

17.3 Highway 97 Corridor Development Permit Area

17.3.1 Category

Development Permit Area#2 (DPA #2) Highway 97 Corridor is designated under Part 14 – Planning and Land Use Management, Division 7 – Development Permits in the *Local Government Act* (2025)

17.3.2 Area

DPA #2 Highway 97 Corridor consists of those parcels identified in red on [Schedule G - Development Permit Areas](#).

17.3.3 Justification

Highway 97 is the primary access to 100 Mile House, providing the first impression to visitors and influencing the image of the community. The aesthetic identity of this corridor is influenced heavily by the form and character of development that is located along this important corridor. Highway 97 must also provide for the safe movement of people and goods into and out of the District. Due to these factors, the guidelines provide direction for the siting, form and character of commercial development along Highway 97.

17.3.4 Exemptions

A development permit is not required for the following:

- i. Government buildings (Municipal, Provincial, and Federal).
- ii. Educational Institutions recognized by the Ministry of Education.
- iii. Alterations to buildings that are:
 - a. Internal building alterations,
 - b. Exterior maintenance or minor repair of a building or structure which consists of upgrading existing finishing and/or surface materials with similar materials (such as replacing doors and windows, recladding, repainting, reroofing and re-decking), or

- c. Repair or alteration of a building or structure to rectify an unsafe condition if enforced by the Building Inspector,

- iv. Adding or upgrading landscaping
- v. Any servicing work undertaken by or on behalf of the District of 100 Mile House, including emergency activities.
- vi. Construction of signage that meet the applicable requirements of the Sign Bylaw.
- vii. Construction of an accessory building (maximum of 10 square metres).
- viii. Building permit application not exceeding a cumulative total of \$50,000, excluding interior alterations, in any 12-month period provided that no change in zoning or the use of land is involved.
- ix. Subdivision of vacant land where any future development will be required to obtain a Development Permit prior to issuance of a Building Permit.
- x. Subdivision of land in which the number of parcels is not increased.

17.3.5 Guidelines

Development permits issued in this section should be in accordance with the following guidelines:

17.3.6 Uses

- i. Office and other non-retail type uses that do not serve tourists or the travelling public are encouraged to locate on the 2nd storey or higher of building to ensure that active uses are located at ground-level.

17.3.7 Buildings and Structures

- i. Architecture and building design should contribute to a unique sense of place found in the Cariboo region.
- ii. Buildings are encouraged to incorporate natural materials and architectural features of the Cariboo, including the use of wood, logs, rails, posts, beams, rock and stone.



- iii. Any end wall of a building which is visible from Highway 97 should be finished to the same standard as the front of the building to contribute to aesthetic value. The use of exposed concrete blocks visible from public roads is not permitted.
- iv. Large building facades shall be articulated through design elements that can include a combination of windows, entry features, mix of building materials, textures, architectural features, and landscaping.
- v. Diversity of roof shapes, heights, and orientation are encouraged to avoid the appearance of long, flat rooflines.
- vi. Landscaping, awnings, lighting, fixtures, and other structures should be architecturally integrated with the design of the buildings.
- vii. Mechanical equipment must be hidden from view (e.g., placed in an attic space or behind fascia or parapet walls).
- viii. Additions to buildings should be seamlessly integrated as part of the existing building.
- ix. Buildings and properties shall be kept to a standard that contributes positively to the aesthetic cohesiveness of the area. Derelict or vacant buildings or lots are discouraged.
- v. Landscaping materials are encouraged to be native species and must be hardy and adapted to Cariboo climatic conditions. The use of low maintenance landscape materials is encouraged. The use of xeriscape (drought tolerant, low water requirement) landscaping and other water conservation practices is encouraged to minimize water consumption.
- vi. New development should minimize the removal of existing significant trees and other vegetation. Where tree or vegetation removal is necessary, they should be replaced with new trees and vegetation that is native and/or representative of the existing spacing of street trees.
- vii. All fencing and screening should be designed and constructed with durable materials and integrated with the design and materials of the building. All screening should be of sufficient height to adequately screen parking, loading, garbage receptacles and storage from adjacent public streets and residential areas.

17.3.8 Screening and landscaping

- i. Blank walls (surfaces over 40 square metres lacking an architectural feature) must be screened with landscaping. Landscaping should include trees and/or other plant material designed to screen or cover not less than 50% of the blank wall within five years of planting.
- ii. All waste disposal bins over 3 cubic metres in area should not be located at the front of the site and must be screened within an enclosure if visible from Highway 97.
- iii. Outdoor display areas should be upgraded and enhanced with landscaping.
- iv. Required front yard setback areas must be landscaped with trees, shrubs, grass and similar elements, which in the case of corner sites includes both the setback areas toward the highway and the side street.

17.3.9 Parking, loading and access

- i. Commercial development must take into consideration the visual impact of surface parking and loading areas on adjacent properties. Vehicle access to parking and loading areas, and circulation on site should minimize interference with pedestrian movement.
- ii. No loading space is permitted at the front of the site of a development where it is visible from Highway 97.
- iii. Co-ordination and connection of parking lots through mutual access agreements with adjacent properties is encouraged to ensure street efficiency.
- iv. Parking areas should clearly identify pedestrian circulation areas, preferably with different paving and landscaping treatment.
- v. Large surface parking areas should be demised into smaller areas through the use of raised landscaped areas containing shade trees, shrubs or ornamental pavers to provide visual relief from the appearance of uniform asphalt surfaces.

17.3.10 Transportation safety

- i. Access locations must meet the minimum turning and sight distance requirements in the TAC Design Guide adopted by the Ministry of Transportation and Transit.
- ii. A transportation design report prepared by a professional engineer qualified in transportation planning and design will be required for any development that will generate an increase of more than 20% or 100 vehicles per hour, whichever is greater, or where the site has experienced a significant collision history.
- iii. A traffic impact study may be required for a high-volume uses (including drive-through food service use, assembly use, commercial recreation or retail sales use) to ensure safe turning movements and adequate storage capacity for vehicle access and egress.

