

Proposed Growth Structure

MIXED-USE, RESIDENTIAL, AND OTHER GROWTH AREAS

Planning for compact and complete neighbourhoods close to existing services and community amenities helps Kamloops become a more sustainable city, reduce infrastructure costs, conserve land for future growth, and preserve and maintain natural and agricultural areas. The proposed KAMPLAN 2025 growth structure builds on the current KAMPLAN 2018 growth structure, supporting the development of compact and complete neighbourhoods by concentrating growth in mixed-use areas and adjacent residential areas.

PROPOSED CHANGES:

Mixed-Use Areas

City Centre/Other Town Centres

These seven centres are the main areas of mixed-use residential growth, which will primarily consist of mid-rise and high-rise buildings that are residential, commercial, and mixed-use (commercial and residential).

Mid-Rise Commercial

These are supporting areas of mixed-use residential growth, which include major corridors and neighbourhood centres, both of which include important existing commercial areas that offer opportunities for additional residential and commercial development up to six storeys in height.

Residential Areas

High-Rise Urban

These areas are limited to a small area and allow for the tallest and highest-density residential buildings outside the town centres.

Mid-Rise Urban

These areas surround most town centres and key avenues and allow for four- to six-storey residential buildings and increased density compared with low-rise urban.

Low-Rise Urban

These areas are the largest component of the existing Urban area, permitting the lowest density and height of all Urban designations.

Suburban and Rural

Outside of the Urban area, the existing Suburban and Rural areas do not support significant residential growth primarily due to the lack of related infrastructure.

Other Growth Areas

Government Precinct

This is provincially owned land supporting government services with opportunity for additional mixed-use and residential development.

Thompson Rivers University

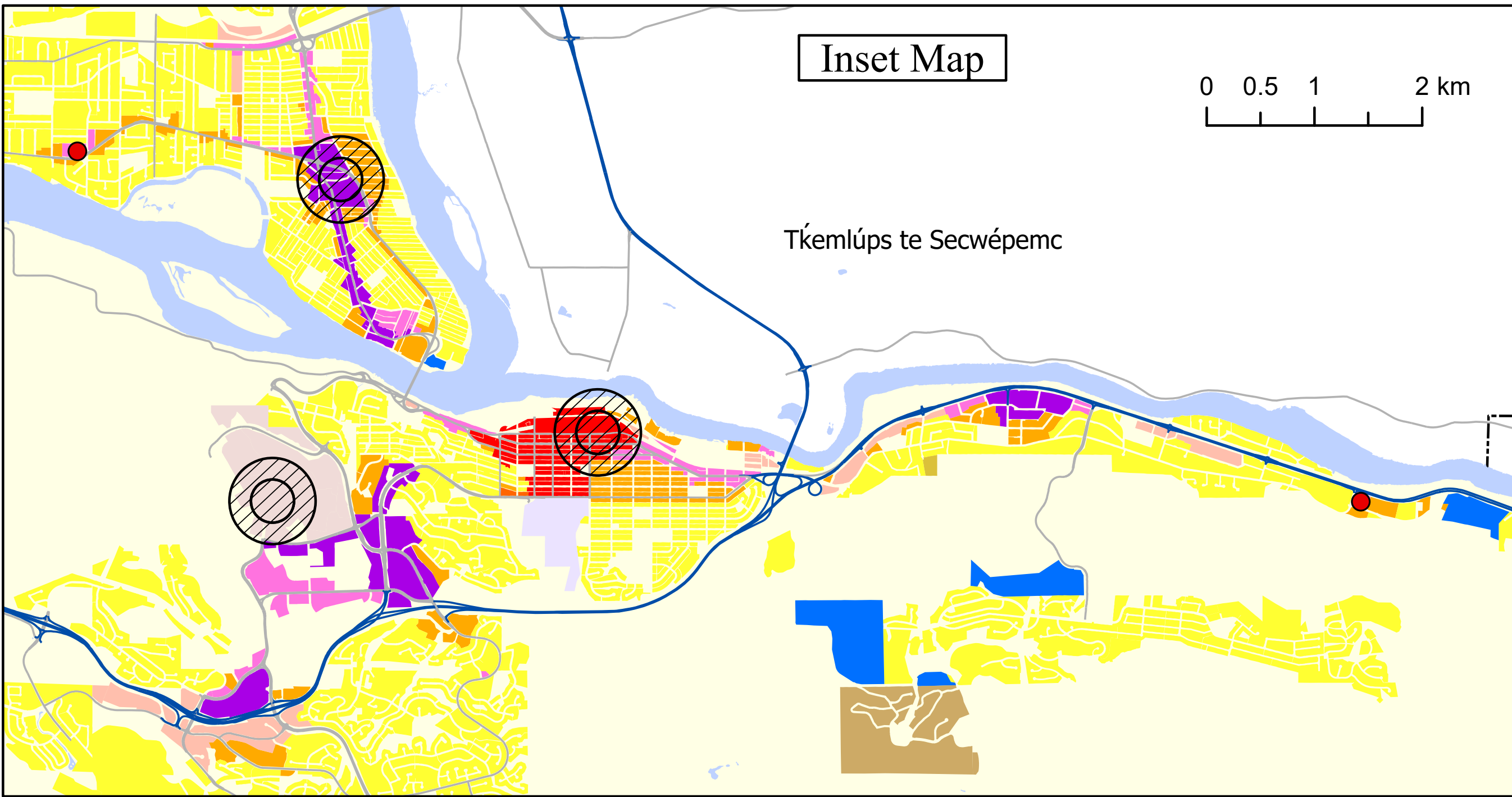
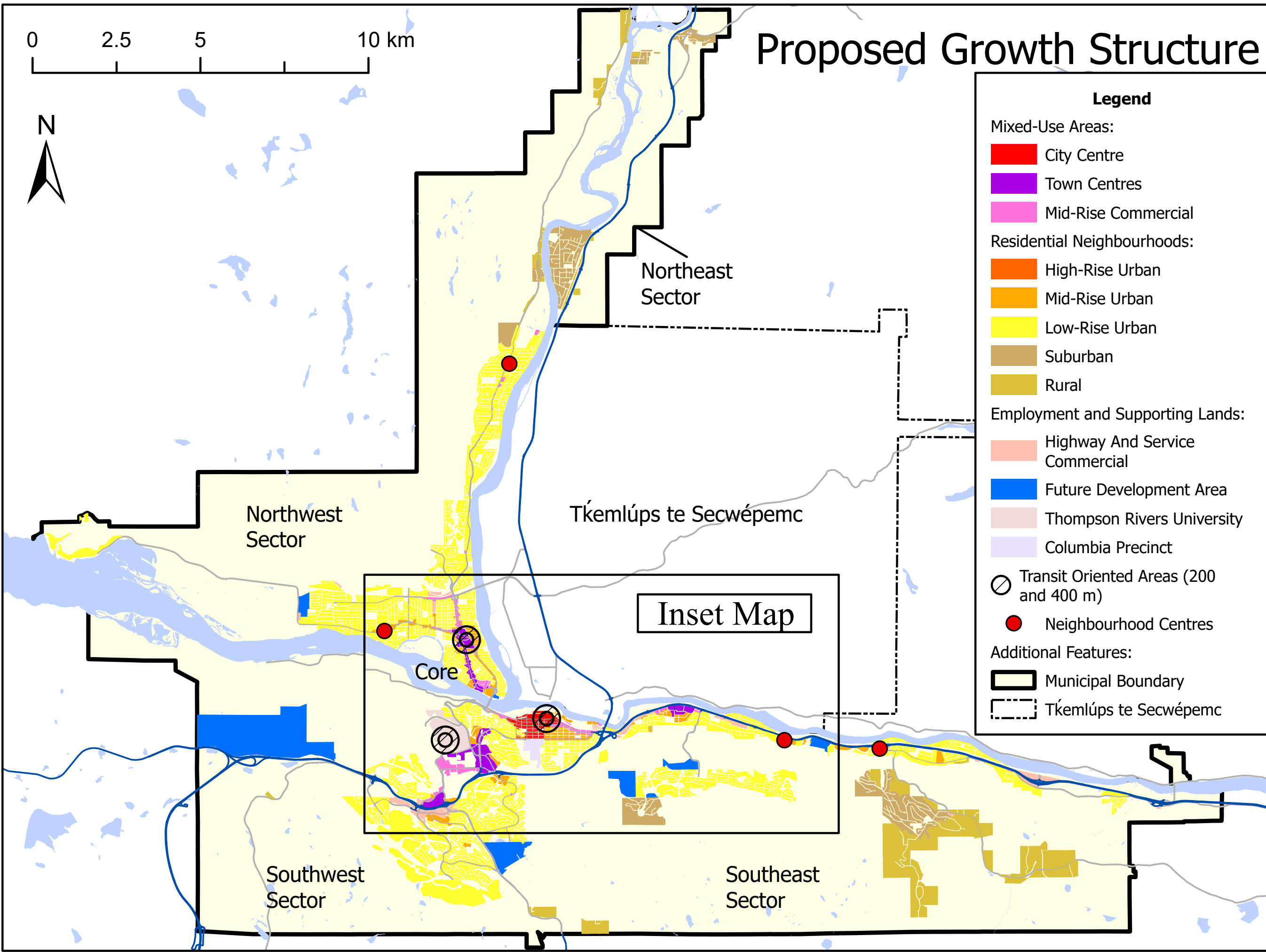
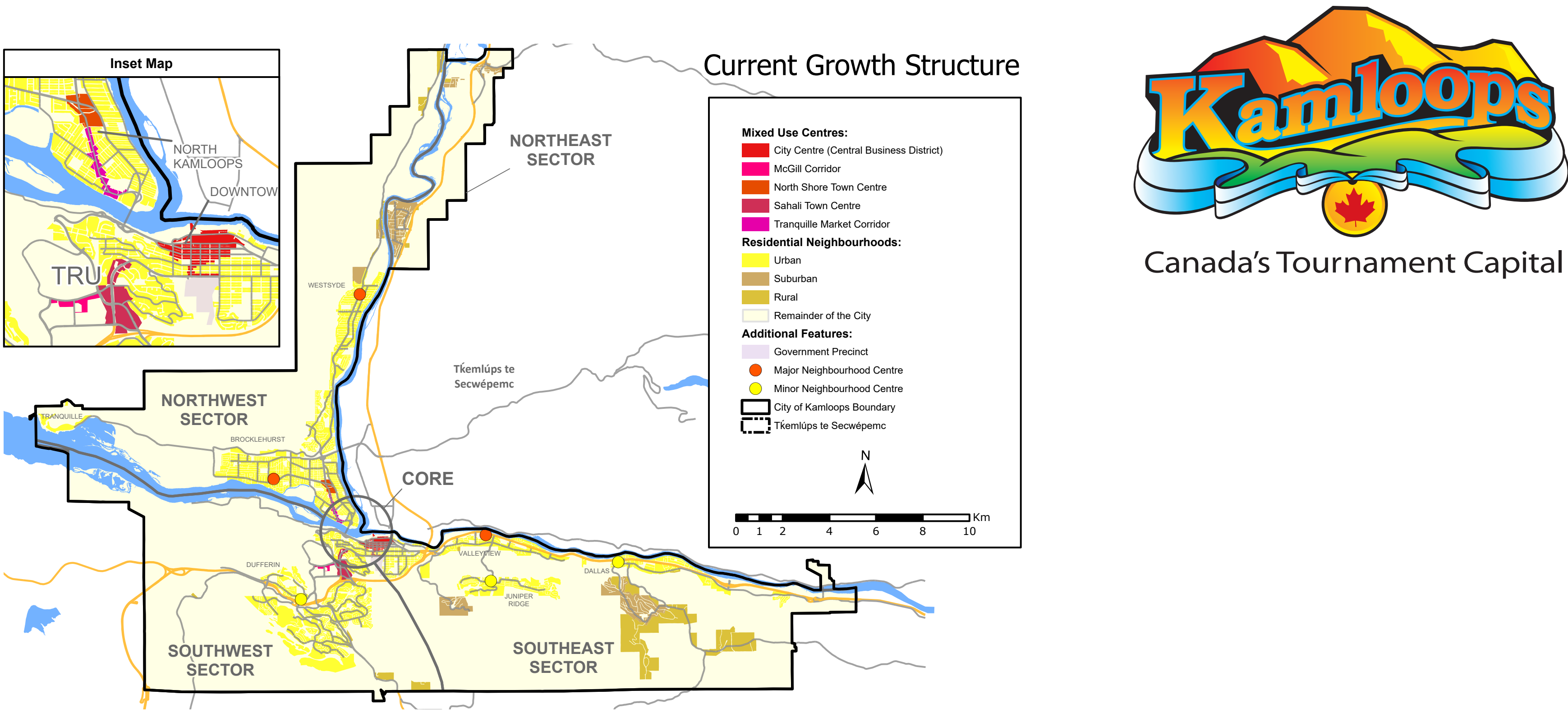
A major economic and population driver, Thompson Rivers University has opportunities for market and student housing.

Transit-Oriented Areas

These areas are provincially mandated to permit residential development up to a prescribed height and density (see the Transit-Oriented Area board).

Future Development Areas

These areas are opportunities for residential, mixed-use, and, in Iron Mask, industrial development.



KAMPLAN COMMUNITY VALUES:



Develop Complete Neighbourhoods



Support Urban Densification



Support the Availability of Diverse Housing Options



Optimize Existing Municipal Infrastructure

Proposed Growth Structure

TOWN CENTRES

Town Centres are commercial and mixed-use areas serving both neighbourhood and city-wide residents and are intersected by major transportation corridors. The scale of development within each town centre varies and includes large format retail, shopping centres, office space, residential units, and tourist accommodation. Infill development in these areas is encouraged to be transit oriented and to feature medium-to high-density mixed-use, compatible commercial uses, and community amenities that serve the neighbourhood.

Density Limit: 4.0 floor area ratio (up to 8.0 in City Centre)

Existing Town Centres: City Centre, North Shore Town Centre, Sahali Town Centre, Tranquille Market Corridor, and McGill Corridor

TRANSIT-ORIENTED AREAS

Transit-Oriented Areas have minimum allowable height and densities required by the Province. Residential developments within 200 m of a transit exchange are permitted to be up to 10 storeys tall with a density of 3.5 floor area ratio (FAR). For developments between 201 m and 400 m of a transit exchange, the allowable height is six storeys with a density of 2.5 FAR. Local governments may not use zoning to prevent residential development based on the heights or densities prescribed above; however, servicing, health and safety, design, and other standards apply. Residential parking is not required (except accessible parking and loading)

Existing Transit-Oriented Areas: The Lansdowne, North Shore, and Thompson Rivers University Transit-Oriented Areas were designated in 2024.

PROPOSED CHANGES:

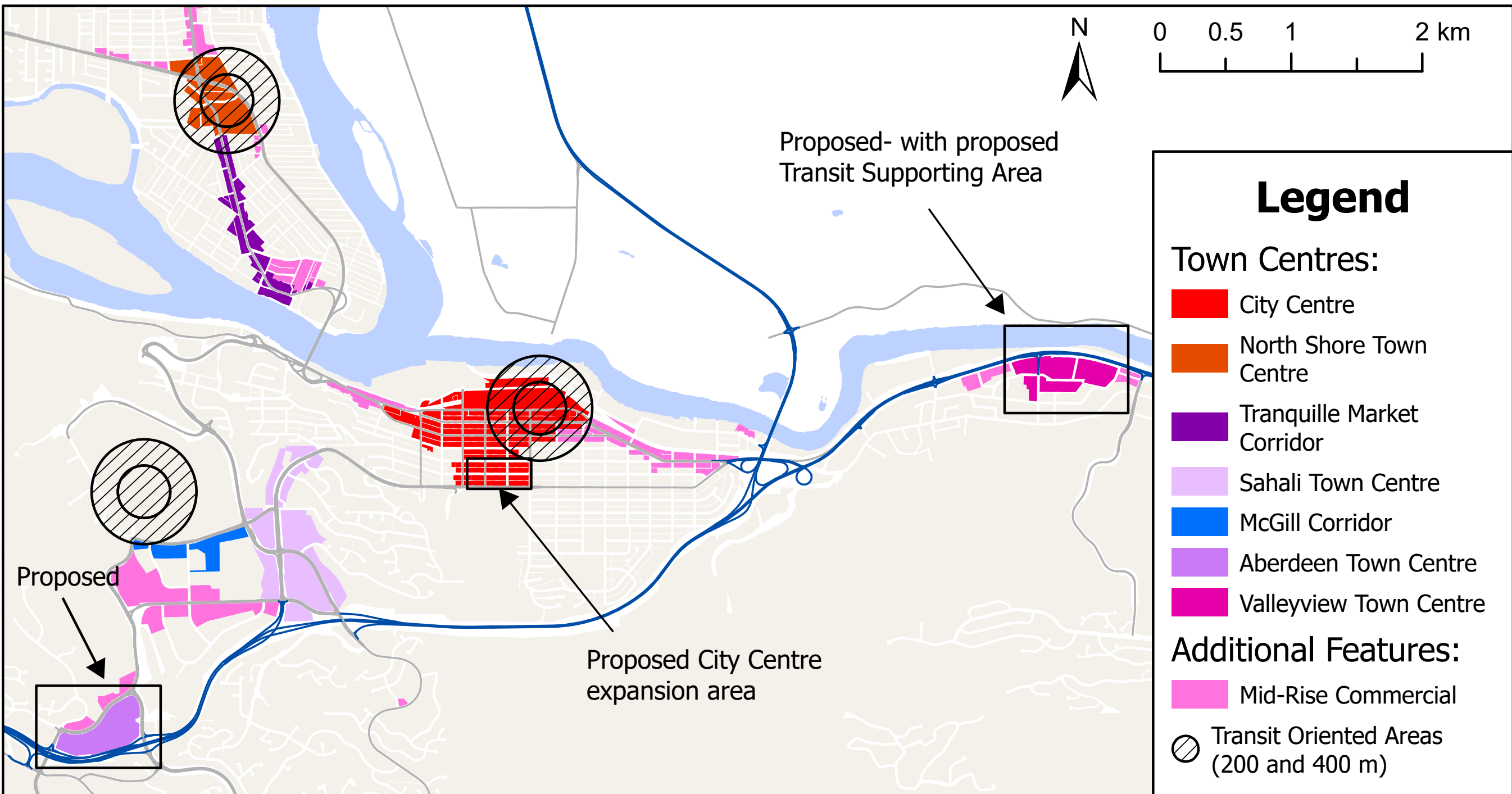
City Centre Expansion

The City Centre boundaries have been expanded to include the Urban-designated area around the current City Gardens development. This area has been included as part of the City Centre to provide consistency of policy direction rather than being surrounded on three sides by another land use.

Two New Town Centres

Valleyview Town Centre and Aberdeen Town Centre

Two proposed Town Centres envision the redevelopment of large-format retail stores in established commercial centres to accommodate residential units. The Town Centres will require comprehensive planning to accommodate the movement of pedestrians, active transportation modes, and vehicle traffic. Proposed Valleyview Town Centre policies emphasize mitigating community impacts through sensitive design and site planning (e.g. improving streetscapes and stepping back taller buildings away from existing residential homes).



New Valleyview Transit Supporting Area

A new Valleyview Transit Exchange is planned for Falcon Road, east of Oriole Road. Anticipating that the Valleyview Transit Exchange may be designated by the Province as a Transit-Oriented Area, the proposed Valleyview Transit Supporting Area proactively supports the transition from auto-oriented highway and service commercial, large-format retail, and low-density residential use to higher-density, transit-oriented development.

Details of the Proposed Valleyview Transit Supporting Area Designation:

- Supports up to 10 storeys in the dark blue area and up to 6 storeys in the light blue area.
- Since the Province has not yet designated this area as a Transit-Oriented Area, the maximum supported height in this area may not apply to all properties, and Council may reject a rezoning or development permit application.
- Residential parking would be required in accordance with the Zoning Bylaw.
- Servicing, health and safety, design, and other standards apply.

VALLEYVIEW TRANSIT SUPPORTING AREA



■ Supports up to 10 storeys ■ Supports up to 6 storeys

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Support Urban Densification



Support the Availability of Diverse Housing Options



Optimize Existing Municipal Infrastructure



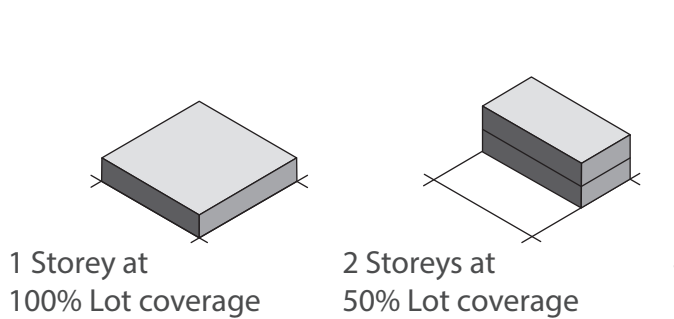
Improve Transportation and Connectivity



Promote Economic Resiliency

FLOOR AREA RATIO (FAR)

A Lot with a FAR of 1.0 could be built as follows:



A Lot with a FAR of 2.0 could be built as follows:

