

Land Use Policy - Housing

LAND USE POLICIES FOR HOUSING

Inclusive, resilient communities strive to provide affordable, safe, and appropriate housing for all residents. Provincial legislation requires local governments to update their Official Community Plans and Zoning Bylaws by December 31, 2025, to ensure they accommodate the number of housing units needed over 20 years, as determined by their Housing Needs Report.

Official Community Plans must also include housing policies related to each of the seven classes of housing need outlined in the Housing Needs Report:

- affordable housing
- rental housing
- special needs housing
- seniors housing
- family housing
- housing in proximity to transit
- shelters and housing for people at risk of homelessness

OVERALL PROPOSED CHANGES:

KAMPLAN's land use policies for housing currently provide guidance regarding housing for different demographic groups. KAMPLAN's housing goals and policies are proposed to be updated to better address the seven classes of housing needs identified in the City of Kamloops 2024 Housing Needs Report.



Housing Diversity

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

PROPOSED CHANGES:

Add new policies as follows:

- Encourage new development to include a mix of housing types, unit sizes, and/or tenures to accommodate varying income levels, age groups, household sizes and structures, and lifestyles.
- Encourage all new market developments to include at least 5% of the total units as having three or more bedrooms to accommodate families, consistent with the Housing Needs Report (2024), which identifies a need for 4,080 additional three-bedroom units (29% of all units) and 4,955 additional four-bedroom units (35% of all units) by 2041.
- Support community diversity by encouraging the distribution of new units suitable for a wide range of family sizes, household structures, and demographic groups in all neighbourhoods.
- Encourage innovative forms of ground-oriented multi-unit residential housing within walking distance of parks, schools, child care facilities, and mixed-use commercial areas to attract a mix of residents, including households with children.



Housing Affordability

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

PROPOSED CHANGES:

Add new policies as follows:

- Redevelopment of manufactured home parks and other forms of affordable or modestly priced housing should be planned to minimize displacement and accommodate existing residents within the new development. Redevelopment plans should include a meaningful proportion of affordable housing units, with consideration given to offering displaced residents the first right of refusal at affordable rates and be phased to accommodate the relocation of tenants. In addition to meeting the requirements outlined in the *Residential Tenancy Act* and the *Manufactured Home Park Tenancy Act*, developers are encouraged to work collaboratively with residents to provide extended notice periods, explore relocation supports, and offer transitional assistance.

KAMPLAN COMMUNITY VALUES:



Develop Complete Neighbourhoods



Support Urban Densification



Support the Availability of Diverse Housing Options

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Rental Housing - NEW

GOAL: Support the development and retention of rental housing to meet the needs of Kamloops residents

PROPOSED CHANGES:

Add new section and policies as follows:

- Incentivize the construction of new rental housing stock secured through a housing agreement via use of the Purpose-Built Rental Development Revitalization Tax Exemption Bylaw.
- Discourage the conversion of existing purpose-built rentals to strata units where the City's rental vacancy rate is below 3%.
- Encourage the construction of rental housing units within small-scale multi-unit developments, including secondary, garden, and carriage suites as permitted in the Zoning Bylaw and subject to development permit area guidelines.



Housing for Vulnerable Populations

GOAL: Provide a range of housing options for seniors, low-income individuals and families, persons with special needs, and the unhoused population

PROPOSED CHANGES:

Add or amend policies to the following:

- Ensure that supportive housing, seniors housing, subsidized housing, emergency shelters, and community care facilities are located within or adjacent to mixed-use areas to enable access to services and facilities required for daily living and allow for individuals and families that require supports to be integrated into the social fabric of the community.
- Ensure that supportive housing, subsidized housing, and emergency shelters are distributed throughout the community and appropriately managed by community partners to minimize adverse impacts associated with over-concentration of vulnerable community groups.
- Consider the use of underutilized private and public lands in all land use designations for temporary housing initiatives funded by senior governments, including supportive housing and emergency shelters, subject to individual evaluation, including technical review, robust community engagement, compatibility with adjacent land uses, and long-term vision for the area.
- Support the work of non-profit community partners to assist vulnerable persons in the transition from homelessness to long-term housing stability.



Housing in Proximity to Alternative Transportation Modes - NEW

GOAL: Encourage the development of new housing in close proximity to transportation infrastructure that supports walking, cycling, public transit, or other alternative forms of transportation

PROPOSED CHANGES:

Add section and new policies as follows:

- Encourage the development of medium- and high-density housing in areas that are serviced by active transportation infrastructure, such as sidewalks and multi-use pathways, and within walking distance to transit routes and transit exchanges, including designated Transit-Oriented Areas and Transit-Supporting Areas.
- Require active transportation infrastructure for new development in proximity to alternate transportation modes in accordance with Section D-1, Land Management and Development, and Section D-3, Transportation and Mobility.

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