of the buildings on the street. Consult the streetscape photos prepared by the Enderby Heritage Commission and available in the Enderby and District Museum.
- 2) Identify the significant characteristics of the property. Are there mature trees or interesting local features that you would like preserved? Include these in your Heritage Permit Application.
- 3) Next consider the buildings and rooflines on the street. Check the setbacks. If there is a lane way, (some of the blocks in the Heritage Conservation Area have lane ways), decide how best to incorporate access routes and garages onto the lane ways.

- 4) Prepare a sketch of the planned change to the building or property giving careful consideration to the buildings on the street and to the landscaping that predominates. If a property owner is concerned about the project at this early stage, a meeting can be arranged with any of the following people: the approving officer, the planner, the building inspector or with members of the Enderby Heritage Commission. Note that any changes requiring a Building Permit will also require a Heritage Alteration Permit and that these can occur at the same time.

Most of the homes in the Heritage Conservation Area are considered Cottage or Bungalow style dating from 1910 onward. Some are unique Victorian homes, some are Queen Anne Revival style. These styles have become increasingly popular since the 1980's in British Columbia. Some of the most recently constructed homes in Enderby outside of the Heritage Conservation Area have similar traits to the originals.

There are many possibilities for change. However, the purpose of this Heritage Conservation Area is to insure that changes are compatible. For example, a large, box-like modern home that takes up most of the lot space is not placed on a street that is characterized by smaller cottage type homes. The approving officer and the Heritage Commission would probably reject such a proposal.

A good example of a tasteful renovation that added considerable space without detracting from the original heritage home can be found on the southwest corner of Sicamous and Cliff. Here the original A.R. Rogers Sawmill manager's home was added onto at the rear and to the south. The addition took into consideration the style of siding, the shape of the windows and the rooflines of the original building. It answered the question of whether or not the addition would detract from the original structure in a positive way. It was a time consuming but ultimately very satisfying addition for the owners.

A homebuilder in the Heritage Conservation Area should consider the dominant architectural style and the scale of other homes on the street. The builder should consider roof lines, general facade composition, types of windows, set backs, and landscape characteristics of the street on which the building will be placed or remodeled.

Taking these items into consideration and including them in the proposal will help secure the integrity of the neighbourhood and the value of all properties on the street.

Perhaps the simplest and most aesthetically pleasing change within the Heritage Conservation Area is maintaining and preserving the buildings that exist. There are numerous building supply outlets for heritage home restoration and preservation. Some of these sources can be found on the information sheet that comes with the Heritage Permit Application.

## HERITAGE ALTERATION PERMITS: APPLICATION PROCESS

### **General Information:**

Provincial legislation provides the basis for the establishment of Heritage Conservation Areas (HCA) and associated permit requirements for construction activities within those areas.

Design controls are achieved through a permitting process; **Heritage Alteration Permits** which are established in the Official Community Plan. In Heritage Conservation Areas, an owner of a property must not do any of the following without a Heritage Alteration Permit (HAP):

- subdivide the property,
- construct an addition or a new building
- make substantial exterior alterations (such as changing siding material or roof lines)
- demolish buildings or structures

The permitting process provides for redevelopment of properties, provided that new construction incorporates heritage features into the design and landscaping. However, not all construction work requires a Heritage Alteration Permit (HAP), building maintenance, interior renovations or modest exterior alterations (subject to the discretion of the City appointed approving officer), do not require a Heritage Alteration Permit.

The City recognizes that heritage preservation requires some flexibility when it comes to certain regulations, as such Heritage Alteration Permits may vary or supplement provisions of the following:

- Zoning Bylaw (excluding use and density)
- Parking
- Signage
- Permits and Licenses
- Siting, form and character
- Subdivision requirements
- Timing and sequence of construction
- Exterior finish and design

Note: Heritage Alteration Permits are not registered on title.

In some circumstances the City may also consider other ways to encourage Heritage Conservation. The Official Community Plan contains provisions to allow Council to enter into agreements with property owners with the intent of preserving heritage. Heritage Revitalization Agreements are legal contracts between the City and a property owners that usually include special uses on the heritage property (such as a secondary suite or an office) in exchange for heritage preservation of the building. If the proposed use that the property owner desires is different from that permitted in the Zoning Bylaw, Council must hold a public hearing as part of the approval process.

### Application Process:

1. The owner or builder should discuss their plans with City Hall and determine if a Heritage Alteration Permit (HAP) application is required. In order for staff to determine if a Permit is needed, the owner/builder will need to bring in his/her ideas for discussion (drawings are encouraged.) Generally speaking, if a Building Permit is needed, a Heritage Alteration Permit will be too. If staff feel a permit is needed, they will assist the owner/builder by providing the Guidelines and contacts on the Heritage Commission who may be able to provide other helpful information.
2. Before completing an application for a Heritage Alteration Permit, the property owner should consider how their proposal contributes to the heritage character of the street.

They can consider this by identifying common architectural patterns of the existing building and others on nearby properties and attempt to incorporate these into the design plans. Some suggested steps are mentioned on previous pages (“Design Tips for Property Owners.”)

3. Building Permit applications require that the applicant submit site plans, sketches and design drawing completed in a professional manner. An extra copy of these is required to be submitted with the completed Heritage Alteration permit (HAP) application form (see following pages). (There is no charge for the HAP application.)

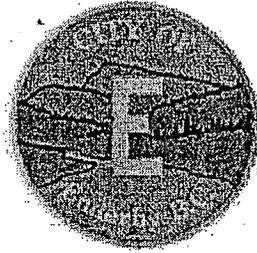
Completed HAP applications will be processed on a priority basis by City staff.

4. Staff at City Hall will evaluate the proposal in terms of its contribution to the heritage character of the City and may do the following:
  - Issue the HAP and direct the Building Inspector to issue the Building Permit if it conforms to the HAP.
  - Refer the application to the Heritage Commission for comments and/or recommendations.
  - Refer the application to Council for their consideration to issue the Permit.
  - Refuse to issue the permit. If this occurs, the person with the designated authority to issue the permit shall provide the reasons in writing for not approving the permit, and may prescribe what is required to issue the permit. This can be appealed to City Council by the property owner.

**Note: these guidelines do not provide direction on Subdivision applications or Churches (Special Use Properties) as there are a limited number of these properties in the HCA. Each of these applications shall be addressed on a case by case basis with respect to its impact on heritage values of the subject property and those around it.**

**HERITAGE ALTERATION PERMIT APPLICATION**

**No fees required**



**CITY OF ENDERBY**

**City Council has established a Heritage Conservation Area (Bylaw No.1256) within the City of Enderby as indicated on Schedule "C" of the Official Community Plan. The purpose of the Heritage Conservation Area is to manage change through design controls that integrate heritage values into both new development and alterations /additions to existing development. Actions requiring a Heritage Alteration Permit Application are listed on page 26 of Schedule "D" Residential Building design Guidelines.**

**(Note: for immediate processing of your application, please ensure all required information is included with this application.)**

**Required Information for a Heritage Alteration Permit Application**

**Legal description** \_\_\_\_\_

**Street address** \_\_\_\_\_

**Owner** \_\_\_\_\_

**Owners address and phone #** \_\_\_\_\_

**Agent** \_\_\_\_\_

**Agents address and phone #** \_\_\_\_\_

**Please describe proposed changes:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Required Information for a Heritage Alteration Permit Application (cont.)**

Proposed use \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please include a recent photograph of the house or the portion of the house that will be changed

Please include a site plan, building elevation drawings and construction drawings (if appropriate) of the proposed changes that are required with the building permit application.

Are there landscaping changes proposed? If yes please include on the site plan

Please list the features of your proposal that will contribute to the Heritage values of the building and the neighbourhood.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What is the general Architectural Style of your home? (see pages \_\_\_\_\_ of the Guidelines).

- Victorian
- Mediterranean revival
- Colonial
- Arts and Crafts
- Cottage or Bungalow style
- Queen Anne Revival
- Other: please indicate \_\_\_\_\_
- Don't Know

Are there other architectural styles on your street that your proposal will compliment? If so, please list the addresses below.

\_\_\_\_\_  
\_\_\_\_\_

Are any variances to the Zoning Bylaw required?  
If yes please list: \_\_\_\_\_  
\_\_\_\_\_