

# City of Kelowna

## Regular Council Meeting

### AGENDA



Monday, September 20, 2021

1:30 pm

Council Chamber

City Hall, 1435 Water Street

Pages

#### 1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

In accordance with the most recent Interior Health Restrictions regarding gatherings and events, a maximum of 50 members of the public is permitted to attend Council meetings in-person. Members of the public must remain seated unless invited to address Council.

As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

#### 2. Confirmation of Minutes

3 - 10

PM Meeting - September 13, 2021

#### 3. Development Application Reports & Related Bylaws

##### 3.1. Kelowna 2040 - Official Community Plan

11 - 64

To approve Kelowna 2040 – Official Community Plan Bylaw No. 12300 and to direct staff to undertake Phase 5 of the Official Community Plan process.

##### 3.2. BL12300 - Kelowna 2040 Official Community Plan

65 - 395

To give Bylaw No. 12300 first reading.

##### 3.3. Robson Rd W 285 - Z20-0010 (BL12086) - Rezoning Bylaw Extension Request

396 - 397

To extend the deadline for adoption of Rezoning Bylaw No. 12086 from August 11, 2021 to August 11, 2022.

##### 3.4. Gordon Dr 3802 - DP21-0116 - The Pit Stop C-Store and Gas Bar Ltd., Inc. No. BC0566689

398 - 434

To consider a form and character Development Permit for the redevelopment of a gas station.

#### **4. Bylaws for Adoption (Development Related)**

- 4.1. Frederick Rd 4633 - BL12103 (Z20-0017) - 1232798 B.C. Ltd., Inc. No. BC1232798** 435 - 435

To adopt Bylaw No. 12103 in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone.

- 4.2. BL12165 (TA21-0001) - RU6 Zone Text Amendment - City of Kelowna** 436 - 437

To adopt Bylaw No. 12165 in order to amend the RU6 - Two Dwelling Housing zone.

- 4.3. BL12263 (TA21-0009) - Section 13 - Urban Residential Zones - Carriage House Text Amendment - City of Kelowna** 438 - 441

To adopt Bylaw No. 12263 in order to amend the Zoning Bylaw to allow carriage houses as a permitted secondary use on RU1 and RU2 lots that have a sanitary sewer connection within the Urban Core, as defined by Map 5.1 in the Kelowna 2030 - Official Community Plan.

#### **5. Non-Development Reports & Related Bylaws**

- 5.1. Report Planning and Development Statistics - Q2** 442 - 453

This report updates Council on Building and Development Statistics for the second quarter of 2021.

#### **6. Resolutions**

- 6.1. Draft Resolution, re: 2022 Council Meeting Schedule** 454 - 455

To adopt the 2022 Council Meeting Schedule.

#### **7. Bylaws for Adoption (Non-Development Related)**

- 7.1. BL12278 - Amendment No. 37 to Airport Fees Bylaw No. 7982** 456 - 456

To adopt Bylaw No. 12278.

#### **8. Mayor and Councillor Items**

#### **9. Termination**





## City of Kelowna Regular Council Meeting Minutes

Date:	Monday, September 13, 2021
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran*, Councillors Maxine DeHart, Ryan Donn, Brad Sieben, Mohini Singh, Luke Stack and Loyal Wooldridge
Members participating remotely	Councillor Charlie Hodge
Members Absent	Councillor Gail Given
Staff Present	City Manager, Doug Gilchrist; Deputy City Clerk, Laura Bentley; Divisional Director, Planning & Development Services, Ryan Smith*; Divisional Director, Partnership & Investments, Derek Edstrom*; Urban Planning Manager, Jocelyn Black*; Planner, Tyler Caswell*; Planner Specialist, Lydia Korolchuk*; Planner, Mark Tanner*; Planner Specialist, Alex Kondor*
Staff participating remotely	Senior Airport Finance & Corporate Services Manager, Shayne Dyrda*; Legislative Coordinator (Confidential), Arlene McClelland

(\* Denotes partial attendance)

### 1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

In accordance with the most recent Interior Health Restrictions regarding gatherings and events, a maximum of 39 members of the public is permitted to attend Council meetings in-person. Members of the public must remain seated unless invited to address Council.

As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

### 2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

**Ro839/21/09/13** THAT the Minutes of the Regular Meetings of August 23, 2021 be confirmed as circulated.

**Carried**

### 3. Development Application Reports & Related Bylaws

#### 3.1 Highway 97 N 4690 - A20-0008 - City of Kelowna

Staff:

- Displayed a PowerPoint Presentation summarizing the application.
- Made comment on proposed mitigation, alternative sites that were considered and potential funding.
- Responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Stack

**Ro840/21/09/13** THAT Agricultural Land Reserve Appeal No. A20-0008 for The South West ¼ of Section 11 Township 23 ODYD Except: (1) Those Parts Shown on Plan Attached to DD 1953D (2) Plans 10273, 18883, H764, H16596 And KAP83101 (3) Parcel A (E10197) and The North West ¼ of Section 2 Township 23 ODYD Except: (1) Those Parts Shown on Plan Attached to DD1953D (2) Part Described in DD 169668F (3) Plans 12349, H764, H16596, KAP83101 and EPP76079 located at 4690 Highway 97 North, Kelowna, BC for an "Exclusion" under Section 29(1) of the Agricultural Land Commission Act, be supported by Council;

AND THAT Council direct Staff to forward the subject application to the Agricultural Land Commission for consideration.

**Carried**

Councillors Hodge and Singh - Opposed

#### 3.2 Takla Rd 4380 - A21-0006 - Lark Farms Inc., In. No. 537531

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Sieben/Seconded By Councillor DeHart

**Ro841/21/09/13** THAT Agricultural Land Reserve Appeal No. A21-0006 for Lot 1, Sections 32, Township 29, ODYD Plan KAP74909 located at 4380 Takla Road, Kelowna, BC for a "Non-Adhering Residential Use Permit" under Section 20.1(2) of the Agricultural Land Commission Act, be supported by Council;

AND THAT Council direct Staff to forward the subject application to the Agricultural Land Commission for consideration.

**Carried**

#### 3.3 East Kelowna Rd 2981 - A21-0009 - Edithe Kathlien Ross

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Stack

**Ro842/21/09/13** THAT Agriculture Land Reserve Appeal No. A21-0009 for Lot 2 Section 15 Township 26 ODYD Plan 736 located at 2981 East Kelowna Road, Kelowna, BC for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act, be supported by Council;

AND THAT Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration.

**Carried**

### 3.4 Sherwood Rd 639 - Z21-0067 (BL12264) - Yunfang Gao

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Sieben/Seconded By Councillor DeHart

**R0843/21/09/13** THAT Rezoning Application No. Z21-0067 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2 District Lot 358 ODYD Plan 16547, located at 639 Sherwood Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464 (2), waive the Public Hearing for the Rezoning Bylaw;

AND THAT final adoption of the Rezoning Application be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated September 13<sup>th</sup>, 2021;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of the Preliminary Layout Review Letter by the Approving Officer.

**Carried**

### 3.5 Sherwood Rd 639 - BL12264 (Z21-0067) - Yunfang Gao

Moved By Councillor Wooldridge/Seconded By Councillor Donn

**R0844/21/09/13** THAT Bylaw No. 12264 be read a first time.

**Carried**

### 3.6 Fleming Rd 470 - Z21-0027 (BL12273) - 1306876 BC Ltd., Inc. No. BC13066876

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Donn

**R0845/21/09/13** THAT Rezoning Application No. Z21-0027 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot C Section 27 Township 26 ODYD Plan KAP79327, located at 470 Fleming Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RM4 – Transitional Low Density Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated September 13, 2021;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

**Carried**



**3.7 Fleming Rd 470 - BL12273 (Z21-0027) - 1306876 BC Ltd., Inc. No. BC13066876**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

**Ro846/21/09/13** THAT Bylaw No. 12273 be read a first time.

Carried

**3.8 Gerstmar Rd 440 - Z21-0063 (BL12274) - Benjamin Cherney**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Singh

**Ro847/21/09/13** THAT Rezoning Application No. Z21-0063 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, Section 22, Township 26, ODYD, Plan 29966, located at 440 Gerstmar Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Development Planning Department dated September 13, 2021;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

Carried

**3.9 Gerstmar Rd 440 - BL12274 (Z21-0063) - Benjamin Cherney**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

**Ro848/21/09/13** THAT Bylaw No. 12274 be read a first time.

Carried

**3.10 Buckhaven Crt 4973 - Z21-0036 (BL12276) - Mair Developments Ltd., Inc. No. BCo753083**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Sieben

**Ro849/21/09/13** THAT Rezoning Application No. Z21-0036 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of a portion of Lot 1, Sections 20 and 29, Township 29, SDYD, Plan EPP100536, located at 4973 Buckhaven Court, Kelowna, BC from the A1 – Agriculture 1 zone to the RU2 – Medium Lot Housing zone as shown on Map "A" attached to the Report from the Development Planning Department dated September 13, 2021, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer.

Carried

**3.11 Buckhaven Crt 4973 - BL12276 (Z21-0036) - Mair Developments Ltd., Inc. No. BCo753083**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

Ro850/21/09/13 THAT Bylaw No. 12276 be read a first time.

Carried

**3.12 Radant Rd 575 - Z21-0074 (BL12277) - Lihua Feng**

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Hodge/Seconded By Councillor Donn

Ro851/21/09/13 THAT Rezoning Application No. Z21-0074 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A Section 1 Township 25 ODYD Plan 11054, located at 575 Radant Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464 (2), waive the Public Hearing for the Rezoning Bylaw.

Carried

**3.13 Radant Rd 575 - BL12277 (Z21-0074) - Lihua Feng**

Moved By Councillor Wooldridge/Seconded By Councillor Donn

Ro852/21/09/13 THAT Bylaw No. 12277 be read a first time.

Carried

**3.14 Supplemental Report - Gaspardone Rd 4554 - Z21-0057 (BL12257) - Jeffrey and Ingrid Douziech**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

Ro853/21/09/13 THAT Council receives, for information, the report from the Office of the City Clerk dated September 13, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12257;

AND THAT Rezoning Bylaw No. 12257 be forwarded for further reading consideration.

Carried

**3.15 Gaspardone Rd 4554 - BL12257 (Z21-0057) - Jeffrey and Ingrid Douziech**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

Ro854/21/09/13 THAT Bylaw No. 12257 be read a second and third time and be adopted.

Carried

**3.16 Supplemental Report - Paret PI 681 - Z21-0052 (BL12261) - Derek J. Klask**

Moved By Councillor Hodge/Seconded By Councillor Stack

Ro855/21/09/13 THAT Council receives, for information, the report from the Office of the City Clerk dated September 13, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12261;

AND THAT Rezoning Bylaw No. 12261 be forwarded for further reading consideration.

Carried

**3.17 Paret PI 681 - BL12261 (Z21-0052) - Derek J. Klask**

Moved By Councillor DeHart/Seconded By Councillor Stack

Ro856/21/09/13 THAT Bylaw No. 12261 be read a second and third time and be adopted.

Carried

**3.18 Pandosy St 2340 - BL12056 (Z19-0135) - Rezoning Bylaw Extension Request**

Moved By Councillor Sieben/Seconded By Councillor Singh

Ro857/21/09/13 THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Amendment Bylaw No. 12056, for Lot 2 District Lot 14 ODYD Plan 12868, located at 2340 Pandosy St, Kelowna, BC, be extended from July 13, 2021 to July 13, 2022.

AND THAT Council direct Staff to not accept any further extension requests.

Carried

**3.19 Cara Glen Crt 1455 - DP21-0115 - Prime Clifton Homes Inc., Inc. No. A0116073**

Mayor Basran declared a conflict of interest as he owns property nearby and departed the meeting at 3:02 p.m.

Deputy Mayor Stack took over Chairing the meeting at 3:02 p.m.

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Wooldridge

Ro858/21/09/13 THAT Council authorizes the issuance of Development Permit No. DP21-0115 for Lot 3 Section 31 Township 26 ODYD Plan EPP100150, located at 1455 Cara Glen Court, Kelowna, BC; subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C"; and



4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect.

Carried  
Councillor Hodge - Opposed

Mayor Basran returned and resumed Chairing the meeting at 3:22 p.m.

#### 4. Bylaws for Adoption (Development Related)

- 4.1 South Ridge Dr 5008 - BL12222 (Z21-0049) - Nonis Developments LTD., INC. NO BC0938873

Moved By Councillor DeHart/Seconded By Councillor Stack

R0859/21/09/13 THAT Bylaw No. 12222 be amended at third reading by deleting from the legal description:

- "Lot 1"

And replacing with:

- "Lot 2"

Carried

Moved By Councillor DeHart/Seconded By Councillor Stack

R0860/21/09/13 THAT Bylaw No. 12222, as amended, be adopted.

Carried

- 4.2 Mantle Crt 1870 Walburn Rd 2903 Gallagher Rd 2975 - BL12258 (OCP21-0005) - RDCO, David and Laura Geen

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0861/21/09/13 THAT Bylaw No. 12258 be adopted.

Carried

- 4.3 Mantle Crt 1870 Walburn Rd 2903 Gallagher Rd 2975 - BL12259 (Z21-0010) - RDCO, David and Laura Geen

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0862/21/09/13 THAT Bylaw No. 12259 be adopted.

Carried

#### 5. Non-Development Reports & Related Bylaws

- 5.1 Kelowna International Airport Fees Bylaw Change

Staff:

- Provided an overview of the proposed program and fees for UBCO staff and student parking and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

**Ro863/21/09/13** THAT Council receive for information the report of the Kelowna International Airport dated September 13, 2021;

AND FURTHER THAT Bylaw No. 12278 being Amendment No. 37 to the City of Kelowna Airport Fees Bylaw 7982 be advanced for reading consideration.

**Carried**

## **5.2 BL12278 - Amendment No. 37 to Airport Fees Bylaw No. 7982**

Moved By Councillor DeHart/Seconded By Councillor Sieben

**Ro864/21/09/13** THAT Bylaw No. 12278 be read a first, second and third time.

**Carried**

## **6. Mayor and Councillor Items**

Councillor Stack:

- Commented on ease of experience with proof of vaccination process.

Councillor DeHart:

- Commented on ease of experience with proof of vaccination process.

Councillor Sieben:

- Commented on the economic benefits with proof of vaccination process.
- Questioned whether local restrictions would be lifted with passport usage.

Councillor Wooldridge:

- Provided condolences to Vernon Councillor Dalvir Nahal that recently passed away.

Councillor Singh:

- Encouraged citizens to vote in the Federal election.

Councillor Donn:

- Commented that the Kelowna Fringe Festival begins this week and encouraged citizens to support and attend these events.

Mayor Basran:

- On behalf of Council provided support for businesses enforcing proof of vaccination requirements.
- Commented on the role of Bylaw Enforcement Services in supporting proof of vaccination.

## **7. Termination**

This meeting was declared terminated at 3:34 p.m.

\_\_\_\_\_  
Mayor Basran

lb/acm

\_\_\_\_\_  
Deputy City Clerk



# Report to Council



**Date:** September 20, 2021  
**To:** Council  
**From:** City Manager  
**Subject:** Kelowna 2040 Official Community Plan  
**Department:** Policy & Planning

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## **Recommendation:**

THAT Council receives, for information, the report from the Policy & Planning Department dated September 20, 2021 regarding Kelowna 2040 – Official Community Plan Bylaw No. 12300;

AND THAT Council considers the public process outlined in the report from Policy & Planning Department dated September 20, 2021, to be appropriate consultation for the purpose of Section 475 of the Local Government Act;

AND THAT Council direct staff to undertake the activities that encompass Phase 5 of the 2040 Official Community Plan process, as outlined in the report from the Policy & Planning Department dated September 20, 2021 regarding Kelowna 2040 – Official Community Plan Bylaw No. 12300;

AND THAT Kelowna 2040 – Official Community Plan Bylaw No. 12300 be forwarded to Public Hearing for further consideration;

AND FURTHER THAT final adoption of Kelowna 2040 – Official Community Plan Bylaw No. 12300 be considered subsequent to the approval of the Minister of Agriculture.

## **Purpose:**

To approve Kelowna 2040 – Official Community Plan Bylaw No. 12300 and to direct staff to undertake Phase 5 of the Official Community Plan process.

## **Background:**

The Official Community Plan (OCP) is the collective long-term vision for Kelowna, guiding the physical, environmental, economic and social development of our community. It provides both inspiration and direction through a comprehensive policy framework to ensure the community's vision is integrated into all aspects of planning, decision-making and priority-setting for the City. It brings focus and purpose to more detailed plans, including growth plans, financial plans and strategic action plans, among others.

Kelowna's current OCP was initially approved in 2011. Over the last ten years, the City has witnessed transformation and undertaken the Imagine Kelowna visioning exercise to shape a new vision for the city. Consolidating these initiatives in the 2040 OCP provides a clear, consistent long-term vision for Kelowna to help guide how the city develops and changes. Once approved, the 2040 OCP will work in conjunction with the City's Transportation Master Plan (TMP), 20 Year Servicing Plan and capital plan budgeting process to inform a strategic framework for how priorities are set and how the City achieves its goals for years to come.

### **Discussion:**

The 2040 OCP process is nearly complete. Following the conclusion of the final round of public engagement this past Spring, the draft 2040 OCP was refined, and is now presented to Council for initial bylaw consideration. This new OCP represents the largest process to date to put Imagine Kelowna into action and has been developed concurrently with a new Transportation Master Plan (TMP) and 20 Year Servicing Plan, ensuring alignment with transportation, infrastructure and waste management planning.

The 2040 OCP has been developed during a period of immense change in our community, our country and around the world. Challenges like the COVID-19 pandemic, unprecedented heat waves, increasing wildfire activity and shifts in the housing market have highlighted the importance of this Plan to guide how Kelowna will grow during a time of rapid societal, environmental, economic and technological change. Putting the Plan into action will require bold decision now, and in the years to come. This means that, while the 2040 OCP update process is entering its fifth and final stage, this is not the end of the journey. Rather, it is the start of a new and exciting phase of Kelowna's evolution. As this report outlines, there are numerous actions that will need to be undertaken to put the 2040 OCP into action. Each of these actions will require champions - City staff and Council, community members, and notable stakeholders - to ensure this OCP is successful in ultimately achieving the *Imagine Kelowna* community vision.

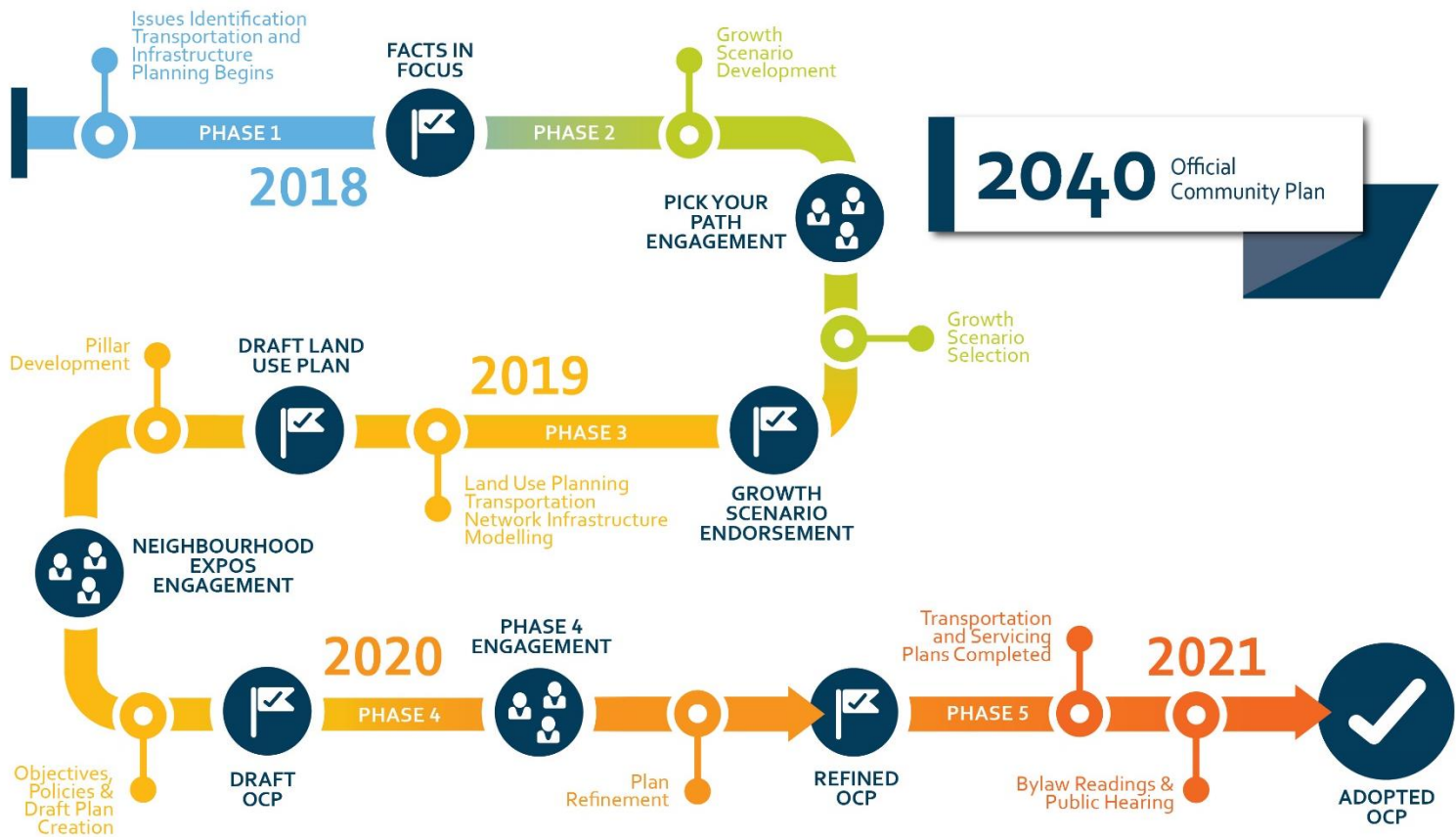
### **Process to Date**

The 2040 OCP process is a five-phase process that was initiated in 2018. Each phase included distinct milestones throughout the process such as significant public and stakeholder engagement and touch points with Council (see Figure 1). This process has resulted in a document that accommodates the projected growth, addresses key emerging issues, and reflects what Staff have heard from the public, stakeholders and Council. The engagement process included, but was not limited to, the following tactics:

#### *Phases 1 and 2: Pick Your Path*

Public engagement during Phase 2 gathered feedback on one of four possible growth scenarios through the *Pick Your Path* process. *Pick Your Path* feedback aligned with what the City heard during *Imagine Kelowna*: that participants were most supportive of future growth being targeted more towards the Urban Centres as well as in the surrounding Core Area in the form of residential infill to provide more housing variety. Growth in suburban neighbourhoods would be slowed, protecting agricultural lands and environmentally sensitive areas and prioritizing transportation options that would benefit the highest number of residents. Staff provided a report to Council summarizing this process on July 31, 2018.

Figure 1: 2040 OCP Process



### Phase 3: Neighbourhood Expos

A series of “Neighbourhood Expos” were held during Phase 3 to share early drafts of land use mapping and the draft Plan’s foundations with the public. Feedback received as part this process suggested that participants were still supportive of the growth scenario, with some concerns about impacts to transportation and green space. Staff provided a report to Council summarizing the results of this process on December 9, 2019. Phase 3 also saw the initiation of engagement with Indigenous communities, including Westbank First Nation and Okanagan Indian Band, as well as the Okanagan Nation Alliance.

### Phase 4: Draft Plan Public and Stakeholder Engagement

Engagement during Phase 4 focused on providing Kelowna residents and community stakeholders with opportunities to comment on the draft OCP. Due to COVID-19 restrictions, public and stakeholder engagement was impacted by restricted opportunities for in-person meetings and interactions. As such, most Phase 4 engagement was provided online except for a public display at City Hall that allowed people to learn about the plan and provide feedback. The engagement tactics included the following:

- Online surveys
- In-person interactive display
- Online focus groups and discussion forums
- Online stakeholder workshops

Figure 2: Phase 4 Engagement Participation



Staff provided a report to Council summarizing the results of this process on May 31, 2021, including a summary of participation (see Figure 2) letters from several key stakeholders that were engaged as part of that process.

In addition to letters from key stakeholders submitted as part of the Phase 4 engagement process, the Interior Health Authority and School District #23 have since provided letters outlining support for the 2040 OCP and are included as Attachments 2 and 3.

### Phase 5: Next Steps

With the delivery of the refined OCP, the project moves into the fifth and final phase, the details of which are outlined later in this report.

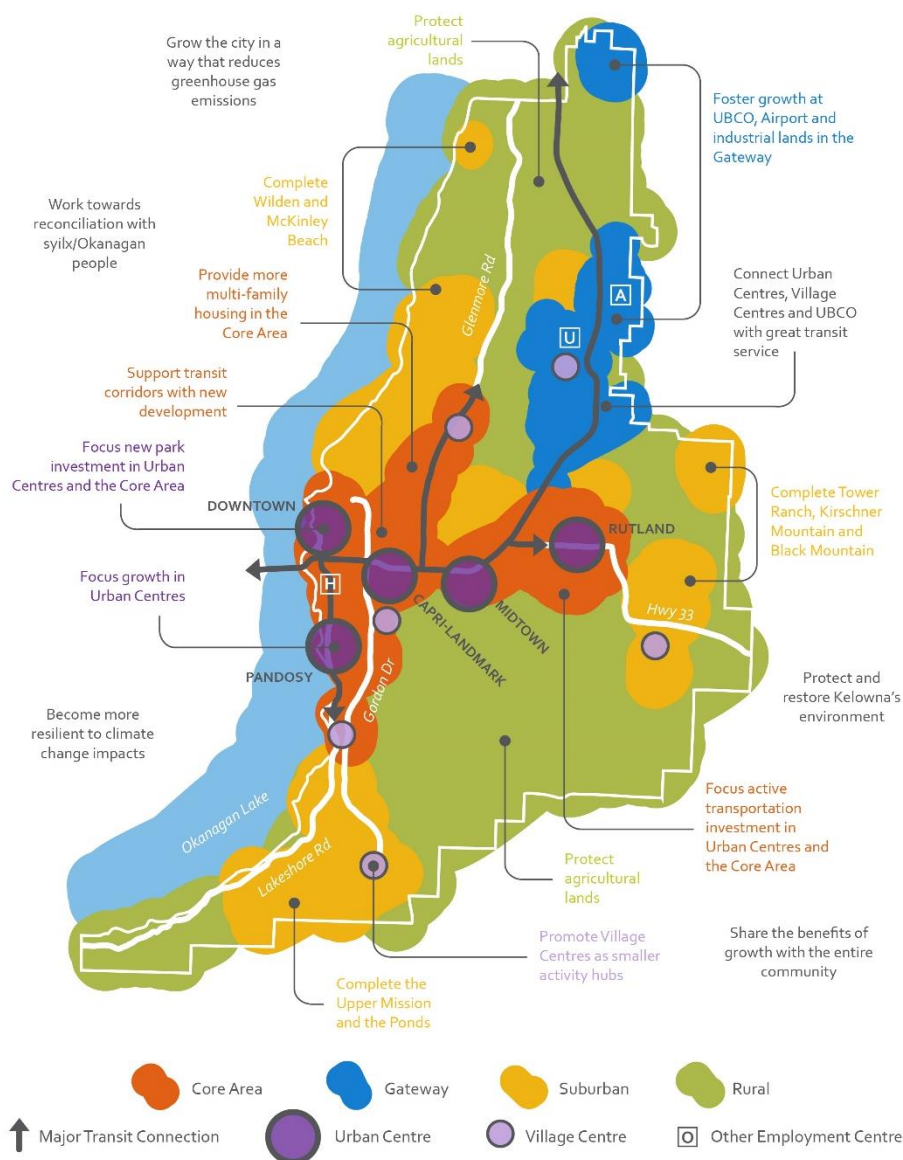
## **2040 Official Community Plan**

### **Directions**

Kelowna is anticipated to welcome approximately 45,000 new residents between now and 2040, requiring approximately 25,000 new housing units along with more commercial, industrial and institutional space. This growth must be serviced with new transportation and utility infrastructure, as well as parks and other amenities. As such, the 2040 OCP has been developed in conjunction with the new Transportation Master Plan and 20 Year Servicing Plan.

The 2040 OCP is designed to provide an integrated framework that builds upon the principles and goals of *Imagine Kelowna's* community vision. To achieve this vision, the 2040 OCP is rooted in ten OCP Pillars, five Growth Strategy Districts, many objectives and policies, and a series of implementation actions. These elements work together to achieve *Imagine Kelowna's* vision, and is summarized by a high-level growth strategy, as illustrated in Figure 3.

**Figure 3: 2040 OCP Growth Strategy**



While the 2040 OCP reinforces many of the directions that were foundational for the 2030 OCP, some of the new directions of the Plan include the following:

- A new Future Land Use framework, organized by Growth Strategy District (see Attachment 1);
- Growth strategy objectives and policies that respond to each of the five Growth Strategy Districts;
- ~ 73% of future residential growth directed into Urban Centres and the Core Area;
- New housing unit targets of ~24% single and two unit / ~76% multi-unit;
- Transit Supportive Corridors to optimize land use and transportation investments in key locations;
- Guidance for building height and land use in the 5 Urban Centres;
- Ground-oriented multi-family housing, commonly known as the “missing middle” in the Core Area;
- An entirely new ‘Climate Resiliency’ chapter;
- An equity and indigenous lens to policies throughout the document;
- Typology-based, visually enhanced Form and Character Design Guidelines; and
- A new “Making the Plan Work” chapter that speaks to monitoring of the OCP and identifies key implementation actions needed to make the Plan’s vision a reality.

### **Refinements to Draft Official Community Plan**

Following the completion of the extensive Phase 4 engagement process, staff undertook numerous refinements to the draft OCP. These updates targeted the following:

- Revised wording to improve readability and clarity of the OCP Pillars and the Growth Strategy descriptions;
- Policy map refinements to the 2040 Future Land Use Map and building height maps for the 5 Urban Centres;
- Updated wording for objectives and policies throughout the document to improve readability and clarity; and
- Refinement to the short and long-term implementation actions.

While it is not possible to summarize every refinement in this report, a more detailed summary of major refinements to the 2040 OCP is included in Attachment 4.

### **Making the Plan Work**

As outlined in a previous report to Council, regular monitoring of the 2040 OCP and a detailed implementation plan is required for the Plan to be successful. This is addressed in *Chapter 16: Making the Plan Work*.

#### *Implementation Actions*

The 2040 OCP includes a series of implementation actions, found in *Chapter 16: Making the Plan Work*, to be undertaken during the life of the OCP to make its vision a reality. These actions include more detailed planning initiatives, such as Urban Centre Plans, development of new or updates to existing bylaws and policies, and new strategies and programs. Some implementation actions, such as the North End Area Plan, are already underway, but many would follow adoption of the 2040 OCP. Some actions are identified as long-term actions, with due consideration for available resourcing. As such, Council can expect to see 2040 OCP implementation actions proposed as part of future work planning and budget discussions.

### *Monitoring Program*

The 2040 OCP is envisioned as a living document that may need to be refined over time to respond to emerging issues. While not part of the 2040 OCP document, a series of indicators have been developed to guide future reporting to Council and the community throughout the life of the OCP (see Attachment 5). As outlined in *Chapter 16: Making the Plan Work*, each of these indicators is tied to one of the ten OCP Pillars, collectively providing a snapshot of how effectively the Plan is addressing each of them, and ultimately how we are moving toward the *Imagine Kelowna* vision.

Additional indicators will be developed during the life of the 2040 OCP, particularly to track progress on “Incorporate Equity into City Building” and the “Protect and Restore our Environment” Pillars. These new indicators are expected to follow the completion of the Equity Strategy and strategies to monitor changes in tree canopy coverage and sensitive ecosystems – both identified as implementation actions in Chapter 16.

Some indicators can be measured on an annual basis, while others, such as those that rely on census data or those that take a long time for change to be realized, would be updated every five years. Staff anticipate reporting on the OCP indicators annually, with a larger, more comprehensive report every five years, with the first annual update scheduled in Spring 2023.

### **Online First Approach**

Major guiding plans such as the OCP and TMP need to be accessible public documents for residents to understand the strategic direction of growth in Kelowna. More than ever, users are being directed online to find information and in the last Communications Survey, a vast majority of respondents indicated that their preferred source of accessing information is online. As such, Staff have embedded the OCP into the City’s existing website, offering greater ease of use and making the document more accessible to a wider audience. Staff will provide Council with a demonstration of how the website functions as part of the presentation of this report.

### **Phase 5 and Next Steps**

With the delivery of this refined 2040 OCP, the planning process is moving into the fifth and final phase. Should Council grant First Reading to the bylaw, Staff would undertake the following:

- Refer the Plan to other levels of government, including indigenous communities, local and senior governments (either as a courtesy or as required by the *Local Government Act*);
- Seek endorsement of the OCP’s Regional Context Statement from the Regional District of Central Okanagan, as required by the *Local Government Act*;
- Schedule one or more Public Hearings for Council to receive additional feedback from the community; and
- Present the 2040 OCP to Council for final adoption.

It is anticipated that adoption of the 2040 OCP, and therefore the conclusion of the 2040 OCP process, would be complete before the end of 2021.

### **Conclusion:**

By the year 2040, the City of Kelowna will be home to more than 180,000 people. To accommodate our growth and to guide Kelowna’s transition to a sustainable, healthy and compact city, this Plan embraces a comprehensive approach to growth and the many systems that are part of city-building. The 2040 OCP framework has been significantly modified from the approach of the current 2030 OCP, narrowing its focus onto land use, growth and development and embedding the important lenses of

equity, inclusion, and climate resiliency. Importantly, while the 2040 OCP accommodates the provision of single-family housing, it embeds a wide spectrum of infill housing options to serve our growing community with new diverse housing forms that will respond to the changing housing preferences and needs of Kelowna residents.

Additionally, the Plan provides a city building framework that acknowledges the City's long-term costs for infrastructure and operations that immediately result from land use decisions. The goal is to maintain and enhance our city's quality of life through responsible public investments in infrastructure, parks, community facilities, among many other elements.

The delivery of the refined 2040 OCP is a major milestone of the OCP process and represents the beginning of a new and exciting era for Kelowna. This document will guide our city through a future that is rapidly changing, requiring new approaches to growth, resilience and equity. It reflects the community vision outlined in *Imagine Kelowna*, is coordinated with transportation and infrastructure planning efforts, and reflects the feedback received from the community. Importantly, it embeds a robust monitoring program and implementation strategy to ensure that it stays relevant and responsive to dynamic conditions that are yet to come. Putting this vision to action, however, will require us to work together, how we make decisions and how we engage with Kelowna residents.

In this era of rapid growth and change, how we make decisions must be guided by a bold vision and a clear strategy. The 2040 Official Community Plan is a critical strategy that will help us realize the Imagine Kelowna vision by guiding how and where Kelowna will grow. The Plan represents a deliberate choice made about how Kelowna will not only grow in a way that withstands the coming changes, but will flourish.

**Internal Circulation:**

Divisional Director, Planning & Development Services  
Divisional Director, Partnerships & Investment  
Department Manager, Real Estate  
Department Manager, Development Planning  
Divisional Director, Financial Services  
Divisional Director, Infrastructure  
Divisional Director, Corporate Strategic Services  
Divisional Director, Active Living and Culture  
Department Manager, Integrated Transportation  
Strategic Transportation Planning Manager  
Infrastructure Engineering Manager  
Parks and Buildings Manager  
Utility Planning Manager  
City Clerk  
Communications Manager

**Legal/Statutory Authority:**

*Local Government Act*, Sections 471-478

*Existing Policy:*

Imagine Kelowna  
2030 Official Community Plan

20 Year Servicing Plan  
Council Policy No. 372: Engage Policy

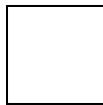
**Attachments:**

Attachment 1: Kelowna 2040 Official Community Plan Future Land Use Map  
Attachment 2: Letter dated August 27, 2021 from the Interior Health Authority  
Attachment 3: Letter dated September 8, 2021 from School District #23  
Attachment 4: 2040 OCP Refinements Summary  
Attachment 5: Draft 2040 OCP Indicators

Submitted by:

Robert Miles, OCP Project Planner


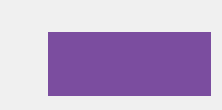
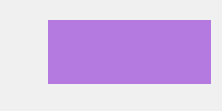




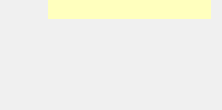
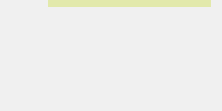
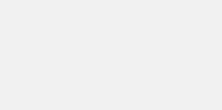
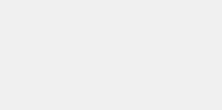
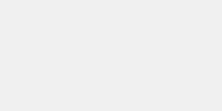
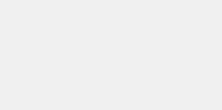







**Approved for inclusion:**



Danielle Noble-Brandt, Dept. Manager of Policy & Planning



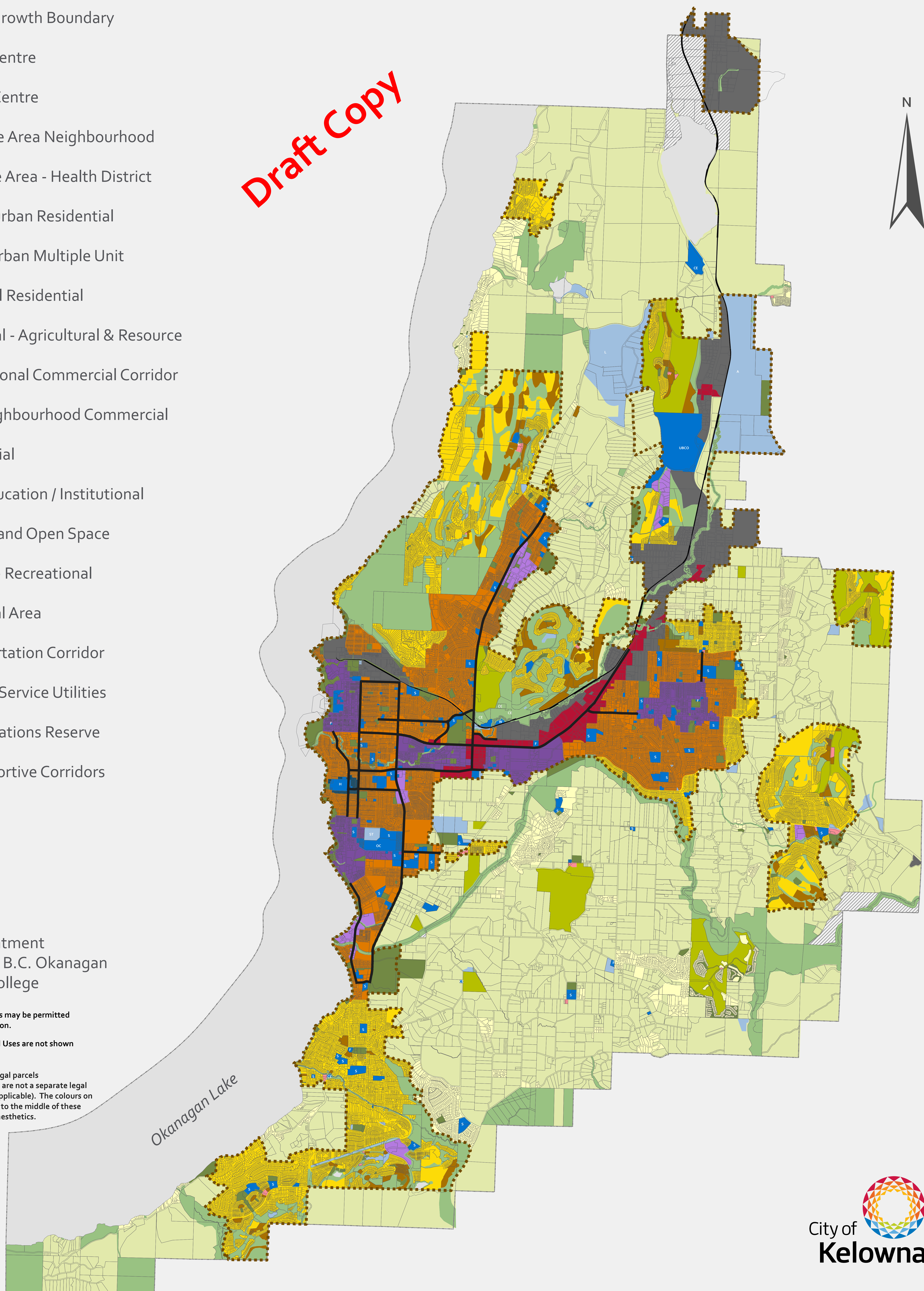
**Draft Copy**

-  Permanent Growth Boundary
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional Commercial Corridor
-  NCOM - Neighbourhood Commercial
-  IND - Industrial
-  EDINST - Education / Institutional
-  PARK - Park and Open Space
-  REC - Private Recreational
-  NAT - Natural Area
-  TC - Transportation Corridor
-  PSU - Public Service Utilities
-  FNR - First Nations Reserve
-  Transit Supportive Corridors
- A** Airport
- F** Firehall
- H** Hospital
- L** Landfill
- S** School
- W** Works Yard
- CE** Cemetery
- ST** Sewage Treatment
- UBCO** University of B.C. Okanagan
- OC** Okanagan College

Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.

Temporary Commercial and Industrial Uses are not shown on this map.

Landuse designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc. that are not a separate legal parcel have no land use designation applicable). The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.





August 27, 2021

Robert Miles  
City of Kelowna - OCP Project Manager  
1435 Water Street, Kelowna BC  
V1Y 1J4

sent via email to: [RMiles@kelowna.ca](mailto:RMiles@kelowna.ca)

Dear Robert Miles,

**Re: City of Kelowna – Official Community Plan 2040**

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Thank you for the opportunity to review and discuss the City of Kelowna's Official Community Plan from a population health and equity perspective. Thoughtful and well-planned communities contribute to positive health outcomes for community members. Revising the Official Community Plan (OCP) presents an opportunity to improve the future health status of Kelowna community members by promoting healthy built environment principles through long range planning. Healthy communities include transportation networks that prioritize and support active transportation, are designed so that neighbourhoods are complete, compact and connected, provide diverse housing options available for all community members, support access to healthy food and connect people to natural environments.

**Planning Principles for a Healthy Built Environment:**

Health evidence, as found in the [Healthy Built Environment Linkages Toolkit](#), consistently shows that healthy built environments (HBEs) are planned and built in ways which positively impacts people's physical, mental and social health. In a 'healthy' community, people can easily connect with each other and with a variety of day-to-day services. Community members can easily walk and/or cycle to daily amenities, such as schools, workplaces, recreational facilities and grocery stores, and roads and pathways are perceived to be safe, accessible, aesthetically appealing and well connected. Local, healthy foods are accessible to everyone and natural elements are protected and incorporated into the built environment. Including these principles in community planning, at a population level, increases physical and social activity, and consumption of healthy foods, which decreases stress, body mass index and unintentional injury, and increases social cohesion and mental health.

In addition, including HBE principles in community planning supports health equity. Health inequities are differences in health status resulting from the unfair distribution of health resources between different population groups, arising from social, political and economic factors that influence day-to-day life. The BC Centre for Disease Control [Fact Sheet: Supporting Health Equity Through the Built Environment](#) outlines that equitable communities consider the unique needs of equity-seeking populations<sup>1</sup> when planning interventions to

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<sup>1</sup> **Equity Seeking**

Equity-seeking groups are communities that experience significant collective barriers in participating in society. This could include attitudinal, historic, social and environmental barriers based on age, ethnicity, disability, economic status, gender, nationality, race, sexual orientation and transgender status, etc. Equity-seeking groups are those that identify barriers to equal access, opportunities and resources due to disadvantage and discrimination and actively seek social justice and reparation. (<https://equity.ubc.ca/resources/equity-inclusion-glossary-of-terms/>)

the built environment. Local governments can play a foundational role in implementing and championing equity in their community. One important way to reduce health inequities is through the OCP, as this document guides the development of policy related to land use, transportation, food, housing and social economic and sustainability policies. Because of this holistic approach, OCPs informed by a health equity perspective provide important direction on how to best create the conditions for health for all members of the community.

### **Kelowna's OCP and HBE Planning Principles:**

HBE planning principles are included throughout Kelowna's OCP community vision, objectives and policy statements. As such, the OCP provides the framework that will allow the community to achieve the vision of a thriving and welcoming community that supports active and healthy living in vibrant, connected neighbourhoods with affordable, appropriate and accessible housing. The Future Land Use Designations, based on the 10 pillars include specific design features to support the creation of HBEs and bring the community vision to life. In particular, the investment in urban centres and village hubs create pedestrian-focused environments that minimize urban sprawl and embrace the concept of complete and connected neighbourhoods. The intended development and design of these areas encourage active transportation, provide a diversity of housing types and provide spaces for community members from diverse groups, to interact in meaningful and healthy ways.

Equity considerations woven throughout the plan and a dedicated chapter explicitly committing to building a fair and just community for every community member demonstrates a commitment to creating equitable governance. For example, objectives and policies relating to accessible community services, safety net supports, displacement mitigation, and protection of rental housing stock provide clear direction intended to address the needs of equity seeking groups.

Another very important feature of Kelowna's OCP is the plan administration approach that includes implementation actions and a monitoring strategy for key indicators. Implementing such an approach will provide the City of Kelowna and community members the confidence in knowing whether the hard work of the community is achieving the goals and visions outlined in the plan; and if not, the ability to make timely. This makes this approach invaluable.

Interior Health would welcome the opportunity to further our relationship with the City of Kelowna by co-operatively working to support implementation of the OCP and partnering with the municipality to determine and evaluate more opportunities for collaboration in planning. We are also able to provide letters of support for funding opportunities, present HBE principles, participate in stakeholder working groups, and provide a health perspective on policy documents, such as a revised Zoning Bylaw and land development proposals.

Overall, it is great to see that throughout the OCP health is integrated with all aspects of the community. This plan will position Kelowna well for achieving a community that looks out for one another and protects the environment. We look forward to working with you to help you achieve your vision of a healthy community that is "responsible, smarter, collaborative and connected".

Sincerely,



Kelly MacDonald, BA, MA  
Healthy Communities – Community Health Facilitator



**Central Okanagan  
Public Schools**  
Together We Learn

**Central Okanagan Public Schools  
OPERATIONS DEPARTMENT**

685 Dease Road, Kelowna, B.C. V1X 4A4

Tel: (250) 870-5150

Email: [Operations.Department@sd23.bc.ca](mailto:Operations.Department@sd23.bc.ca)

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Date: Sept 8, 2021

Robert Miles  
OCP Project Planner  
City of Kelowna  
1435 Water Street  
Kelowna, B.C. V1Y 1J4

Dear Mr. Miles,

**SUBJECT: OCP Review**

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School District staff supports the City of Kelowna 2040 Official Community Plan.

The City of Kelowna planning staff have continued to reach out and solicit feedback from the School District as the City plans for the next 20+ years. The Central Okanagan Public Schools (SD23) has provided update information with respect to SD23's historical, current and projected capacity and enrollments for schools. In addition, SD23 has provided information on facilities planning with respect to the facility needs of SD23 over the next 20-30 years based on current demographic trends. SD23 and the City planning department have engaged in discussion regarding population growth, enrolment projections, areas of concern regarding schools and potential school site needs.

The School District staff and the City staff over the years have continued to collaborate with each other to identify potential schools sites for new development in Area Structure Plans and the OCP land use map. The growth scenario that has been developed for this recent OCP is now focused growth in the urban core. With growth now focused on densifying existing developed areas, continued discussions between the City and SD23 are necessary to mitigate risks that there will not be suitable sites in the urban core areas for new schools to accommodate student population growth in these areas. In order to serve the community effectively for education, it is important, that school site needs are included in community planning as well as understand the potential need to expand current educational facilities.

Accommodation and expansion of the urban core must consider the need for schools and school amenities such as play space, parking, pick up/drop off areas and other transportation options to and from schools. Land acquisition for schools in the urban core is significantly more challenging than in a new suburban neighbourhood development that sets aside land for school sites as part of their subdivision plans. As the focus is now for the population growth to be in the urban cores, if the support of families is an important consideration for the OCP, the allocation of previous school sites for future school development is integral to maintaining the attractiveness, vitality and viability of core neighbourhoods. The variety of housing that is a suitable choice for families in the urban core should also be accompanied by amenities that are attractive for families and schools.

The identification and designation for potential school sites to accommodate the population growth is important for community and school planning. The collaboration with the local government regarding new schools or school

additions provides the support for future funding from the Ministry of Education to accommodate a School District's future growth issues.

Thank you for the opportunity to participate in the review of the OCP and allowing the School District to have a voice in this process. Should you have any questions or require additional information, please contact the writer at your earliest convenience.

Yours truly,



David Widdis  
Planning Manager

Copy: Ryan Stierman, Secretary Treasurer  
Mitch Van Aller, Director of Operations

## Attachment 5: Summary of Phase 4 Public Engagement Themes and Refinements

Excitement about draft OCP	Concerns about draft OCP	Considerations for OCP Refinement	Refinements Undertaken
<b>Overall Document Structure &amp; Implementation</b>			
The OCP Pillars have a high level of support.	The OCP Pillars rely too much on technical language, and at times their intent is unclear.	Develop refined wording to better articulate the intent of each pillar.	Refined language to more clearly articulate intent of each pillar.
Support for the draft Plan's foundations (Pillars, key directions) remains strong.	There needs to be a stronger commitment by the City to follow the Plan. Currently, there are too many OCP amendments.	Provide more clarity on the role of the OCP as a guiding document as well as the role of implementation actions to follow its adoption.	Refinements to "How to Use This Plan" in Chapter 1 to better clarify the OCP's role.
Positive comments/sentiment on the scope and comprehensive nature of the draft Plan.	The document is very long and at times it can be difficult to find and understand relevant policies.	Seek opportunities to reduce and consolidate policies where possible. Continue to develop online version of the document in keeping with "Online First" approach that will improve searchability to find relevant policies.	Some policies consolidated throughout the document.
<b>Urban Centre Development</b>			
There is high level of support for key directions to focus employment and higher density housing forms in Urban Centres.	There are concerns about the proposed height policies, particularly in Pandosy and Downtown.	Re-examine height policies and maps for Urban Centres.	Revised building height maps and policies. Refinements to Urban Centre Street Character maps, along with Street Character maps for Capri-Landmark and Midtown.
There is high level of support for key directions to reinforce Urban Centres as the city's largest activity hubs.	Public safety remains a concern, particularly Downtown and in parks.	Explore opportunities for broad policy direction regarding public safety. Feedback to be provided to other city departments for consideration in future planning work as part of OCP implementation	Additional policy direction provided in Chapter 9: Equitable Communities.
There is support for aligning density along key transit corridors, with Urban and Village Centres as hubs.	Consider allowing for more commercial uses along Transit Supportive Corridors.	Review Future Land Use and Core Area policies related to Transit Supportive Corridors.	Small refinements to policies in Chapter 5: Core Area to allow for more flexibility for commercial uses along corridors. Additional policy to provide clearer guidance for development along Transit Supportive Corridors.

Excitement about draft OCP	Concerns about draft OCP	Considerations for OCP Refinement	Refinements Undertaken
<b>Housing and Residential Infill</b>			
There is a high level of support for approach to providing greater housing variety in Core Area and Urban Centres.	More emphasis is needed on housing affordability, particularly housing that meets the needs of existing residents and families.	Seek opportunities for greater emphasis on affordability in OCP and future implementation actions. Prioritize residential infill strategy as an implementation action.	Small changes to document text and policies speaking to affordability. Housing implementation actions will continue to be prioritized.
The provision of more context sensitive infill is supported.	There needs to more attention paid to the design of infill (form and character), the retention of trees and greenery, and parking.	Review the Form and Character Design Guidelines in the draft plan. Use feedback to guide more detailed implementation actions.	Minor edits made to Form and Character Design Guidelines. Feedback will be used for implementation actions.
Support for residential infill that is sensitive to heritage contexts.	Future land use and policies needed to be stronger to adequately protect Heritage Conservation Areas.	Review Core Area and Heritage policies and land use in the draft plan. Use feedback to guide future heritage planning.	Minor edits made to Core Area Neighbourhood Future Land Use description and policies in Chapter 5: Core Area to further emphasize heritage components.
<b>Suburban Neighbourhoods and Rural Lands</b>			
There is a high level of support for the approach to slowing growth in the suburban neighbourhoods and protecting agricultural lands.	Some residents were concerned that this approach would create more housing affordability challenges, while others wanted the City to take a harder stance on slowing suburban growth.	Clarify the intent of the “Stop Planning New Suburban Neighbourhoods” Pillar (including associated policy language and implementation actions). Do not modify the Growth Strategy.	Revised language for “Stop Planning New Suburban Neighbourhoods” Pillar provided in Chapter 1.
There is support for completing the remaining suburban neighbourhoods and improving livability.	There is a desire for more clarity on the role of suburban Village Centres and flexibility for housing types in those neighbourhoods.	Review the Suburban Neighbourhoods chapter to provide greater clarity for the plan’s vision for suburban communities.	Revisions to Chapter 7: Suburban Neighbourhoods to clarify vision for this Growth Strategy district.
<b>Equity and Inclusion</b>			
There is a high level of support for key directions that address equity and inclusion.	The draft Plan’s policies seem vague and are lacking in specifics.	Explore opportunities for additional policy and greater emphasis for the role of implementation actions.	Additional policy direction provided in Chapter 9: Equitable Communities and activities for implementation in Chapter 16.
<b>Transportation, Parks and Infrastructure</b>			
Residents are eager for greater emphasis on active transportation and transit options.	Investments in corresponding infrastructure needs to keep pace with growth.	Provide feedback to inform finalization of the Transportation Master Plan.	Additional policy and mapping included in Chapter 13: Infrastructure. Feedback provided to TMP team.

Excitement about draft OCP	Concerns about draft OCP	Considerations for OCP Refinement	Refinements Undertaken
The emphasis on providing more parks and public spaces in high-growth areas/urban locations was widely supported.	Greenspace in general needs to be better protected, especially in the Urban Centres, the Core Area and along the lake. Tree canopy retention is vital.	Continue to emphasize new parks in high growth areas. Clarify how other issues like tree protection will be addressed as part of the implementation plan.	Many policies related to tree protection are consolidated for greater ease of use. Tree canopy targets identified as OCP indicator.
Climate Change and Natural Environment			
General sentiment of climate action and community responsibility is valued in the draft Plan's approach.	Targets need to be more aggressive, and the City needs to start taking more decisive action.	Explore refinements to climate related policies. Examine the climate action implementation activities to ensure high impact.	Minor refinements to Chapter 12: Climate Resilience. Implementation actions for climate action are prioritized.
Environmental protection is a strong focus area of the community, and strong agreement to protect and maintain environmental systems integrity.	Concern about the City's commitment to take the necessary steps to have meaningful impact on environmental protection and climate resiliency.	Clarify the role of implementation actions related to environmental protection. Ensure OCP environmental indicators are selected to carefully monitor progress.	Minor refinements to Chapter 14: Natural Environment. New implementation action to identify more robust environmental indicators included in Chapter 16: Making the Plan Work.

### Other refinements not cited in engagement summary

OCP Chapter	Text / Policy Refinements	Mapping Refinements
<b>Chapter 1: The Big Picture</b>	<ul style="list-style-type: none"> <li>Plan introduction language</li> <li>Pillar descriptions</li> <li>New Growth Strategy imagery</li> <li>Greater clarity for "How to Use this Plan" subsection</li> </ul>	<ul style="list-style-type: none"> <li>Map 1.1: Updated to reflect Council direction for Thomson Flats and ALC feedback, as well as refinements to Urban Centre boundaries</li> </ul>
<b>Chapter 2: Planning Context</b>	<ul style="list-style-type: none"> <li>Source cited for Shared History subsection</li> <li>Additional emphasis on regional housing needs</li> <li>Additional emphasis on COVID impacts</li> <li>Minor refinements to Regional Context Statement to reflect other OCP refinements</li> </ul>	<ul style="list-style-type: none"> <li>Map 2.1: Regional Context map included</li> <li>Map 2.2: Residential Unit Distribution (Growth Scenario) revised to be more conceptual</li> </ul>
<b>Chapter 3: Future Land Use</b>	<ul style="list-style-type: none"> <li>Minor refinements to chapter preamble</li> <li>Minor refinements to Future Land Use descriptions</li> <li>More direction for Abbott Street and Marshall Street Heritage Conservation Areas in Core Area - Neighbourhood (C-NHD) description</li> </ul>	<ul style="list-style-type: none"> <li>Map 3.1: Amendments to Future Land Use Designations, with major changes outlined below.</li> <li>Thomson Flats lands removed from Permanent Growth Boundary</li> </ul>



	<ul style="list-style-type: none"> <li>Additional language regarding hillside context in Suburban – Residential (S-RES) description</li> </ul>	<ul style="list-style-type: none"> <li>Redesignation of selected parks properties from PARK to Rural – Agricultural and Resource (R-AGR) to reflect Council and ALC direction</li> <li>Adjustments to selected Urban Centre and Village Centre boundaries</li> <li>Retraction of Permanent Growth Boundary from City-owned properties in John Hindle Drive / Robert Lake Area to reflect ALC direction</li> <li>Refinements to properties designated Rural Residential (R-RES)</li> <li>Updated Future Land Use for future wastewater treatment site</li> <li>Redesignation of selected Reid’s Corner properties from Regional Commercial (RCOM) to Industrial (IND)</li> <li>Redesignation of 1097 Dilworth Drive and 2755 McCurdy Road from Rural – Agricultural and Resource (R-AGR) to Suburban Multiple Unit (S-MU) in support of in stream applications</li> <li>Redesignation of 1313 from Educational / Institutional (EDINST) to Industrial (IND)</li> <li>Other minor Future Land Use changes</li> </ul>
<b>Chapter 4: Urban Centres</b>	<ul style="list-style-type: none"> <li>Refinements to chapter preamble</li> <li>Elimination of Public Realm subsection, consolidation of policies into other subsections</li> <li>New policy direction for building heights</li> <li>Updated policy direction for street character</li> <li>New policy language for Bernard Avenue character</li> <li>Refinements for development sequencing policy</li> <li>New policy direction for Highway 33 through the Rutland Urban Centre</li> <li>Consolidation and refinement of streetscape policies</li> </ul>	<ul style="list-style-type: none"> <li>Maps 4.1, 4.3, 4.5, 4.7 and 4.9: Revised building heights</li> <li>Maps 4.2, 4.6, 4.8: Revised street character mapping</li> <li>New maps: 4.4 and 4.10: New street character maps for Capri-Landmark and Midtown</li> </ul>
<b>Chapter 5: The Core Area</b>	<ul style="list-style-type: none"> <li>Refinements to chapter preamble</li> <li>Elimination of Public Realm subsection, consolidation of policies into other subsections</li> <li>Clarification of policies guiding development along and in close proximity to Transit Supportive Corridors</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

	<ul style="list-style-type: none"> <li>• Additional figures to clarify Transit Supportive Corridors</li> <li>• Addition of new “Burtch/Harvey Area Redevelopment Plan” policy for additional planning consideration</li> <li>• Refinements to Heritage Conservation Area policy</li> <li>• Additional policy guidance for the Hospital area and Health District.</li> <li>• Additional policy mixed use node at Highways 97 and 33</li> <li>• Refinements to policy direction for Cook Truswell Village Centre.</li> <li>• Consolidation and refinement of streetscape policies</li> </ul>	
<b>Chapter 6: Gateway</b>	<ul style="list-style-type: none"> <li>• Refinements to chapter preamble</li> <li>• Elimination of Public Realm subsection, consolidation of policies into other subsections</li> <li>• Refinements to policies that speak to agricultural lands and ALR following ALC feedback</li> <li>• Minor refinements to policies guiding UBCO development</li> <li>• Change of name from “North Kelowna Industrial Lands” to “Jim Bailey / Beaver Lake Industrial Lands” to distinguish lands from North End Area</li> <li>• New policy direction for Reid’s Corner</li> </ul>	<ul style="list-style-type: none"> <li>• Map 6.1: Minor refinements for ease of reference</li> <li>• Map 6.2: Minor refinements for ease of reference</li> </ul>
<b>Chapter 7: Suburban Neighbourhoods</b>	<ul style="list-style-type: none"> <li>• Refinements to chapter preamble, emphasizing role of Village Centres</li> <li>• Elimination of Public Realm subsection, consolidation of policies into other subsections</li> <li>• Removal of specific unit targets in policy, and replaced with reference to Area Structure Plans as key guiding documents</li> <li>• Greater clarity for hillside development policy</li> <li>• Minor policy refinements.</li> </ul>	<ul style="list-style-type: none"> <li>• Map 7.1: Removed due to refinements to related policy</li> </ul>
<b>Chapter 8: Rural Lands</b>	<ul style="list-style-type: none"> <li>• Refinements to chapter preamble</li> <li>• Refinements to policies that speak to agricultural lands and ALR following ALC feedback</li> <li>• Minor policy refinements.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

<b>Chapter 9: Equitable Community</b>	<ul style="list-style-type: none"> <li>• Refreshed chapter preamble, highlighting role of Equity Analysis and Equity Strategy</li> <li>• Additional policy regarding public safety</li> <li>• Additional policy regarding systemic racism and embracing diversity</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Chapter 10: Parks</b>	<ul style="list-style-type: none"> <li>• Refinements to park acquisition policies</li> <li>• Minor refinements to preamble and policy</li> </ul>	<ul style="list-style-type: none"> <li>• Map 10.1: Minor refinements for ease of reference</li> </ul>
<b>Chapter 11: Heritage</b>	<ul style="list-style-type: none"> <li>• Minor refinements to preamble and policy</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Chapter 12: Climate Resiliency</b>	<ul style="list-style-type: none"> <li>• Refinements to chapter preamble emphasizing connection between growth strategy and climate resiliency</li> <li>• Chapter title change from Climate Change Mitigation and Adaptation to Climate Resiliency</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Chapter 13: Infrastructure</b>	<ul style="list-style-type: none"> <li>• Additional policy direction regarding transportation networks, reflecting the draft Transportation Master Plan</li> <li>• Additional policy direction regarding transportation network safety</li> <li>• Minor refinements to other policies</li> </ul>	<ul style="list-style-type: none"> <li>• Updated transportation network mapping, reflecting draft Transportation Master Plan directions</li> <li>• Inclusion of all water infrastructure in Map 13.6</li> <li>• Minor refinements to all maps for ease of reference</li> </ul>
<b>Chapter 14: Natural Environment</b>	<ul style="list-style-type: none"> <li>• New policy regarding pesticide use</li> <li>• New policy to protect natural viewscapes</li> <li>• New policy to reduce noise and light pollution near sensitive areas</li> <li>• </li> </ul>	<ul style="list-style-type: none"> <li>• No refinements to Map 14.1</li> </ul>
<b>Chapter 15: Natural Hazard Areas</b>	<ul style="list-style-type: none"> <li>• New policy to improve flood resiliency</li> <li>• Minor refinements to preamble and policy</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Chapter 16: Making the Plan Work</b>	<ul style="list-style-type: none"> <li>• More detailed policy guidance for OCP Amendment process and supplementary plan review</li> <li>• New policy regarding Development Approval Information</li> <li>• Additional policy regarding Development Permit approach</li> <li>• Simplified policy regarding neighbourhood planning processes</li> <li>• Minor policy refinements reflecting legal review</li> </ul> <p>Additional Implementation Actions:</p>	<ul style="list-style-type: none"> <li>• Map 16.1: Addition of Burtch / Harvey area</li> <li>• Map 16.1: Refinements to Urban Centre and North End boundaries</li> </ul>

	<ul style="list-style-type: none"> <li>○ Housing needs assessments for future OCP updates</li> <li>○ Strategies to monitor changes in tree canopy coverage and sensitive ecosystems</li> <li>○ Continued Agriculture Plan implementation</li> <li>○ Explore options for on-site green infrastructure in development</li> <li>● Additional policy for regular Housing Needs Assessments</li> </ul>	
<b>Chapter 17: Definitions</b>	<ul style="list-style-type: none"> <li>● Updates and clarification on key defined terms throughout OCP</li> </ul>	<ul style="list-style-type: none"> <li>● N/A</li> </ul>
<b>Chapter 18: Form and Character DPA</b>	<ul style="list-style-type: none"> <li>● Addition of DPA exemptions</li> <li>● Refinements to Achieving High Performance guidelines to for greater clarity and consistency with design guidelines in other sections</li> <li>● Addition of design guidelines for Comprehensive Development Zones (CD24 and CD26), providing guidance for those areas</li> <li>● Minor refinements to guidelines</li> </ul>	<ul style="list-style-type: none"> <li>● Map 18.1: Minor refinements and exclusion of First Nations Reserve lands from DPA</li> </ul>
<b>Chapter 19: Hillside Development DPA</b>	<ul style="list-style-type: none"> <li>● Minor refinements to guidelines</li> </ul>	<ul style="list-style-type: none"> <li>● Map 19.1: Minor refinements for ease of reference</li> </ul>
<b>Chapter 20: Hazardous Conditions DPA</b>	<ul style="list-style-type: none"> <li>● Minor refinements to guidelines</li> </ul>	<ul style="list-style-type: none"> <li>● Map 20.1: Omitted from draft OCP – now included</li> <li>● Map 20.2: Minor refinements for ease of reference</li> </ul>
<b>Chapter 21: Natural Environment DPA</b>	<ul style="list-style-type: none"> <li>● Refinements to language for City acceptance or qualified professional reports</li> <li>● Refreshed imagery as part of guidelines</li> <li>● Minor refinements to guidelines</li> </ul>	<ul style="list-style-type: none"> <li>● Map 21.1: Minor refinements for ease of reference</li> </ul>
<b>Chapter 22: Farm Protection DPA</b>	<ul style="list-style-type: none"> <li>● Refined language for guidelines for new subdivisions</li> <li>● Simplification of site and building design and layout for existing lots</li> <li>● Consolidation of temporary farm worker housing and farm help dwelling guidelines</li> <li>● Refreshed imagery as part of guidelines</li> <li>● Minor refinements to guidelines</li> </ul>	<ul style="list-style-type: none"> <li>● Map 22.1: Minor refinements for ease of reference</li> </ul>
<b>Chapter 23: Heritage Conservation Area DPA</b>	<ul style="list-style-type: none"> <li>● Refreshed labeling for figures</li> </ul>	<ul style="list-style-type: none"> <li>● Map 23.1: No refinements required</li> </ul>

Attachment 6: Draft 2040 Official Community Plan Indicators

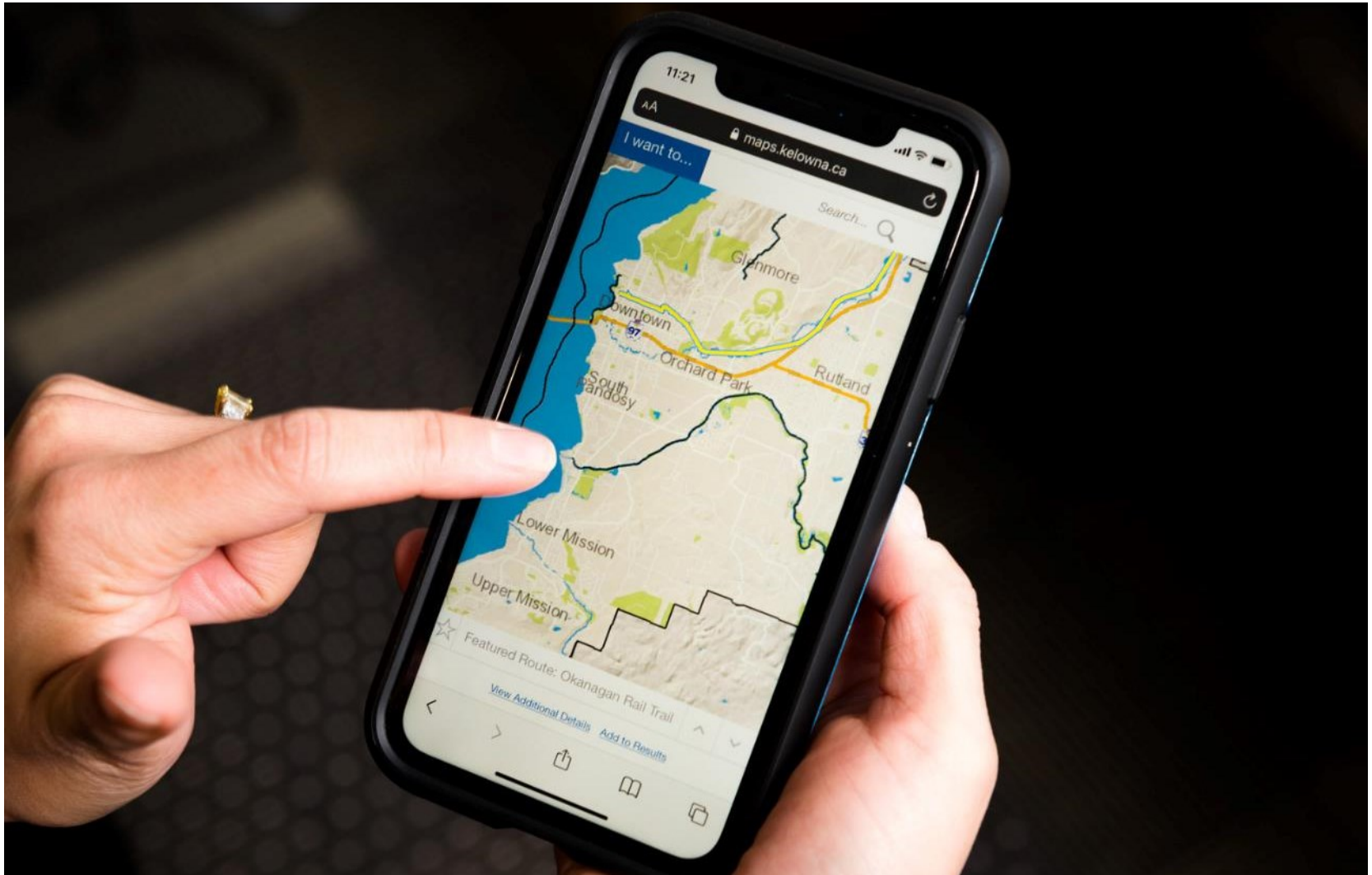
OCP 2040 Pillar	OCP Indicator	Indicator Description	Frequency
Focus investment in Urban Centres	Commercial space growth	Measure proportion of new commercial space (office and retail) inside Urban Centres vs outside Urban Centres	Annual
		Measure new commercial space against commercial demand targets	Annual
	Parks investment	Measure parks capital spending in Urban Centres and Core Area versus outside area	Annual
	Multi-family growth	Measure new Multi-Family residential growth in Urban Centres measured against growth scenario targets	Annual
Stop planning new suburban neighbourhoods	Land supply	Monitor target of ground oriented land supply in the Core Area (designated, zoned, teardown index)	Annual
		Monitor target of ground oriented land supply in Suburban areas (designated, zoned, serviced)	Annual
	Suburban development	Measure new suburban residential development against growth sceanrio targets in units	Annual
	Housing price	Measure average absorption price of new ground-oriented residential units in the Core Area and Surburbs	Annual
Target growth along transit corridors	Transit Corridor investment	Measure residential units and employment floor area within 100m of Transit Supportive Corridors and in Urban Centres	Annual
	Transit ridership	Measure transit ridership along the routes within the Transit Supportive Corridors and Urban Centres	5 year
	Active transportation usage	Measure active transportation trips within the Core Area and Urban Centres	5 year
Promote more housing diversity	Median multiple	Measure the relationship between median income and median dwelling sale price for all housing types	Annual
	Residential growth	Measure new residential units by subtype, tenure and form	Annual
	Residential vacancy	Report on CMHC vacancy rate	Annual
	Rental affordability	Report on CMHC average monthly rents for a unit in the primary rental market	Annual
Incorporate equity into city building	Housing equity	Measure housing need by priority population (female lone parent, racial equity, indigenous inclusion for example)	TBD
Strengthen Kelowna as the region's economic hub	Business growth	Measure growth in the number of businesses with employees	Annual
	Industrial land supply	Measure industrial land supply (designated, zoned, serviced)	Annual
	Work-from-home trends	Measure proportion of labour force working-from-home and working remotely	5 year
Protect agriculture	Active farming	Measure the proportion of land that is actively farmed	Annual
	ALR exclusions	Measure the total land area of ALR exclusions that are not planned in OCP 2040	Annual
	Agricultural sterilization	Measure land area of properties rezoned from agricultural to a non-agricultural zone	Annual
Prioritize sustainable transportation & shared mobility	Transportation investment	Measure transportation capital spending in the Core Area	Annual
	Alternative transportation	Measure the number of trips by walking, biking, and transit	TBD
Protect & restore our environment	Tree canopy cover	Measure the tree canopy cover by three geographic areas: Urban Centres, Core Area, outside Core Area	5 year
	Protection of sensitive land	Measure the proportion of sensitive land that is permanently protected	Annual
	Impacts to riparian areas	Measure impacts to riparian areas (process to be determined)	TBD
Take action on climate	Fuel sales	Measure the total fuel sales in Kelowna as an indication of how much residents are driving	Annual
	Community GHG emissions	Measure the total community greenhouse gas emissions	5 year
	Residential energy use	Measure residential energy use per capita (includes gas and electricity)	Annual



## *The Way We Grow: 2040 OCP*



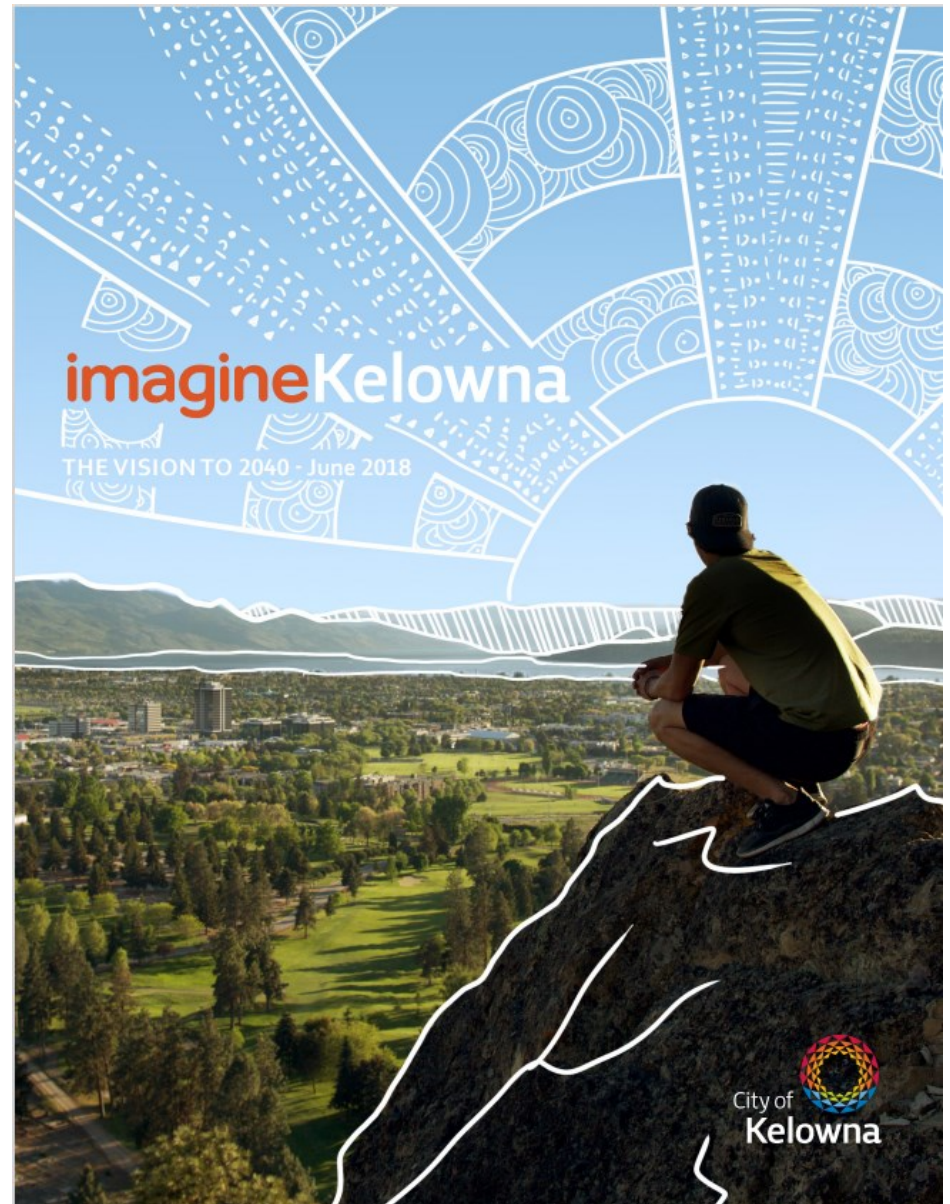








- 
- To flourish in the future, we need to be agile, resilient and unafraid to do things differently.
  - The community has made it clear that as we grow, we need to look out for one another and protect the stunning environment that sustains us.
  - Our vision for an inclusive, welcoming, prosperous and sustainable future calls upon us all to be ambitious to embrace the challenges ahead.



















# 2040 Official Community Plan











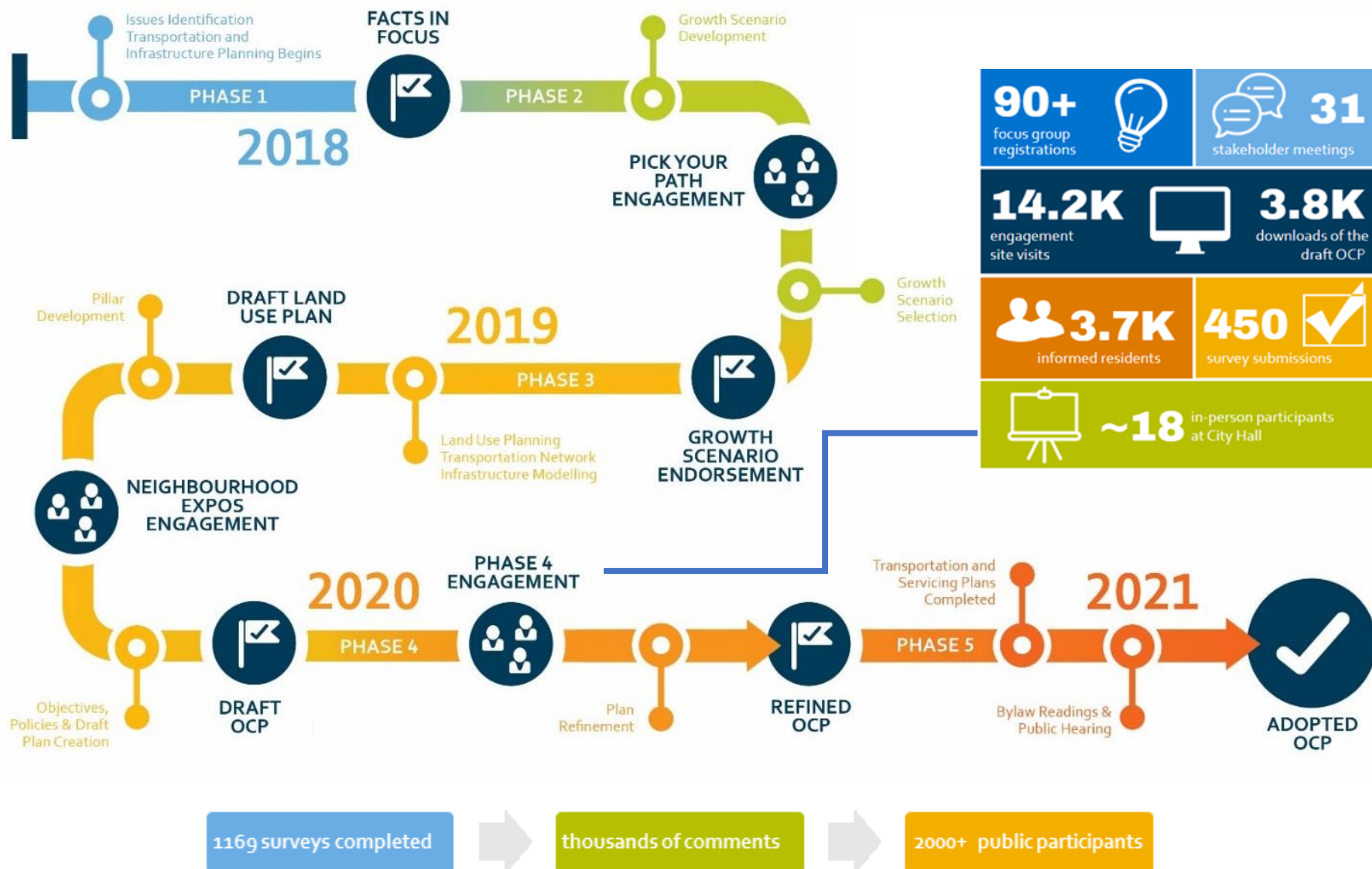
















Prioritize sustainable transportation and shared mobility



Take action on climate



Focus investment in Urban Centres



Target growth along transit corridors



Stop planning new suburban neighbourhoods



Strengthen Kelowna as the region's economic hub



Protect and restore our environment



Incorporate equity into city building

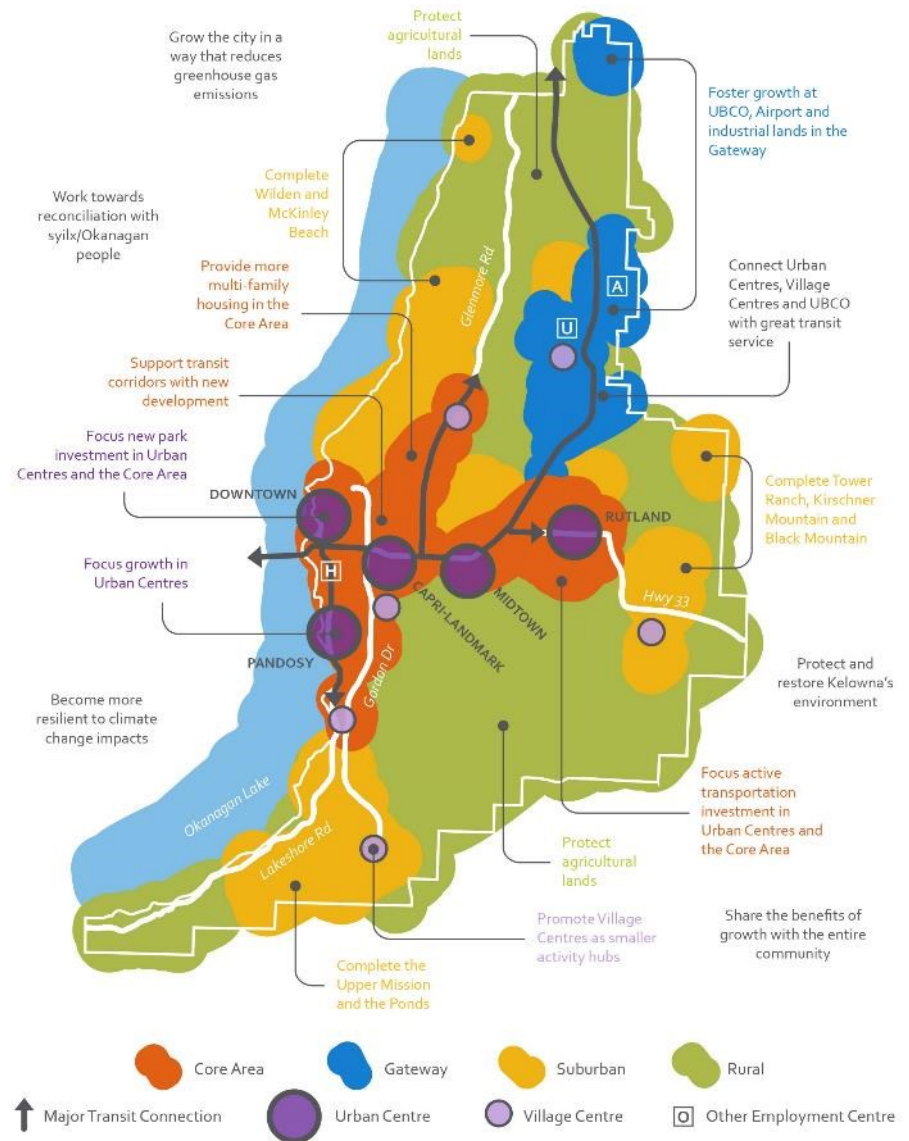


Promote more housing diversity



Protect agriculture

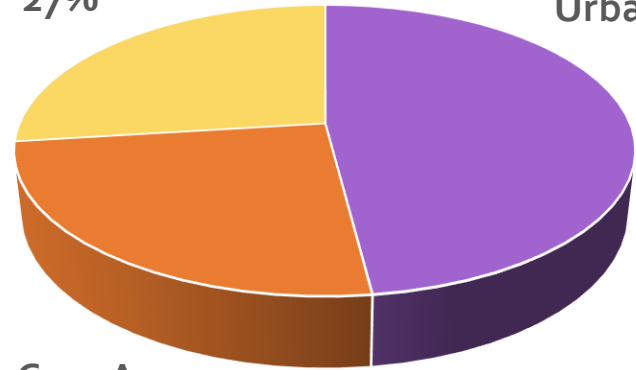






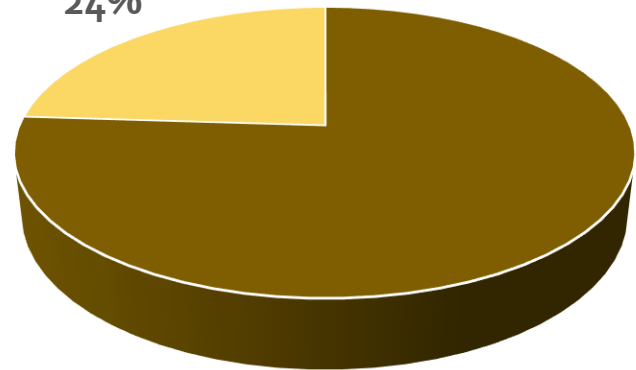
Rest of City  
27%

Urban Centres  
48%



Core Area  
25%

Single and Two Unit  
24%

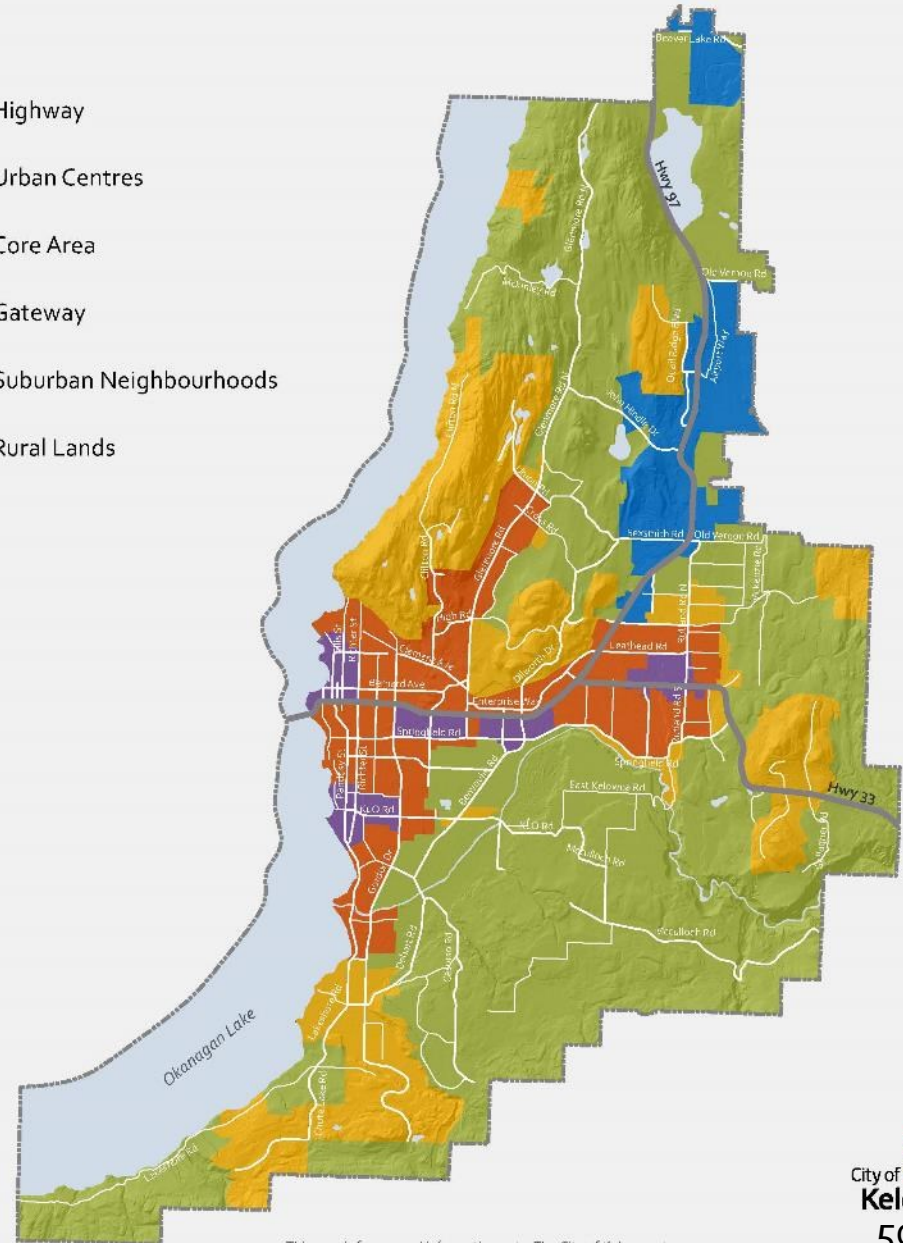


Multi Unit  
76%





- Highway
- Urban Centres
- Core Area
- Gateway
- Suburban Neighbourhoods
- Rural Lands





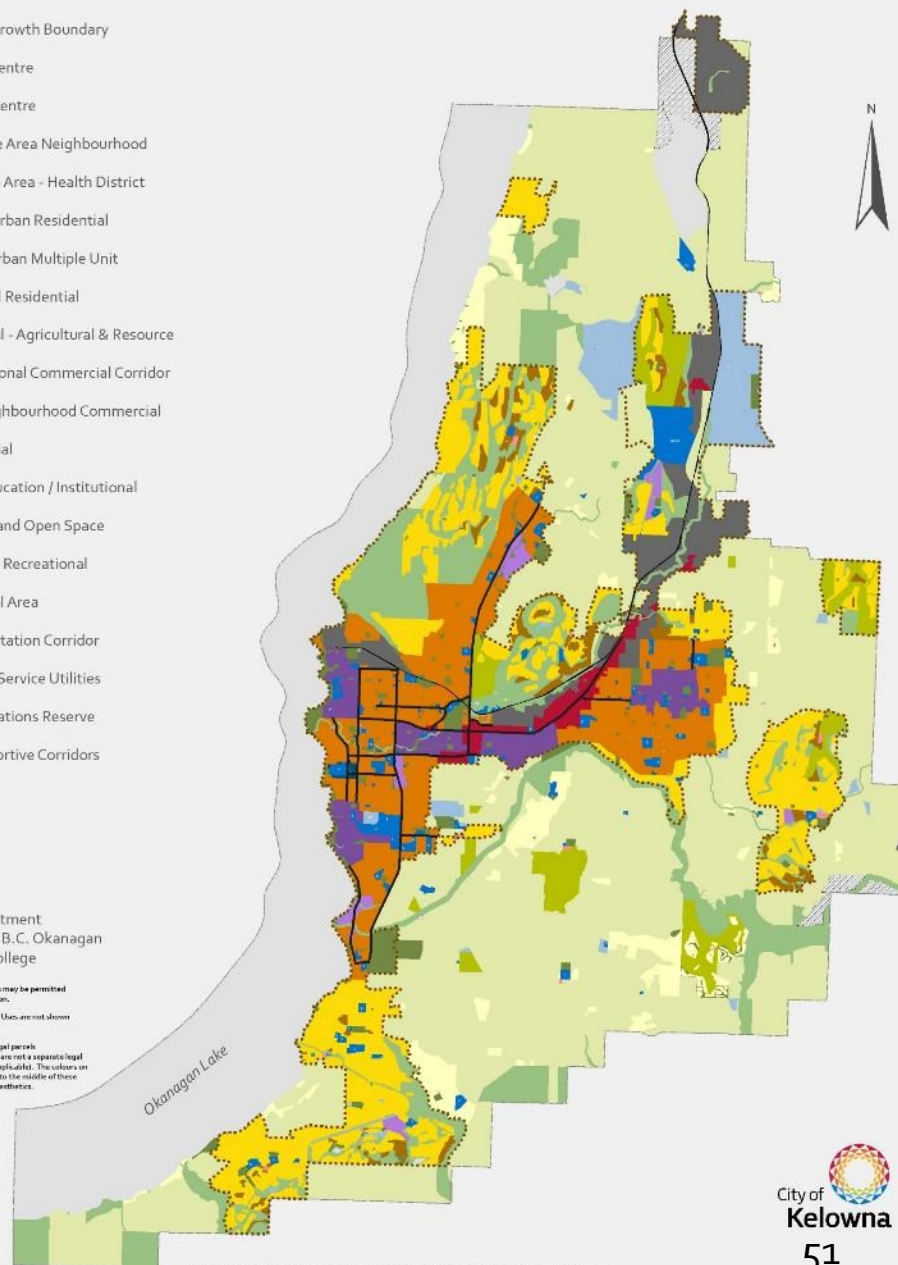


- Permanent Growth Boundary
- UC - Urban Centre
- VC - Village Centre
- C-NHD - Core Area Neighbourhood
- C-HTH - Core Area - Health District
- S-RES - Suburban Residential
- S-MU - Suburban Multiple Unit
- R-RES - Rural Residential
- R-AGR - Rural - Agricultural & Resource
- RCOM - Regional Commercial Corridor
- NCOM - Neighbourhood Commercial
- IND - Industrial
- EDINST - Education / Institutional
- PARK - Park and Open Space
- REC - Private Recreational
- NAT - Natural Area
- TC - Transportation Corridor
- PSU - Public Service Utilities
- FNR - First Nations Reserve
- Transit Supportive Corridors
- A Airport
- F Firehall
- H Hospital
- L Landfill
- S School
- W Works Yard
- CE Cemetery
- ST Sewage Treatment
- UBCO University of B.C. Okanagan
- OC Okanagan College

Adaptive Re-use of Heritage Buildings may be permitted within any Future Land Use Designation.

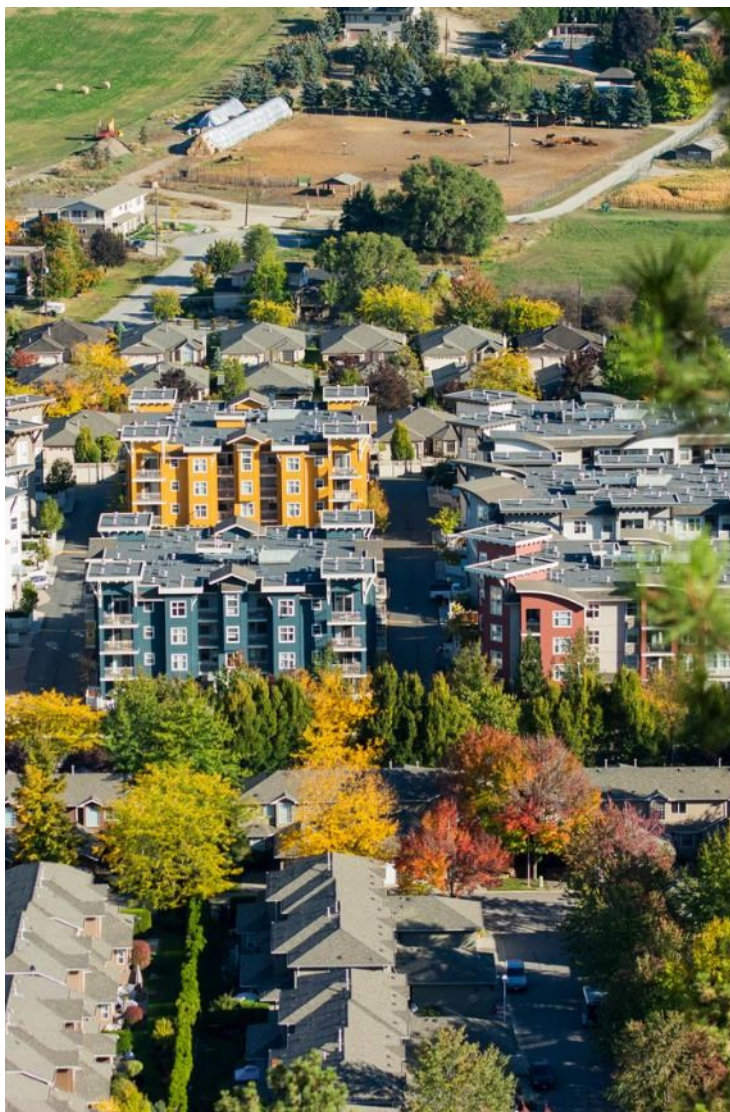
Temporary Commercial and Industrial Uses are not shown on this map.

Land use designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc.) that are not a separate legal parcel have no land use designations applied. The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.



This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.





## IMAGINE KELOWNA

What is our community's vision?

## OCP PILLARS

How can the OCP meet that vision?

## OCP GROWTH STRATEGY

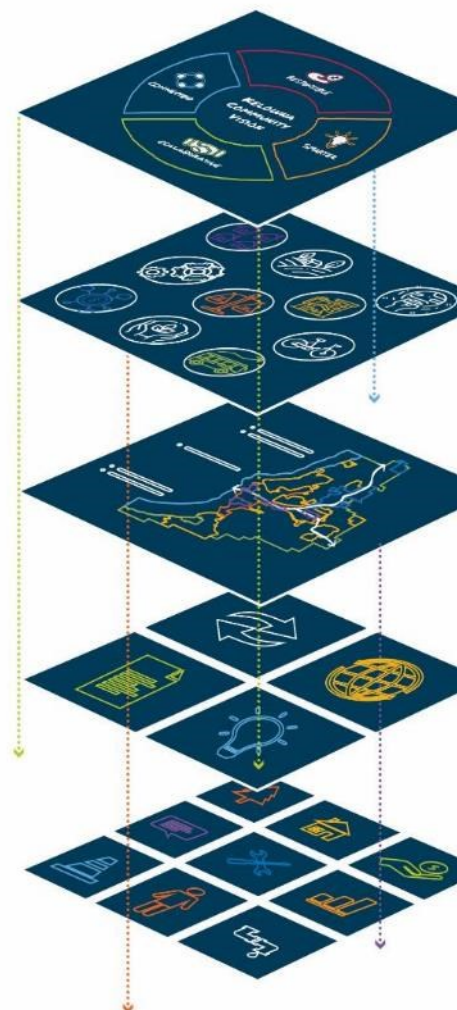
What would the City look like under this vision?

## OCP OBJECTIVES, POLICIES & MAPPING

How are we going to make it happen?

## MAKING THE PLAN WORK

What needs to come next?  
Urban Centre Plans,  
Neighbourhood Plans,  
Corridor Studies





We  
Listened,  
We  
Responded







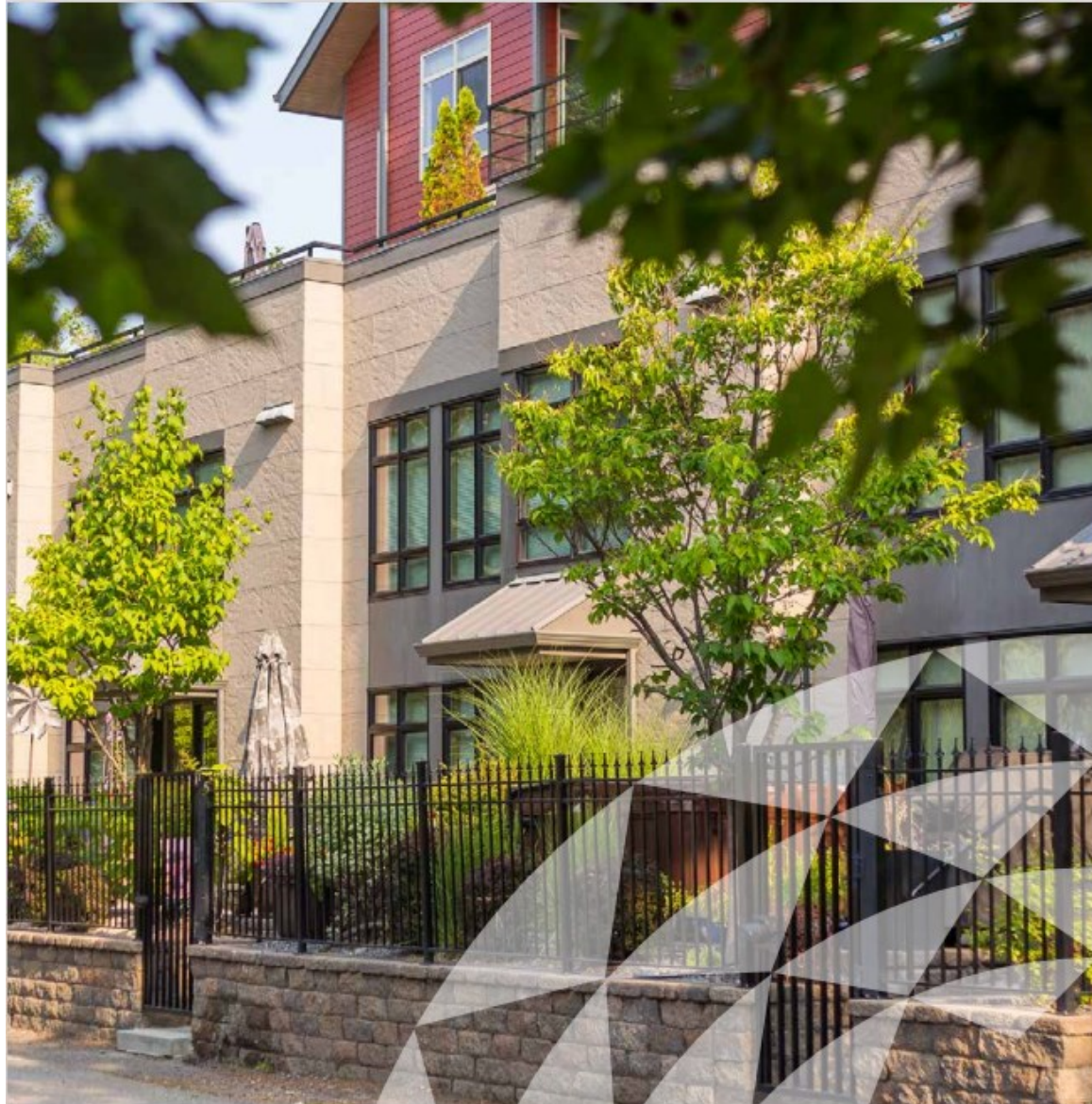
## The Big Picture - Refinements





## Urban Centres and Core Area





# FORM & CHARACTER

## DEVELOPMENT PERMIT GUIDELINES





## Suburban Neighbourhoods and Village Centres

# Future Land Use Map Refinements

**Recent development approvals**  
**Further stakeholder engagement**  
**Urban Centre and Village Centre Boundaries**  
**Other minor refinements**



# Making The Plan Work:

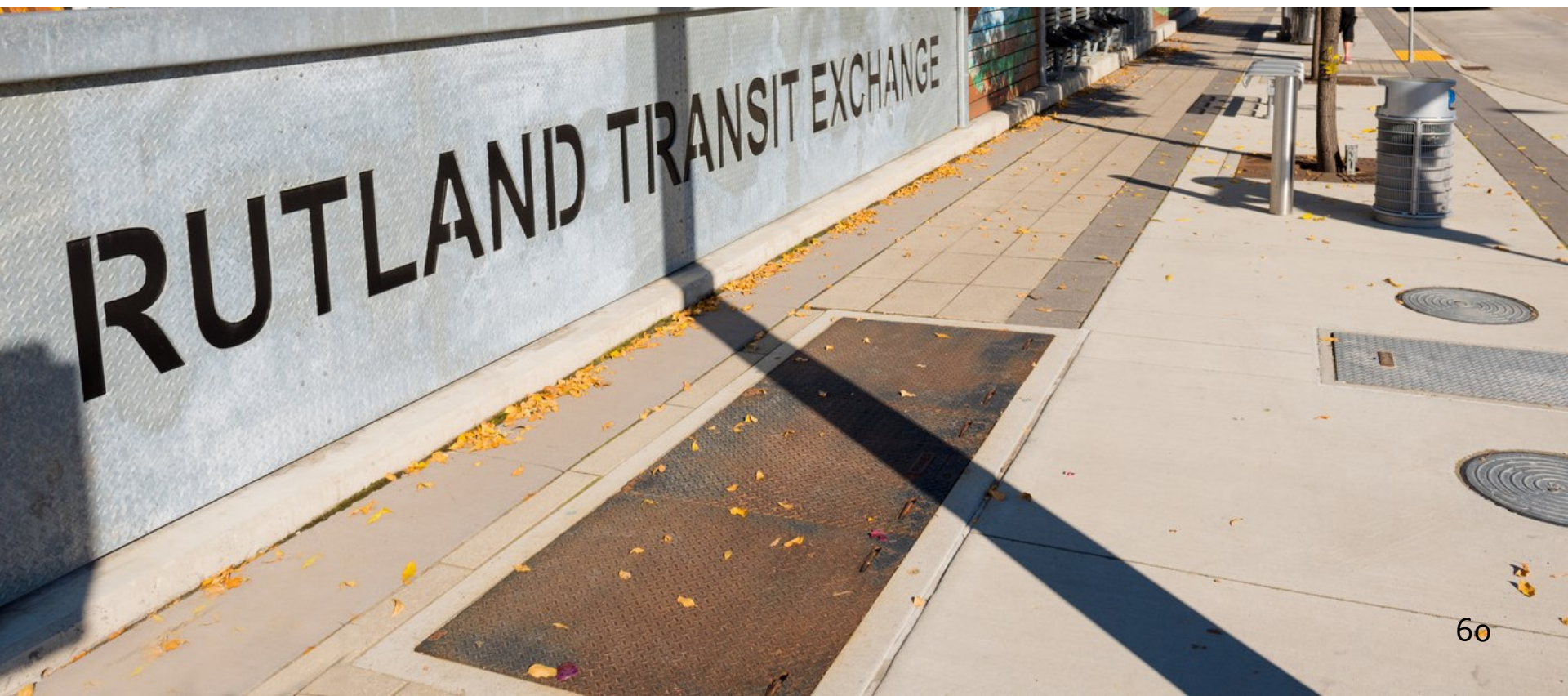
- ❖ Urban Centre and Neighbourhood Plans
- ❖ Housing program
- ❖ Bylaw amendments
- ❖ Implementing existing plans
- ❖ Equity and inclusion strategy
- ❖ Climate resiliency planning
- ❖ Environmental initiatives and monitoring
- ❖ Heritage planning
- ❖ Transportation, parks and utility infrastructure planning

68

Implementation  
Actions



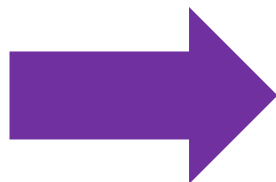
**30**  
OCP  
Indicators







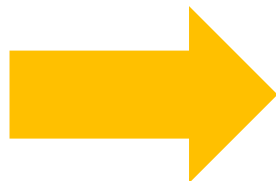
Focus investment in  
Urban Centres



- Proportion of new commercial space within Urban Centres and Core Area
- New commercial space vs. OCP projections
- Park development in Urban Centres and Core
- Multi-family residential growth vs. growth scenario



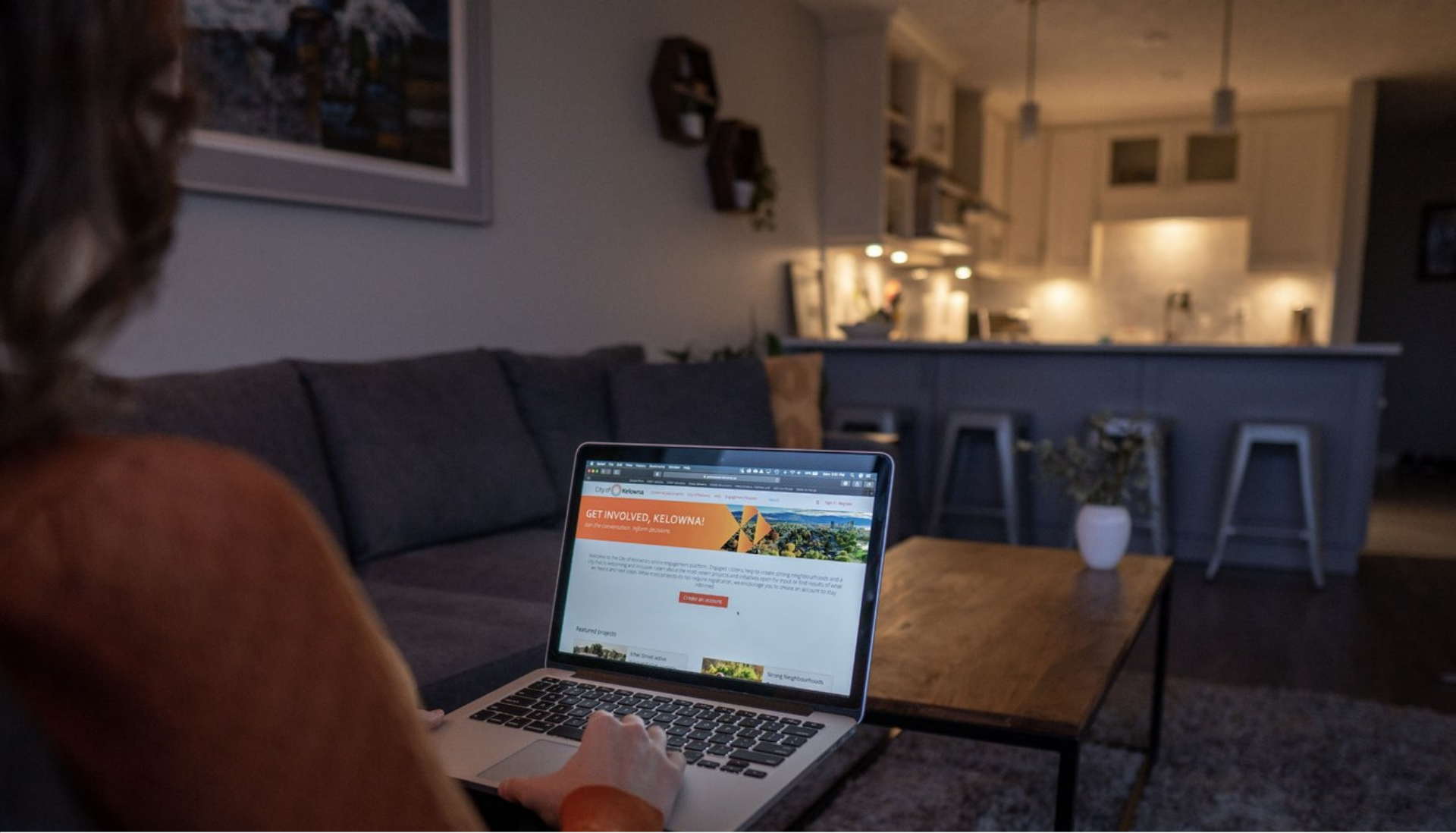
Stop planning new  
suburban neighbourhoods



- Ground oriented land supply in Core Area
- Ground oriented land supply in Suburban Neighbourhoods
- Suburban residential development vs. growth scenario
- Absorption price of new ground oriented units







## *Online First: A new Web-Friendly Approach*









# 2040 Official Community Plan



# **CITY OF KELOWNA**

## **BYLAW NO. 12300**

### **A Bylaw to Adopt an Official Community Plan for the City of Kelowna**

---

A bylaw to replace the "*Kelowna 2030 – Official Community Plan Bylaw No. 10500*".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

WHEREAS the Council of the City of Kelowna wishes to adopt an official community plan pursuant to Part 14 of the Local Government Act;

AND WHEREAS Council may adopt an official community plan by bylaw and each reading of the bylaw must receive an affirmative vote of a majority of all members of Council;

AND WHEREAS after first reading of the bylaw Council shall, in sequence, examine the official community plan in conjunction with its most recent financial plan and any waste management plan pursuant to Section 477 of the Local Government Act;

AND WHEREAS if the official community plan applies to land in an agricultural land reserve established under the Agricultural Land Commission Act, after first reading of the bylaw Council shall refer the official community plan to the provincial Agricultural Land Commission for comment;

AND WHEREAS Council shall, in the course of preparing its official community plan, consult with the school boards for those school districts included within the official community plan;

AND WHEREAS before Council gives third reading to the bylaw, Council shall hold a public hearing on the proposed official community plan in accordance with Sections 464 through 470 of the Local Government Act;

AND WHEREAS Council of the City of Kelowna has complied with all requirements of the Local Government Act prior to adoption of this bylaw and official community plan including all of the foregoing;

AND WHEREAS after the bylaw adopting the official community plan has received final reading, the plan is an official community plan of the municipality;

AND WHEREAS pursuant to Section 477 of the Local Government Act, each reading of this bylaw receive an affirmative vote of a majority of all members of the Council;

NOW THEREFORE the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. "Kelowna 2040 – Official Community Plan" attached hereto as Schedule "A" and forming part of this bylaw is adopted as the official community plan of the City of Kelowna.
2. If any statement, section, sub-section, clause, sub-clause or phrase of this bylaw and the official community plan adopted by this bylaw is for any reason held to be invalid by a decision of a court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of the bylaw and official community plan.
3. Pursuant to Section 478 of the Local Government Act, an official community plan does not commit or authorize a municipality to proceed with any project that is specified in the plan. All

bylaws enacted or works undertaken by a council after the adoption of an official community plan must be consistent with the relevant plan.

4. City of Kelowna 2030 – Official Community Plan Bylaw No. 10500, and all amendments thereto, are hereby repealed.
5. This bylaw may be cited for all purposes as the "Kelowna 2040 – Official Community Plan Bylaw No. 12300".

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved by the Minister of Agriculture this

---

(Minister of Agriculture)

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk



Schedule "A"

**Kelowna 2040 Official Community Plan**

**Refer to separate attachment**

# 2040

Official  
Community Plan

**Our Kelowna**  
as we grow







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## **syilx/Okanagan Territorial Acknowledgement**

Kelowna is located in the beautiful Okanagan Valley of British Columbia, which is the traditional, ancestral, unceded territory of the syilx/Okanagan people. We thank the Indigenous partners who participated in the 2040 OCP engagement sessions for enriching its content.



What is Kelowna? To some people, it's an outdoor oasis filled with trails to hike and bike and lakes as a stunning backdrop. To others, this city is an economic powerhouse home to robust traditional sectors like agriculture and construction, and burgeoning new sectors such as information technology. Kelowna is all these things and much more. Most importantly, Kelowna is a collection of people. People who have been here for generations, people who have just recently started to call this place home and even people who are just visiting. Kelowna finds its strength and **resilience** in the many ways in which its diverse residents and visitors interact, maintain, and ultimately shape the City's built and natural environment.

The 2040 Official Community Plan (OCP) reflects Kelowna's people driven growth. It works from and encourages diverse public participation. It directs growth by employing knowledge of the past and innovation of the now to imagine and create a better future.

## Our Kelowna as We Grow

As one of the fastest growing cities in Canada, Kelowna is rapidly evolving. Its economy is diversifying, many of its neighbourhoods are transforming, and people are choosing new ways to get around. In short, Kelowna is becoming a more urban and dynamic city and the pace of change is unlikely to let up. By 2040, Kelowna is expected to be home to another 45,000 people. This transition can be exciting, bringing a new energy, amenities, employment and educational opportunities. Yet, rapid change can also bring anxiety as some residents grapple with increased traffic, home price escalation and the transformation of the small town they remember.

This growth is also taking place in a time of great societal, technological and environmental change, challenging the way that Kelowna has grown in the past. Advances in technology are changing how we work, shop and communicate. The impacts of a changing climate are now being felt, and income inequality is requiring new approaches to keeping the City an affordable place to live.

In this era of rapid growth and change, it is clear that there are new opportunities to consider along with challenging and complex choices to be made. We must choose where and how we grow. We must choose how we invest and where we invest. We must make these choices while recognizing and building on what we already love about this city. The choices are rarely easy or obvious and often involve making difficult trade-offs.

How we make these choices must be guided by a bold vision and a clear strategy - a sometimes difficult undertaking. Fortunately, the citizens of Kelowna have crafted this bold vision called *Imagine Kelowna* which outlines what kind of city they want to live in. The 2040 Official Community Plan is one of the most critical strategies that will help us realize that vision by guiding how and where Kelowna will grow in the future. It includes strategic direction on how the City will house 45,000 more residents and how they will get around. It illustrates where new parks and schools will be located and where **employment areas** will be focused. It guides how we will face the challenges of climate change while making the City more equitable.

Each pillar, objective, policy and guideline in this Plan represents a deliberate choice made about how Kelowna will evolve in the future. With this guidance, Kelowna will not only grow in a way that withstands the coming changes but will flourish.

## Imagine Kelowna: The Community's Vision

*Imagine Kelowna* is the community's response to the forces of change. Kelowna is a city in transition and *Imagine Kelowna* captures the community's vision, principles and goals to thrive in the face of unprecedented growth and change. It is the result of almost 4,000 resident contributions. It is a vision created by our community for our community.

### **Kelowna Community Vision**

*In 2040, Kelowna is a thriving mid-sized city that welcomes people from all backgrounds. We want to build a successful community that honours our rich heritage and also respects the natural wonders that contribute to our identity. As a place with deep agricultural roots, Kelowna understands the need to protect our environment, manage growth and be resilient as our future unfolds.*

**Figure 1.1: Imagine Kelowna community vision**

Kelowna is a thriving city and an incredible place to call home. To flourish in the future, we need to be bold, resilient and unafraid to do things differently. The community has made it clear that as we grow we need to look out for one another and protect the stunning environment that sustains us. Our vision for an inclusive, welcoming, prosperous and sustainable future calls upon us all to be ambitious and to embrace the challenges ahead. As a result, the principles and goals that make up *Imagine Kelowna* work together as a system to help the community achieve its vision (see Figure 1.1).



## How Will We Get There?

In the face of rapid change, the 2040 Official Community Plan helps realize the *Imagine Kelowna* vision by leveraging growth to make our community more resilient and inclusive and to enhance the quality of life for Kelowna citizens. Through land use decisions, capital investments and community partnerships, this 2040 Official Community Plan will be the framework to guide growth and development over the next twenty years so the Kelowna we live in reflects the *Imagine Kelowna* vision.

Using the *Imagine Kelowna* goals, this OCP identifies a series of pillars, objectives and policies that will guide decision-making for the City's growth to 2040.



## 10 Pillars to Realize our Vision

The 2040 OCP sets strategic direction for the way Kelowna grows, supporting housing choices, green open spaces, employment hubs and preserving our natural features and landscape to maintain Kelowna's distinctiveness. To promote quality of life, 10 OCP **Pillars** have been established as a foundation on which to build the more detailed policy direction of the 2040 Official Community Plan. These pillars are informed by the bold vision of *Imagine Kelowna*, Council input, and engagement with Kelowna citizens, partners and stakeholders.

### Focus investment in Urban Centres

Growing Kelowna's Urban Centres – Downtown, Capri-Landmark, Pandosy, Rutland and Midtown – into vibrant hubs of activity is one of the major goals of *Imagine Kelowna*. It's also a critical component of accommodating growth without more urban sprawl. To support this, the Official Community Plan directs public and private investments towards providing more jobs, housing, transportation options, parks and other amenities in and around the Urban Centres.

**Figure 1.2: Official Community Plan Pillars**



### Stop planning new suburban neighbourhoods

*Imagine Kelowna* focuses on limiting urban sprawl and growing in a way that is more environmentally and financially sustainable. In recognition of this goal, the Official Community Plan signals that suburban neighbourhoods already approved will continue to grow into more complete communities but no new suburban neighbourhoods would be considered.

### Target growth along transit corridors

Investing in more transit service makes it a more attractive option, but for it to be truly effective, there needs to be more people living, working and shopping nearby. With this in mind, the Official Community Plan focuses growth in the five Urban Centres and along major transit corridors that connect them with a goal of putting more people and more jobs within easy walking distance of reliable, direct transit service.

### Promote more housing diversity

One of *Imagine Kelowna's* goals is to build healthier neighbourhoods that support a variety of households, incomes and life stages. Having the housing that Kelowna citizens need is critical to achieving this goal. With

this in mind, the Official Community Plan signals a wider variety of housing types and not just single family homes or small apartments. This housing is focused in areas where residents have easier access to jobs, amenities, transit and active transportation routes. In addition, this Official Community Plan supports more rental housing options .

### Incorporate equity into city building

Equity is the fair distribution of opportunities, power, and resources to meet the needs of all citizens. It's a common theme in *Imagine Kelowna*, with goals that include providing opportunities for people of all ages, abilities and identities, and building a community where everyone has the same opportunity to succeed and thrive and no one is excluded. To address these goals, equity and inclusion policies are woven throughout the Official Community Plan to ensure that as Kelowna grows the benefits are shared across the community. It also identifies ways that reconciliation with syilx/Okanagan people and culture can be strengthened as the city grows.

### Strengthen Kelowna as the region's economic hub

Nurturing a culture of entrepreneurship, supporting innovation and fostering inclusive prosperity are important parts of *Imagine Kelowna*. To achieve this vision, the Official Community Plan supports employment growth in the Urban Centres, industrial lands and other areas in the City. Growth and expansion of major post-secondary institutions, like Okanagan College and UBCO, as well as the Kelowna International Airport will continue so that Kelowna can foster more home-grown talent and be more connected to the world.

### Protect agriculture

Agriculture has played a crucial role in Kelowna's economy for generations and is a big part of Kelowna's identity. Local food production is also becoming even more important in the face of a changing climate. As such, protecting agricultural lands is key goal of *Imagine Kelowna*. The Official Community Plan supports this critical component of our economy, identity and food security by limiting urban growth into agricultural lands and supporting their viability.

### Prioritize sustainable transportation and shared mobility

Embracing different types of transportation options is a key goal of *Imagine Kelowna*. To make this goal a reality, the Official Community Plan targets improvements to public transit, active transportation and sidewalk networks - especially in the **Urban Centres**, the **Core Area** and UBCO. To align with the other goals of *Imagine Kelowna*, this more diverse transportation network must prioritize safety, accessibility, and equity so that it truly works for all citizens.

### Protect and restore our environment

Over the past century, Kelowna's growth has come at the cost of the natural environment and many priceless natural ecosystems have been lost or severely compromised. However, *Imagine Kelowna* envisions a city where the protection of land, water and air resources is strengthened and the health of Okanagan Lake is preserved. The Official Community Plan supports this vision by protecting ecosystems and restoring others to a healthier state.

### Take action on climate

Through *Imagine Kelowna*, residents have spoken clearly that action needs to be taken to not only reduce the community's greenhouse gas emissions but also to become a more resilient community in the face of a changing climate. To take action, the Official Community Plan focuses growth in a way that is more compact, energy-efficient and better prepared to adapt to events like floods, wildfires, drought and other climate change impacts.



## The Growth Strategy: What Will the City Look Like?

The **Growth Strategy** illustrates the major land use directions that the 2040 Official Community Plan will be taking to create the city envisioned in the Pillars and in *Imagine Kelowna*. It consists of five **Growth Strategy Districts** in the city. Each district has its own role in realizing the vision outlined in the **Growth Strategy** and in supporting the pillars and the *Imagine Kelowna* vision (see Figure 1.3 and Map 1.1).

Like the **Pillars**, the **Growth Strategy** is part of the foundation for the OCP's land use plan, objectives, policies, guidelines and implementation plan. Amendments to the OCP must consider the extent to which the proposal deviates from the **Growth Strategy**.

### Urban Centres

Kelowna's five **Urban Centres** – Downtown, Pandosy, Capri Landmark, Midtown and Rutland – will act as the hubs for activity in the city, providing the highest concentration of employment, shopping, entertainment and housing. To accomplish this, the top priority in **Urban Centres** is employment, such as offices, retail and restaurants, and post secondary institutions, followed by housing so that citizens have more opportunities to live closer to where they work or go to school. New parks and other amenities should also be prioritized, along with investments in sidewalks, pathways, cycling routes and transit to improve quality of life in Urban Centres.

Policy direction for Urban Centres can be found in Chapter 4.

### Core Area

The **Core Area** is made up of the city's more central residential neighbourhoods as well as some large commercial and industrial areas along Highway 97. Housing variety is the top priority in the **Core Area**, especially in forms like four-plexes, townhouses and low rise apartments. Employment should also be encouraged in **Village Centres**, Regional Commercial lands along Highway 97 and in industrial lands. To ensure that **Core Area** neighbourhoods offer a high quality of life, continued efforts on parks, amenities and transportation options are central to their success.

Policy direction for the **Core Area** can be found in Chapter 5.

### The Gateway

The **Gateway** includes the University of British Columbia Okanagan (UBCO) campus, Kelowna International Airport (YLW) and surrounding industrial and commercial lands. While the Urban Centres will continue to be the largest employment hubs in the city, growth in these emerging employment centres is important to the economy of the region. This growth will be facilitated by protection of industrial land and improvements to the transportation network, most notably transit to the airport and UBCO.

Policy direction for the Gateway can be found in Chapter 6.

### Suburban Neighbourhoods

**Suburban Neighbourhoods** are those residential communities outside of the Core Area, but within the Permanent Growth Boundary. Efforts in Suburban Neighbourhoods should prioritize building complete communities through the development of **Village Centres** that offer local services. Continued residential growth should also respect the natural context these neighbourhoods find themselves in.

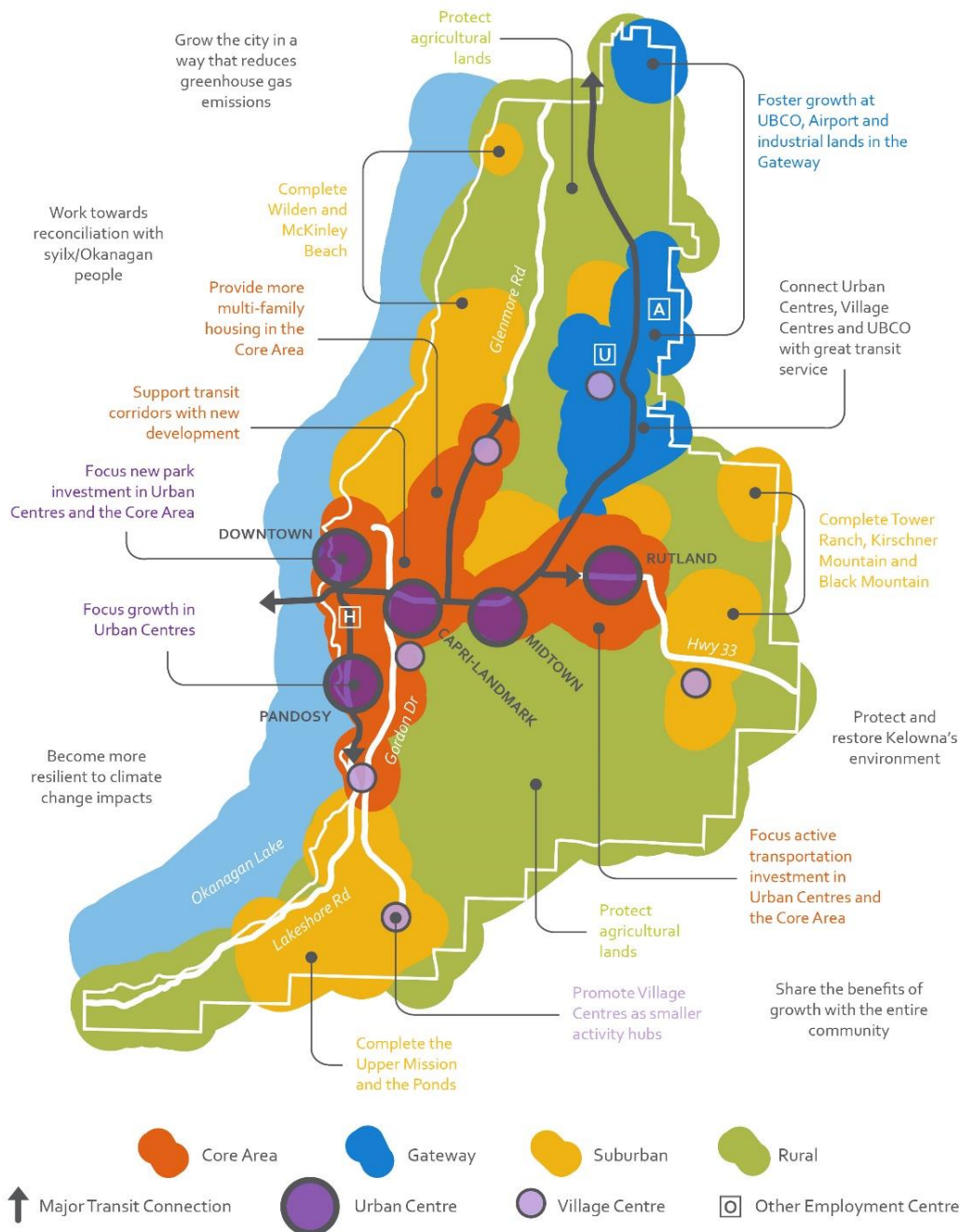
Policy direction for Suburban Neighbourhoods can be found in Chapter 7.

## Rural Lands

Rural Lands are located outside of the **Permanent Growth Boundary** and are mostly composed of agricultural lands and natural areas. Small pockets of residential neighbourhoods are also included in these areas; however, they are not signaled for growth. Protection of these agricultural and natural lands is the top priority in this district.

Policy direction for Rural Lands can be found in Chapter 8.

**Figure 1.3: Official Community Plan Growth Strategy**





## How to Use the Official Community Plan

The 2040 Official Community Plan is a strategy to guide decision-making and navigate change as Kelowna continues to grow. It identifies changes needed to other City plans, bylaws and regulations. It prioritizes investments in assets and infrastructure, while being responsive and adaptable through monitoring and regular updates.

The OCP is intended for use by all members of the Kelowna community. Kelowna citizens and community organizations can use the OCP to see how and where the city will grow and change, ensuring they stay both informed and involved in decision-making processes. The 2040 OCP can be used by businesses and public institutions to help make major investment decisions, guiding choices to anchor their continued momentum as the economic engines of the city. The development community can have a clear and predictable picture of where and how the City will grow strategically while remaining flexible enough to support innovation in new development.

The OCP is also a high level policy guidance document and will require the balancing of various objectives, policies and directions to help make decisions. At times, decisions may have to prioritize some directions over others, depending on the specific context or a project or application, and it may not be possible to meet every policy in the OCP. In other cases, some policies may appear to conflict with one another. This will require some flexibility to reconcile how a specific proposal or project best meets the vision outlined in the **Pillars** and the **Growth Strategy**.

### 2040 OCP Plan Framework

The 2040 OCP's framework starts with the higher level direction provided by *Imagine Kelowna* and the OCP **Pillars**, and moving to more detailed actions in policies and implementation actions.

### Imagine Kelowna

*Imagine Kelowna* outlines the community's vision for how city will respond to growth and change in the future and identifies a series of principles and goals for our city. This vision served as the framework for the development of the 2040 OCP.

### OCP Pillars

The OCP **Pillars** are the essential and transformative elements of the 2040 OCP and represent how the Plan intends to put the *Imagine Kelowna* vision into action. They guided the creation of the Plan's objectives and policies.

The OCP **Pillars** are intended to help make decisions on amendments to the OCP by ensuring that amendments continue to reinforce the critical and key directions. They are also central to the monitoring and evaluation of the Plan's success and form the basis for the Plan's monitoring and evaluation approach outlined in *Chapter 16: Making the Plan Work*.

**Figure 1.4: Official Community Plan Policy Framework**

#### IMAGINE KELOWNA

What is our community's vision?

#### OCP PILLARS

How can the OCP meet that vision?

#### OCP GROWTH STRATEGY

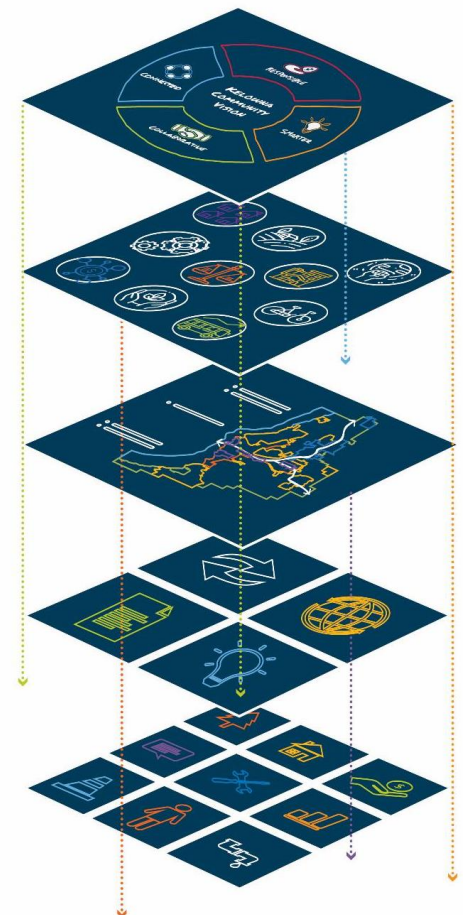
What would the City look like under this vision?

#### OCP OBJECTIVES, POLICIES & MAPPING

How are we going to make it happen?

#### MAKING THE PLAN WORK

What needs to come next?  
Urban Centre Plans,  
Neighbourhood Plans,  
Corridor Studies



## Growth Strategy

The **Growth Strategy** is a high level illustration of how and where the city will grow when guided by the OCP **Pillars**. Much like the OCP **Pillars**, it is intended to provide high level direction and to guide objective and policy development.

Each **Growth Strategy District** (Map 1.1) plays a key role in the city's evolution and includes its own set of directions and priorities, such as housing, employment or agricultural protection that are outlined earlier in this chapter and discussed in greater depth in each **district** chapter (Chapters 4-8). These priorities are intended to help users navigate nuanced and challenging decisions, while providing a clear understanding of what the critical components for success are to realize the vision of each **Growth Strategy District**.

## Objectives and Policies

The 2040 OCP's objectives are statements of outcomes to meet the intent of the **Growth Strategy** and the OCP **Pillars**. In contrast, policies are specific courses of action that contribute to meeting a specific objective. These objectives and policies are organized into a series of chapters, some of which are framed by one of the five **Growth Strategy Districts**, while others apply to the City as a whole. The District-based objectives and policies tell the story of how the vision for that **district** will be achieved, while the other chapters apply to all areas of the City. Each chapter highlights which **Pillars** are best met through its objectives and policies.

When seeking policy direction, both the **District** based chapter and the city-wide chapters should be referenced.

## Making the Plan Work







These are the activities that need to take place following the OCP's adoption to put the plan into action. They include more detailed planning studies, neighbourhood plans and monitoring of outcomes to see how effectively the plan is moving towards the directions of the OCP Pillars and ultimately, *Imagine Kelowna*.

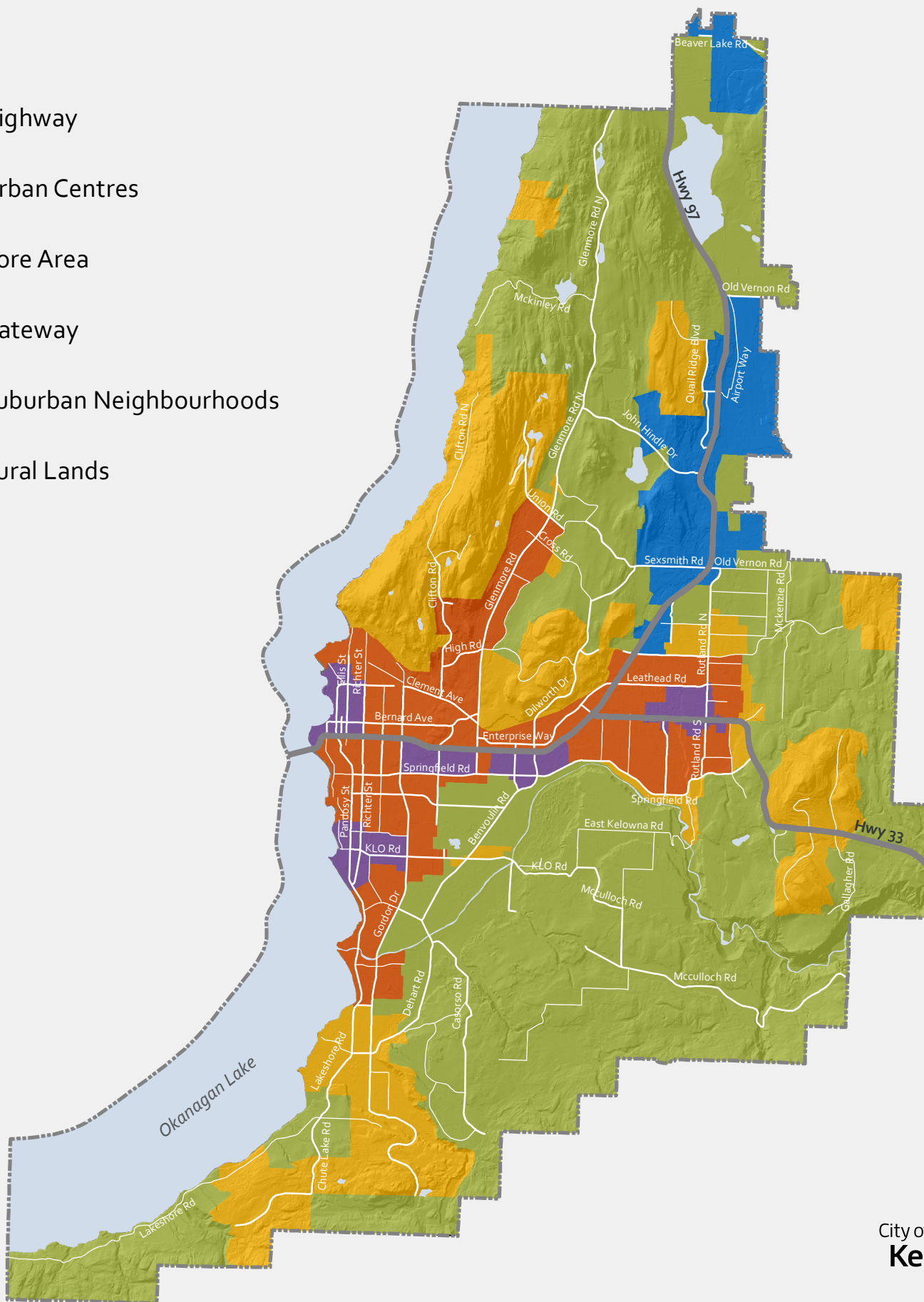
## The Future is Ours

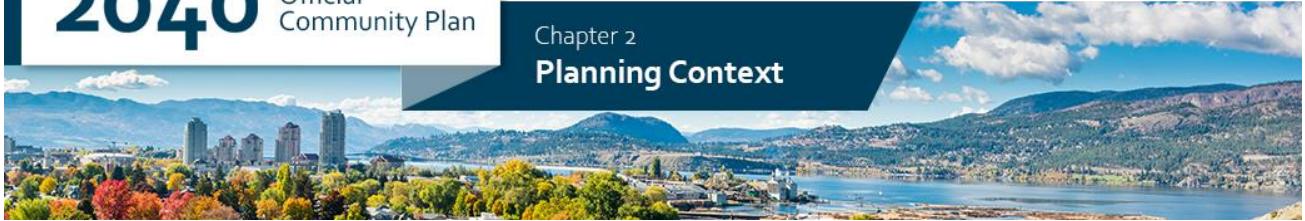
Cities are complex, and the 2040 OCP aligns the interdependencies of systems such as land use, transportation, environment, the economy and equity to be integrated. As such, the systems of city-building are highly interdependent, and require careful consideration to ensure all components are working in harmony. The City of Kelowna is at a pivotal time in its evolution, as we welcome 45,000 more residents and we embark on a more urban future.

The Official Community Plan vision will require us to work together as a community to build our future city alongside organizations, institutions, businesses, agencies and other levels of government to change the way we work together, how we make decisions and how we engage with Kelowna residents. The choices ahead will not be easy ones, as the challenges of growing and urbanizing invite many competing interests. We need to be strong and courageous and acknowledge the trade-offs that are ahead, but the vision for our future is ours to realize. Today is not just about choices for ourselves, but for those of future generations. To allow them to experience such quality of life, our proactive planning will shape our future city and how it will respond with infrastructure, how businesses will thrive, how parks will give recreational opportunity, and how innovation will flourish. This is our future city, and it comes to life through the OCP's actions and decisions that we collectively will make.



-  Highway
-  Urban Centres
-  Core Area
-  Gateway
-  Suburban Neighbourhoods
-  Rural Lands





The 2040 OCP is a visionary document that establishes how Kelowna will grow over the next 20 years. The plan directions are the result of background research, demographic analysis, and community engagement undertaken through the planning process. Through this work, several trends were identified that are likely to shift behaviours and influence decisions about housing, employment, and transportation on a day-to-day basis.

## Community Histories

*Prepared by Aaron Derickson (Indigenous) and Wayne Wilson (Settler)*

The City of Kelowna is located in the Okanagan Valley, the traditional unceded territory<sup>1</sup> of the syilx (or Okanagan) people. Of the seven communities<sup>2</sup> that comprise the syilx nation in Canada, the City of Kelowna neighbours two: Westbank First Nation and Okanagan Indian Band. Although the City and these communities enjoy a stable relationship, in years past, Canada's federal policies prevented syilx communities from experiencing an equally just history.

### Syilx Pre-contact (Millennia-1810)

The Okanagan Valley has been home to the syilx people for more than 12,000 years<sup>3</sup>. Time immemorial. According to Syilx Scholar and Knowledge Keeper, Dr. Jeannette Armstrong, the syilx nation "shared eight tribal districts that were very closely interconnected in terms of the different kinds of habitat that they resided in and the unique aspects that provided food and sustenance in those different areas of the syilx territory"<sup>4</sup>. For example, the syilx oral story of the *Four Food Chiefs* illustrates key foods the syilx people enjoyed for millennia, two of which are Saskatoon and Salmon, perhaps the most visible to Okanagan Residents.

### European Initial Relationship (1811-1890)

Direct European contact occurred in 1811 with fur traders,<sup>5</sup> but the well established trade networks that syilx people had with neighbouring Indigenous nations had long brought European goods such as fashioned metal tools<sup>6</sup> and horses that had been introduced in the Okanagan region in the first half of the eighteenth century<sup>7</sup>. These impacts positively affected syilx people in their trade, and supported their hunting and trapping.

<sup>1</sup> The traditional territory of the Syilx-Okanagan people spans an area that dips down across the U.S. border into Washington state, and spans upwards just passed the Arrow Lakes. The City of Kelowna is situated roughly in the middle of this territory.

<sup>2</sup> The Syilx nation crosses the 49<sup>th</sup> parallel and dips down into the Washington state, U.S.

<sup>3</sup> The consensus among scholars is that the Syilx Okanagan people inhabited the Okanagan Valley River Basin for 12,000 years, as a conservative estimate (Sam, 2008; Armstrong, Thompson, Teit & Boaz).

<sup>4</sup> Jeanette Armstrong. Interviewed by Lally Grauer, "Reciprocities: Kindness and the Land." *Lake: Journal of Arts and Environment*, Faculty of Creative and Critical Studies University of British Columbia Okanagan, 2008.

<sup>5</sup> \*\*\*

<sup>6</sup> \*\*\*

<sup>7</sup> Fraser, 2007.



activities<sup>8</sup> During this time, syilx people had a robust and complex economy that was dependent on the natural resources of syilx territory<sup>9</sup> and on their established trade and alliance relationships.

The arrival of settlers in the Okanagan Valley, and the colonial economy that began to emerge beginning in the mid 1800s, played a central role in the development and birth of the City of Kelowna. At this time, both syilx and non-syilx people participated in both the settler economy and the syilx economy as equals<sup>10</sup>. Due to the fact that the Okanagan region was not rich in fur-bearing animals, the Hudson's Bay Company mainly traded with syilx people for horses, potatoes, guiding and packing services<sup>11</sup>

In 1860, cattle ranchers and farmers began to take up low-lying land around the Catholic Oblate mission. At the same time, Governor James Douglas met with Interior-Salish leaders and came to an agreement that the Indigenous leaders saw as "tentative" and to be made full through negotiations and compensation - neither of which were ever concluded<sup>12 13</sup>. What changed this reciprocal and fair relationship was the creation of Federal Indian Act policies that adversely affected syilx communities<sup>14</sup> This removal from traditional context was a powerful tool in opening the area for pioneers and, contrary to popular belief, this was actively resisted by Indigenous chiefs in the Okanagan<sup>15</sup>. Land was unequally dispersed to settlers, and syilx people were relegated to life on the new reservations. They were not allowed to purchase land off-reserve, nor were they given land in the same accordance as settlers. In 1865, the Okanagan reserves were drastically reduced in size by J.C. Haynes, a local Justice of the Peace, who argued the boundaries were unnecessary for the syilx people<sup>16</sup>.

### City Inception (1892-1945)

In 1892, the townsite of Kelowna was laid out on these unceded syilx lands. With its clear advantage of lake transportation, Kelowna became an economic and cultural hub and the townsite was incorporated in 1905. "Kelowna" is a Nsyilxcen word for a female grizzly - a reference to the previous landowner on which the city was founded, whom was called "Kum-a-stoose" or "bear face" by local syilx people<sup>17</sup>.

The surrounding landscapes began to change dramatically a few years after incorporation. Between 1904 and 1914, thousands of acres of grazing land, hay flats, and grain fields were planted into symmetric rows of irrigated orchard trees and the entire area turned from brown to green. Industry quickly kept pace with the new agricultural economy, and the city's north end began to fill with packinghouses, box factories, canneries and more, all of these linked by a web of rail spur lines, sidings, and rail-barge slips. The seasonal rhythms and patterns of the tree fruit industry were quickly established. Through the 1920s and 1930s, Kelowna's economic, social, and cultural life continued to mature.

At the same time, the syilx population experienced increased isolation. They maintained, however, an important part of the regional economy as key and knowledgeable employees in farming, forestry, and other sectors.

### World War II – present (2020)

In the decades since World War II, the pace and direction of change in Kelowna has shifted dramatically. Transportation improvements, such as the W.R. Bennett Bridge, the Okanagan Connector, and Highway 97C

<sup>8</sup> Thomson, 1994.

<sup>9</sup> Turner, Bouchard & Kennedy, 1980

<sup>10</sup> OHS, Clement, 1959, p.121

<sup>11</sup> Thomson, 1994.

<sup>12</sup> The beginning of unceded

<sup>13</sup> Thomson, 1994, p.102

<sup>14</sup> Thomson, 1994.

<sup>15</sup> Armstrong et al. p. 44-66; Thompson, 2007, p. 28-29

<sup>16</sup> Thomson, 1994.

<sup>17</sup> OHS, Clement, 1959.

have allowed people to move and goods to flow to, from, and within the region more efficiently. Meanwhile, the “Ellison Field” airstrip that opened in 1947 has grown into Kelowna International Airport, Canada’s 11<sup>th</sup> busiest airport.

The local economy began to shift in significant ways during this time as well. Kelowna’s **industrial** base began to diversify, its tourism appeal grew in new directions, and the wine industry began to add a new complexity to both agriculture and tourism. More recently, the high-tech sector has strengthened in new links between the city and distant centres.

The city saw new suburban neighbourhoods and shopping centers being developed. More recently, new neighbourhoods have begun to emerge in the hillsides surrounding the city, while efforts to encourage more growth Downtown and in the other urban town centres began to strengthen. Significant investments were made in parks, recreation centres, cultural facilities and other amenities.

During this time period, WFN (then Westbank Indian Band) was developing their land base as a means of securing economic security for their community. They developed a land use plan, bylaws and engaged in leasing portions of their land base. In 1974, syilx people from all seven communities took part in the famous “sit-in” of the district Indian Affairs Office, located in Vernon. Syilx communities wanted to govern themselves, independent from the paternal policies of the Indian Act. In 1987, the syilx people signed the Okanagan Nation Declaration, declaring their sovereignty<sup>18</sup>.

### **Kelowna Today (2021) – Looking forward**

Kelowna continues to act as a regional hub and is expected to grow by approximately 45,000 citizens over the next 20 years. To accommodate this growth responsibly, planning decisions must consider social, economic and environmental factors. By focusing investment into Urban Centers, supporting a variety of transit options, promoting housing diversity and incorporating **equity** into City initiatives, Kelowna will be set up for success when it comes to addressing future challenges.

Today, the City of Kelowna actively engages with both syilx communities. There are currently four syilx reserves within city limits, three of which belong to Westbank First Nation, and one of which belongs to Okanagan Indian Band. The City of Kelowna committed to engaging with the **syilx/Okanagan** people and is actively working to build a relationship based on trust, understanding and mutual benefit, one that is built on a foundation that respects and learns from the past while embracing the environmental, social, economic and cultural realities of today.

## **Major Trends**

The following major trends were identified during the 2040 OCP development process, and informed the plan’s pillars, **Growth Strategy**, objectives and policies.

- **Infrastructure challenge.** The City is seeing a greater share of its annual budget being directed to cover maintenance and replacement of aging infrastructure, while also balancing the need to fund infrastructure for new growth. The tension between these objectives has resulted in a significant infrastructure deficit. The most vital step in the path towards financially sustainable service delivery is managing how and where we grow. Recent analysis indicates that the costs to maintain infrastructure in suburban areas are considerably higher than the tax revenue collected in these areas. In response, the **Growth Strategy** focuses on multi-family and mixed-use development in the **Core Area** and **Urban Centres** to reduce long-term infrastructure life-cycle costs and deliver services in a more sustainable way.

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<sup>1818</sup> <https://www.syilx.org/about-us/syilx-nation/okanagan-nation-declaration>



- **Amenity-rich walkable areas.** There is a growing interest in urban places that provide a variety of amenities, such as shops and services, and that are close to jobs and economic opportunities. As younger generations seek amenity-rich neighbourhoods with diverse housing types, increased demand for housing in walkable urban places is anticipated. The 2040 OCP **Growth Strategy** anticipates that a higher proportion of development will occur in the form of townhouses and apartments in Kelowna's amenity-rich **Urban Centres** and **Core Area**.
- **Changing demographics.** Over the next 20 years, BC's retirement-aged population will increase while young professionals will continue to struggle with housing affordability in BC's largest centres. Seniors will be drawn to cities with access to health services, while young professionals are likely to be motivated by housing options, affordability, lifestyle preferences and employment opportunities as they enter peak earning years. To ensure Kelowna is an attractive destination, the OCP focuses on creating complete communities for all ages and abilities that have a diversity of housing and transportation options.
- **Equity gap.** Across Canada, citizens are experiencing increases in the cost of living, particularly for things like housing, transportation, energy costs and childcare, while the Canadian middle-class population shrinks. Additionally, racialized populations and people with disabilities are experiencing an elevated risk of negative health outcomes and homelessness. For this reason, cities are rethinking their approach to infrastructure investment, planning and service delivery in recognition that these actions have a disproportionate impact on the quality of life and economic future of the most vulnerable. By infusing **equity** into the development of the 2040 OCP, the City will be better positioned to ensure all citizens are able benefit from the City's growth – through improved health outcomes, access to opportunities and more affordable housing options.
- **Low carbon future.** Communities across Canada are recognizing the threat that climate change poses to community infrastructure, the environment, biodiversity, the economy and human health. Our region is increasingly experiencing the impacts of climate change through extreme weather events such as flooding, drought and wildfires, which are already occurring more frequently. To prevent rapid and extreme climate change, significant reductions in greenhouse gas emissions and a shift to a low-carbon community are required. At the same time, Kelowna must also be prepared for the impacts of a changing global climate. To meet climate change related goals, the 2040 OCP promotes complete communities that can support a major decrease in transportation emissions while investing in transit and active transportation. Additionally, the 2040 OCP identifies approaches to enhance **green infrastructure** and wildfire mitigation, acknowledging that the incidence of extreme weather events is increasing.
- **Learning from the pandemic.** The COVID-19 pandemic has raised important questions about Kelowna will grow in the coming years. Will working from home remain a significant factor and displace demand for new office space? Will there be fewer drivers on the roads during peak periods? Will online shopping continue to affect the demand for bricks and mortar retail space? Will the shift towards **ground-oriented** housing demand persist? How can growth address some of the **equity** gaps revealed by the pandemic? These questions have not yet been resolved. Some, like traffic flow, have nearly returned to pre-pandemic levels. Others, like working from home, will likely take years to answer. The 2040 OCP has taken some of these factors into consideration already, including commercial and office demand shifts, and building a more **equitable** community. The 2040 OCP will need to assess the remaining issues brought to the foreground by the pandemic on an ongoing basis to determine whether any corrective action is required. This responsibility will fall to the implementation and monitoring program outlined in *Chapter 16: Making the Plan Work*.

## Housing & Population Projections

### Population Projections

Kelowna's population is projected to grow at an annual rate of 1.43 per cent through to 2040, resulting in approximately 45,000 additional citizens by 2040. Overall, Kelowna's population is projected to reach an estimated 180,000 by 2040.

From 2020-2040, the City's growth rate will fluctuate depending on levels of economic growth, demographic trends, as well as national and international migration patterns. The projections provided in this chapter inform the land use plan and policies of the 2040 OCP, as well as the City's servicing plans and financial strategies. Furthermore, the 2040 OCP establishes five-year growth rates using the most recent Census statistics and BC Stats projections and adjusting for local growth trends.

**Table 2.1: 2040 Population Projection**

Time Period	Average Annual Growth Rate	New Population	Population of End Period
2021-2025	1.59%	11,250	147,300
2026-2030	1.47%	11,250	158,550
2031-2035	1.29%	10,650	169,150
2036-2040	1.15%	10,050	179,200

### Projected Age Distribution

Over the next 20 years Kelowna's population will grow significantly across all age groups. Generally, the demographic composition of the population is expected to be similar between 2020 and 2040. However, Kelowna is projected to see an increase in the proportion people aged 65 and older in 2040 and a decrease in proportion of people under the age of 25. This reflects low levels of natural increase and Kelowna's reliance on national migration for population growth. The table below provides more detailed information.

**Table 2.2: Kelowna Age Distribution**

Year / Age	Under 25	25-44	45-64	65+
2016 Census	26%	25%	29%	21%
2020	24%	27%	27%	22%
2030	24%	28%	24%	25%
2040	23%	24%	28%	25%

### Housing Projections

In order to establish housing needs until 2040, the City's long-term population estimates were considered alongside the following trends that are anticipated to influence the local housing market:

- **Smaller households.** The primary household types by 2040 will be single occupants or couples without children. Generally, these households require smaller housing units, allowing 1 bedroom or 2-bedroom units to fulfill their housing needs.
- **More compact housing forms.** As a result of both affordability and shifting housing preferences, it is anticipated that demand for apartments, townhouses and compact family-friendly housing options will outpace the demand for new single-detached housing.
- **Urban living.** As a result of changing housing preferences, transportation behaviour and demographics of Kelowna, the 2040 OCP anticipates greater demand for housing in walkable mixed-use neighbourhoods. For this reason, the City is looking to drive a significant share of future growth to the City's **Urban Centres** in the form of medium to high-density apartments as well as **ground-oriented** units.



- **More renters.** As housing prices rise and household sizes decrease, it will be challenging for many citizens to afford home ownership. These forces will strengthen the demand for long-term rental housing and enhance the viability of **purpose-built rental** apartment projects.
- **Regional housing connection.** As the Central Okanagan's largest community, Kelowna will continue to function as the hub of the region, attracting the largest share of growth. Over the next 20 years, competition for space in Kelowna will grow and the city will continue its shift towards a more compact, **complete community**. Housing affordability will continue to be a significant challenge across the region, particularly for vulnerable populations, such as seniors, youth, those experiencing homelessness and low-income households. While a significant issue for communities throughout the region, the challenges associated with housing affordability will be most pronounced in Kelowna.

From 2016-2020, many of these trends have already impacted the local housing market. In 2019, 75 per cent of all building permits issued were for multi-family units, highlighting the significant shift toward more compact housing forms. Kelowna also saw record levels of rental housing construction over the last five years with over 1,500 rental units completed in 2019. Collectively, these and other trends are expected to boost demand for **multi-family housing** units in the **Core Area** as Kelowna continues its evolution as an emerging mid-sized city over the next 20 years.

#### 20-Year Average Household Size

1.7 person per new household = (43,145 person / 25,308 new unit)

The 20-year average household size is derived using the projections for new housing units and the population growth expected over the next 20 years. The projected housing need for 2040 is approximately 25,308 new units. The five-year increments of growth provided in Figure 2.3 inform future infrastructure servicing requirements during these periods. For technical purposes, the 2040 OCP assumes 5,972 homes will be single or two-unit homes and 19,336 homes will be in the form of multi-family units (e.g. apartments and townhouses etc.). The reduction in household size from the 2030 OCP reflects the national trends driven by declining birth rates, smaller families and divorce rates.

**Table 2.3: Average Household Size**

Year	Average Persons Per Household (New Growth)
2021-2025	2.0
2026-2030	1.74
2031-2035	1.70
2036-2040	1.68

The distribution of housing in Kelowna is currently skewed toward single-family housing, with approximately 59 per cent of all units in the form of single-family housing and 41 per cent in the form of **multi-family housing**. Based on the shift to a more urban **Growth Strategy**, the 2040 OCP anticipates the demand for multi-family housing will continue to increase over the next 20 years. This is expected to result in a balanced demand for single-family and multi-family units by 2040. To encourage housing that meets this demand, the 2040 OCP is projecting that 76 per cent of new units over the next 20 years will be in the form of **multi-family housing** and 24 per cent will be in the form of single and two-unit housing. The table below provides an estimate of housing unit projections over the next 20 years; however, it is expected that the number of building permits issued will fluctuate based on local real estate and land development cycles.

**Table 2.4: Housing Unit Projections**

Year	Single/Two Units	Multiple Units	Single & Multiple Units
2021-2025	1,980	4,650	6,630
2026-2030	1,940	4,510	6,450
2031-2035	1,260	5,000	6,260
2036-2040	800	5,190	5,990
<b>Total 2040</b>	<b>5,980</b>	<b>19,350</b>	<b>25,330</b>

### 20-year Housing Distribution

Over the next 20 years, most new housing units projected by the 2040 OCP are expected to be accommodated in urban areas like **Urban Centres** and the **Core Area**, which will preserve rural lands outside the **Permanent Growth Boundary** and allow for cost-effective servicing. Growth in urban areas will mainly take the form of redevelopment as parcels are assembled and redeveloped into townhouses, apartments and towers.

Over next 20 years roughly 73 per cent of the Kelowna's growth will occur in the City's five **Urban Centres** and the surrounding **Core Area**. Specifically, the 2040 OCP **growth scenario** projects that approximately 48 per cent of new units will be accommodated within the **Urban Centres** and 25 per cent of units will be accommodated within the **Core Area**. Several suburban neighbourhoods are expected to accommodate 23 per cent of new units to 2040; however, the 2040 OCP does not introduce any new suburban neighbourhoods beyond what was identified during the life of the 2030 OCP.

Overall, the 20-year *Servicing Plan* and *Financing Strategy* reflects the number and distribution of projected housing units to 2040 shown below on Map 2.1. The housing distribution targets provided below were used to establish long-term infrastructure servicing requirements as well as key projects for the City's Transportation Master Plan. These targets have also informed the future land use designations and policies to ensure alignment between planning policy and the City's growth management strategy. The unit targets, provided in Table 2.5, will need to be monitored to inform prioritization of key capital projects as some areas will achieve their growth targets prior to 2040, while others will see a slower rate of growth.

**Table 2.5: Housing Unit Projections by Growth Area**

Growth Node	New Units 2040 (Approximate)	% of Total Growth
Black Mountain	450	2
Capri Landmark Urban Centre	3,650	15
Downtown Urban Centre	4,500	18
Core Central	3,800	15
Core Glenmore	1,630	6
Core Rutland	1,000	4
Kettle Valley South	250	1
Kirschner Mountain	350	1
McKinley Beach	375	1
Midtown Urban Centre	1,075	4
Mount Baldy	375	1
North Clifton	150	1
Remainder of City	1,500	6

<b>Rutland Urban Centre</b>	1,850	7
<b>Pandosy Urban Centre</b>	1,025	4
<b>The Ponds</b>	875	3
<b>Tower Ranch</b>	425	1
<b>University South</b>	1,050	4
<b>Wilden</b>	1,000	4
<b>Total</b>	<b>25,330</b>	

## Commercial and Industrial Projections

### Commercial Projections

Based on the expected population growth in the City and surrounding region, Kelowna is expected to see a significant increase in commercial development over the next 20 years. The 2040 OCP provides projections to inform the long-term demand for retail, office and **industrial** development.

### Retail Commercial

The City of Kelowna is the regional retail centre for the Central Okanagan, serving the broader region from Penticton to Vernon as well as the growing local population in Kelowna. The 2040 OCP estimates approximately 193,000 square metres of new retail space will be supportable in Kelowna by 2040, representing an increase of 32 per cent from the retail inventory in 2020. The 2040 OCP retail projection includes the following types of retail uses: convenience, comparison, service, food and beverage, entertainment and automotive.

The following trends were considered when preparing the City's 2040 retail projections:

- **E-commerce.** The growth in online shopping is anticipated to reduce long-term demand for retail space compared to historical averages. Further, the COVID-19 pandemic is expected to accelerate the shift in consumer behaviour away from traditional brick and mortar comparison retail to e-commerce.
- **Experiential Retail.** Future growth in retail will be driven by a desire for unique experiences, with comparison retail, convenience retail, restaurants, cafes and other entertainment predominantly occurring in **Urban Centres**. The growth of experiential retail is expected to occur through mixed-use residential projects in ground floor commercial space, which will animate **retail streets** and serve the growing population of urban dwellers in Kelowna.
- **Covid-19 Impacts.** Due to the recession caused by the COVID-19 pandemic, the 2040 OCP anticipates that there will be a decrease in demand for several types of retail space in the near-term. An increase in unemployment, lower levels of discretionary income and social distancing measures will result in greater rates of closures and bankruptcies and present a challenging climate to start new retail businesses. The 2040 OCP anticipates reduced demand for specific sectors (e.g. food and beverage) in the near-term with greater development activity expected from 2031-2040. However, the 2040 OCP also assumes that the recovery of the comparison retail sector will be challenged as COVID-19 accelerates the shift to online shopping and decreases the demand for this type of space in Kelowna moving forward.



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**Table 2.6: Anticipated Retail Space Demand**

Time Period	2021-2025	2026-2030	2031-2035	2036-2040	Total
Commercial Retail Space Demand (sq. m.)	41,740	49,780	52,480	49,100	193,100*

\*New retail floor area will require limited new land as most new retail space will be accommodated in the podiums of larger mixed-use residential developments.

### Office Inventory

Over the next twenty years the City's inventory of office space is likely to see a major increase. Kelowna is the primary employment centre for the Central Okanagan and is home to almost all Class A office space in the region with office towers concentrated throughout the **Core Area**. Over the next 20 years the 2040 OCP projects an annual net absorption rate of 5,500 to 7,500 square metres of office with a total of 119,450 square metres to be developed by 2040.

Demand for Class A office space will continue to be strongest within centrally located and amenity-rich **Urban Centres** (i.e. Downtown, Pandosy and Capri-Landmark). As tenants shift to newer and more modern Class A office space, there is likely to be higher vacancies in Class B office space in older and less desirable locations, encouraging redevelopment to realize value from declining properties. Demand for office space is expected to increase from 2030-2040 after major Class A projects are absorbed by the local market, translating into higher rates of office development from 2030-2040.

There are several national and regional trends that are expected to impact demand for commercial development over the next 20 years.

- **Major Office Projects.** In 2019-2020, construction began on a 28,000 square metre Class A office project in the Landmark District which is expected to reduce demand for Class A office space for the first 5-10 years of the 2040 OCP.
- **Technology Acceleration.** Growth in the Okanagan's technology sector continues to ensure a stable demand for office space, especially for smaller Class B office inventory in central locations.
- **Coworking Growth.** Coworking is already part of the local sharing economy of Kelowna with approximately 6,000 square metres in operation. Coworking also allows smaller firms to avoid signing expensive leases, reducing overhead costs and offering the potential for collaboration and mentorship within the coworking community. The growth of coworking could result in less demand for conventional brick and mortar office space within certain sectors, and overall reduce demand for smaller office projects.

**Table 2.7: Anticipated Commercial Space Demand**

Timeframe	2021-2025	2026-2030	2031-2035	2036-2040	Total
Commercial Office Space Demand (sq. m.)	20,250	27,700	34,700	36,800	119,450

The total amount of new office space development projected by the 2040 OCP is an increase of approximately 30% between 2021 and 2040.

### Industrial Projections

The 2040 OCP projects a significant increase in **industrial** development over the next twenty years. Over this time, it is expected that Kelowna's manufacturing sector will continue to decrease, but growing demand for storage, distribution, warehousing, cannabis and other uses will drive demand for **industrial** space. The shift away from manufacturing and heavy **industrial** activity reflects Kelowna's ongoing transformation to a regional service centre and the growth of knowledge-based employment.

Over the last several years Kelowna has seen a severe shortage of affordable, serviced **industrial** space as a result of speculation on **industrial** land for more valuable commercial uses, such as hotels and retail. From 2017-2019, the City has witnessed extremely low **industrial** vacancy rates (1-3 per cent), highlighting the strong demand for industrial space. By 2040 the OCP projects roughly 323,000 square metres of new **industrial** space with the greatest demand from 2031-2040.

**Industrial** development will be challenged by the lack of land available for low-density **industrial** projects and the inability for **industrial** uses to be incorporated into mixed-use projects. Overall, the 2040 OCP projects the need for approximately 95 hectares of land to meet the demand for **industrial** businesses as well as retail businesses using industrial space over the next 20 years. This projection is based upon the assumption that recent densities (floor area ratio of approximately 0.25) of **industrial** development will be achieved. However, if land becomes particularly constrained it is possible densities could rise closer to a floor area ratio of 0.35.

**Table 2.8: Anticipated Industrial Space Demand**

Timeframe	2021-2025	2026-2030	2031-2035	2036-2040	Total
Industrial Floor Space (sq. m.)	67,000	57,400	95,000	104,300	323,700
Total Land Required (hectares)	19.5	16.6	28.2	31	95.3









### Institutional Projections

Over the last 10 years, Kelowna has seen an annual average of 12,000 square metres of institutional development. Institutional development in Kelowna largely occurs through government funded infrastructure programs related to hospitals, care facilities, schools and college and university expansions. This type of development is heavily reliant on regional population growth and availability of senior government funding and infrastructure programs. As a result, this form of development is less influenced by the development market and private sector, but instead more driven by major civic or provincial projects (e.g. educational or health facilities). The 2040 OCP anticipates most of the new institutional development will occur on underutilized lands designated institutional or park as well as in the Hospital District. Although a 20-year target is not established, the 2040 OCP has provided for the future expansion of critical institutions such as schools, hospitals, and other civic facilities.








## Regional Context Statement










In accordance with Section 446 of the *Local Government Act*, an OCP must include a Regional Context Statement where a Regional Growth Strategy (RGS) applies to the same area as the OCP. Kelowna is within the jurisdictional boundary of the Regional District of Central Okanagan (see Map 2.2). The Regional District of Central Okanagan Regional Growth Strategy Bylaw No. 1336, 2013 was adopted on June 23, 2014. The RGS establishes a vision for the region to grow in a manner that promotes economic, environmental and social health. The policy direction of the City of Kelowna OCP is consistent with the intent of the RGS. Table 2.9 below demonstrates the connection between the RGS issue areas and goals and relevant OCP objectives and policies.






**Table 2.9: Relationship between Regional Issue Areas and the OCP**

Regional Growth Strategy Issue Area & Goal	Related OCP Section	
	Pillars	Key Objective
<b>Our Land</b> To manage the land base effectively to protect natural resources and limit urban sprawl	  	<p><b>Objective 4.1.</b> Strengthen the <b>Urban Centres</b> as Kelowna's primary hubs of activity.</p> <p><b>Objectives 4.3. and 5.5.</b> Protect and increase greenery in <b>Urban Centres</b> and the <b>Core Area</b>.</p> <p><b>Objective 5.1.</b> Encourage <b>Village Centres</b> as Kelowna's secondary hubs of activity.</p> <p><b>Objective 5.2.</b> Focus residential density along <b>Transit Supportive Corridors</b> to improve <b>Core Area</b> Neighbourhood livability.</p> <p><b>Objective 7.2.</b> Design Suburban Neighbourhoods to be low impact, context sensitive and adaptable.</p> <p><b>Objective 8.4.</b> Stop urban sprawl into Rural Lands.</p> <p><b>Objective 13.1.</b> Prioritize infrastructure investment targeting high growth areas.</p>
<b>Our Economy</b> To develop and enhance a positive business environment in the region to achieve a dynamic, resilient and sustainable economy	  	<p><b>Objective 4.1.</b> Strengthen the <b>Urban Centres</b> as Kelowna's primary hubs of activity.</p> <p><b>Objective 5.6.</b> Focus large format commercial along the Highway 97 corridor.</p> <p><b>Objective 5.8.</b> Encourage employment-intensive <b>industrial</b> uses in the <b>Core Area</b>.</p> <p><b>Objective 6.1.</b> Support the evolution of the University of British Columbia – Okanagan into a more complete community.</p> <p><b>Objective 6.3.</b> Support the strategic and planned growth of Kelowna International Airport as a regional economic generator.</p> <p><b>Objective 6.4.</b> Support the continued development of <b>industrial</b> lands.</p> <p><b>Objectives 6.7. and 8.1.</b> Protect and preserve agricultural land and its capacity.</p>
<b>Our Water Resources</b> To manage and protect water resources	 	<p><b>Objective 12.10.</b> Adapt to a changing water supply.</p> <p><b>Objective 13.3.</b> Design stormwater infrastructure to mitigate flooding and pollution to our neighbourhoods, streams and Okanagan Lake.</p> <p><b>Objective 13.4.</b> Provide a secure supply of water.</p> <p><b>Objective 13.5.</b> Protect the supply of high-quality drinking water.</p> <p><b>Objective 14.3.</b> Preserve Okanagan Lake for its environmental, traditional, cultural, spiritual, and recreational values.</p>

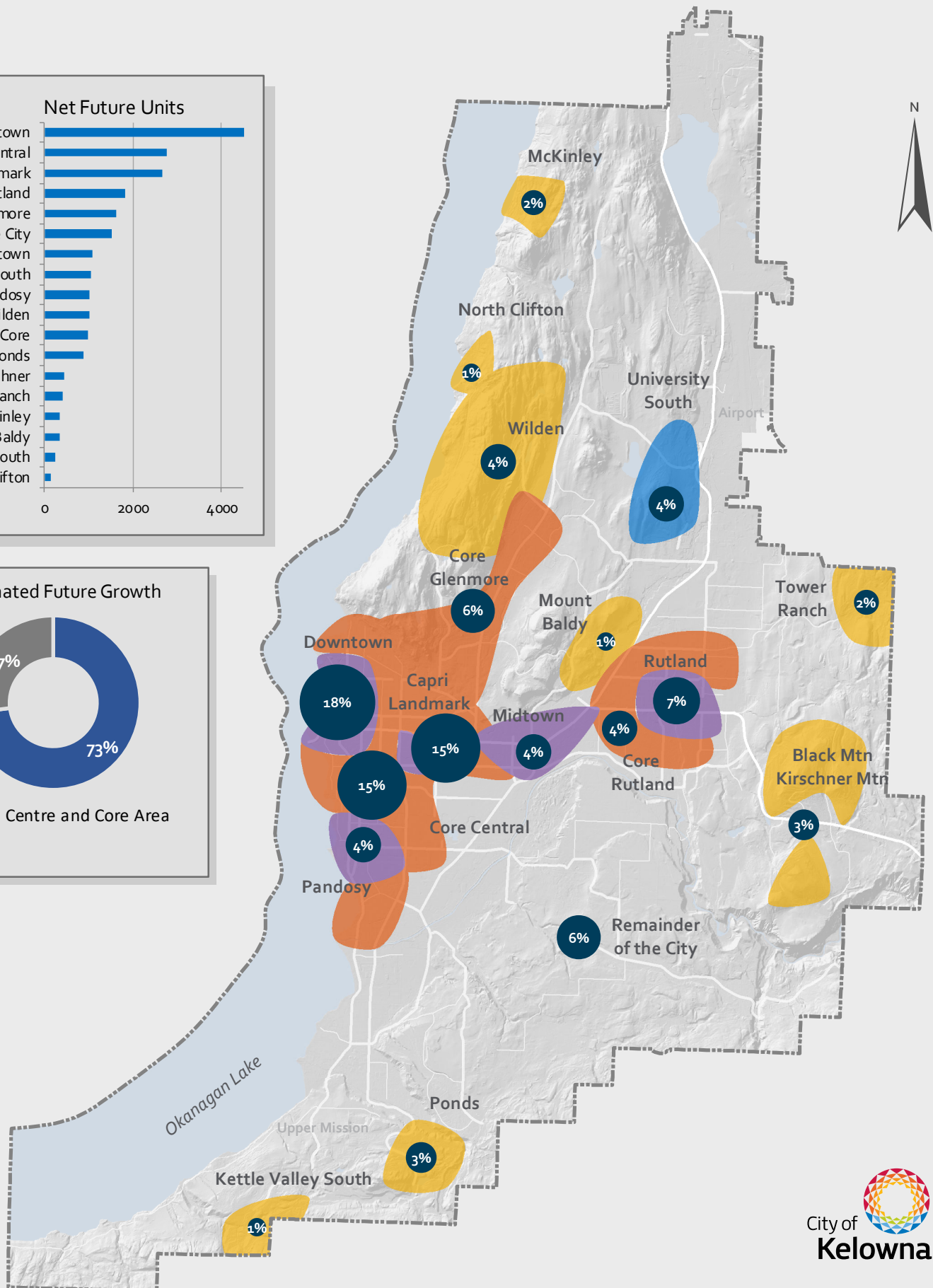
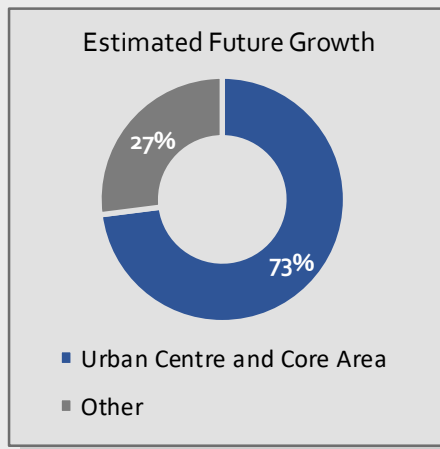
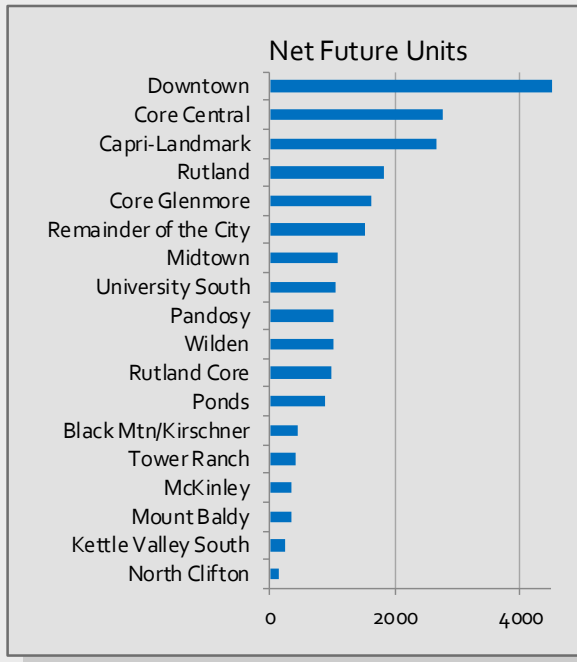


<p><b>Our Health</b> To contribute to the improvement of community health, safety, and social wellbeing</p>	 	<p><b>Objective 4.2.</b> Foster more inclusive and socially connected <b>Urban Centres</b>.</p> <p><b>Objective 5.4.</b> Strategically locate community services to foster greater inclusion and social connections in the <b>Core Area</b>.</p> <p><b>Objective 5.7.</b> Support the strategic and planned growth of the Kelowna General Hospital campus as the region's most critical health facility.</p> <p><b>Objective 9.1.</b> Incorporate <b>equity</b> into planning decisions and resource allocation in our community.</p> <p><b>Objective 9.2.</b> Strengthen the relationship with the <b>syilx/Okanagan</b> people through initiatives and processes to advance and support reconciliation in Kelowna.</p> <p><b>Objective 9.3.</b> Develop diverse partnerships to advance complex social planning issues and increase community wellbeing.</p> <p><b>Objective 10.1.</b> Acquire new parks to enhance livability throughout the City.</p> <p><b>Objective 14.1.</b> Promote strategies that reduce local air pollution and people's exposure to air pollutants.</p>
<p><b>Our Food</b> To support a regional food system that is healthy, resilient and sustainable</p>	 	<p><b>Objectives 4.10., 5.9., 6.5. and 7.5.</b> Supplement the local food system to increase food security, equitable access to healthy food and social connections.</p> <p><b>Objectives 4.11., 5.10., 6.8., 7.4. and 8.2.</b> Ensure a compatible urban-rural interface that protects agricultural uses.</p> <p><b>Objectives 6.7. and 8.1.</b> Protect and preserve agricultural land and its capacity.</p> <p><b>Objective 6.15.</b> Maintain safe roads that support agricultural uses.</p> <p><b>Objective 8.3.</b> Supplement the local food system to increase food security and social connections.</p> <p><b>Objective 8.4.</b> Stop urban sprawl into Rural Lands.</p>
<p><b>Our Housing</b> To improve the range of housing opportunities to meet the social and economic needs of the region</p>	  	<p><b>Objective 4.1.</b> Strengthen the <b>Urban Centres</b> as Kelowna's primary hubs of activity.</p> <p><b>Objectives 4.12. and 5.11.</b> Increase the diversity of housing types and tenures to create inclusive, affordable and complete <b>Urban Centres</b> and <b>Core Area</b>.</p> <p><b>Objectives 4.13. and 5.12.</b> Protect citizens from displacement due to Urban Centre and Urban Core development.</p> <p><b>Objectives 4.14. and 5.13.</b> Protect the rental housing stock.</p> <p><b>Objective 5.2.</b> Focus residential density along Transit Supportive Corridors to improve <b>Core Area</b> Neighbourhood livability.</p> <p><b>Objective 5.3.</b> Design residential infill to be sensitive to neighbourhood context.</p>

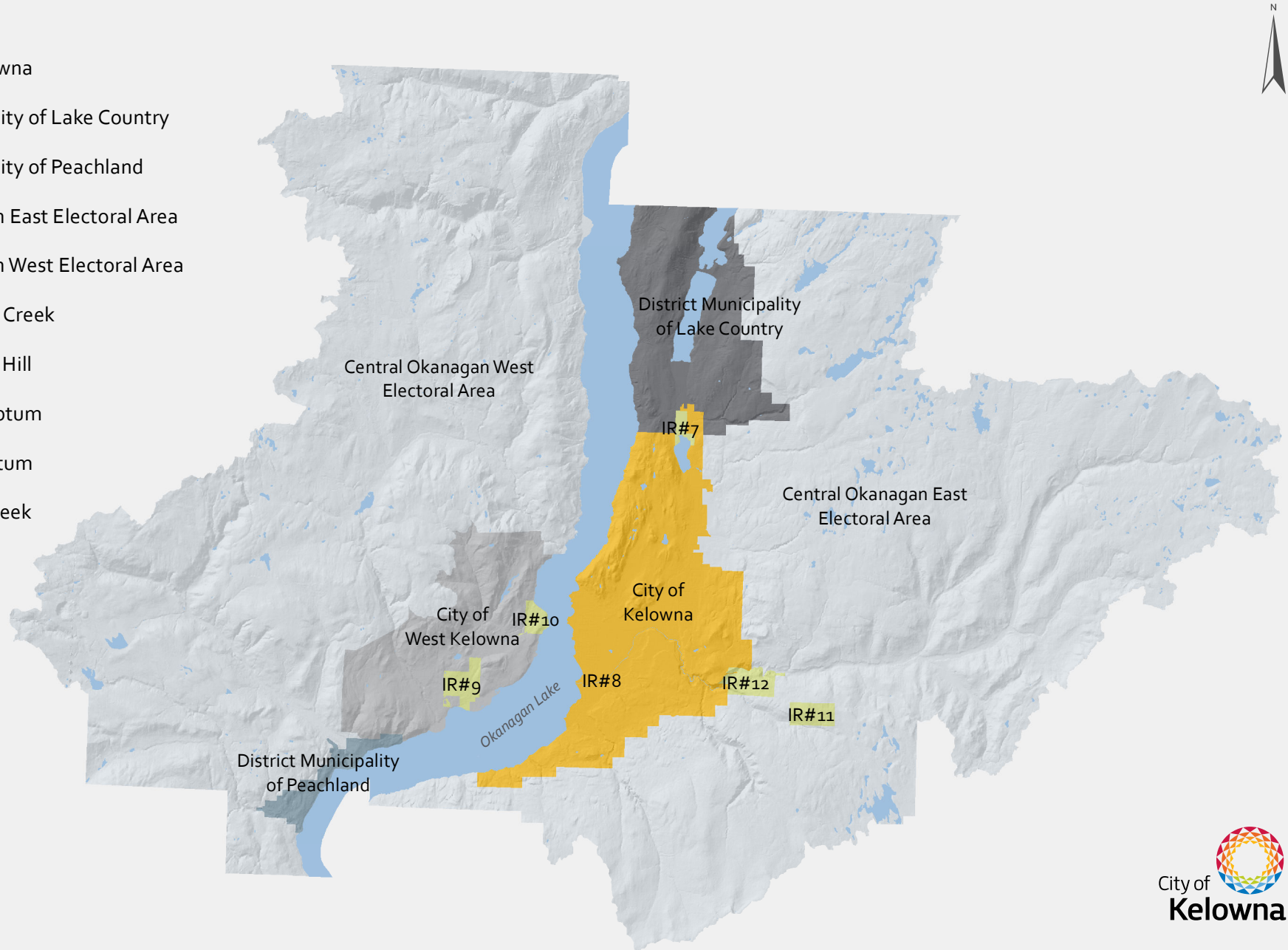
		<p><b>Objective 6.10. and 7.7.</b> Prioritize the construction of purpose-built rental housing.</p> <p><b>Objective 7.6.</b> Support a variety of low-density housing.</p>
<p><b>Our Climate</b> To minimize regional greenhouse gas emissions and respond to the impacts of climate change</p>	   	<p><b>Objective 4.1.</b> Strengthen the <b>Urban Centres</b> as Kelowna's primary hubs of activity.</p> <p><b>Objective 8.4.</b> Stop urban sprawl into Rural Lands.</p> <p><b>Objective 12.1.</b> Design the community to be more resilient to a changing climate.</p> <p><b>Objective 12.2.</b> Prioritize climate resiliency in City operations.</p> <p><b>Objective 12.3.</b> Encourage the community to take action to mitigate and adapt to climate change.</p> <p><b>Objective 12.4.</b> Improve energy efficiency and reduce greenhouse gas emissions of new buildings.</p> <p><b>Objective 12.5.</b> Improve energy efficiency and reduce operational greenhouse gas emissions of existing buildings.</p> <p><b>Objective 12.6.</b> Transition toward 100 per cent renewable energy by 2050.</p> <p><b>Objective 12.7.</b> Support the transition to emerging low and zero-emission transportation technologies.</p> <p><b>Objective 12.8.</b> Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate.</p> <p><b>Objective 12.9.</b> Support the community to prepare for and become resilient to the impacts of climate change.</p> <p><b>Objective 12.11.</b> Increase <b>resilience</b> to extreme weather events.</p>
<p><b>Our Ecosystems</b> Be responsible stewards of natural ecosystems to protect, enhance and restore biodiversity in the region</p>	  	<p><b>Objective 12.12.</b> Reduce risk to public health, the local economy and the environment related to invasive species.</p> <p><b>Objective 14.2.</b> Protect and expand a healthy and viable <b>urban forest</b>.</p> <p><b>Objective 14.4.</b> Preserve and enhance biodiversity and landscape diversity, integrating and connecting ecological networks through the City.</p> <p><b>Objective 14.5.</b> Protect and restore environmentally sensitive areas from development impacts.</p> <p><b>Objective 14.6.</b> Provide compensation for unavoidable habitat losses.</p>
<p><b>Our Transportation</b> To enhance the regional transportation system to ensure that it is accessible, affordable, and efficient</p>		<p><b>Objective 4.15.</b> Make <b>Urban Centres</b> safe and enjoyable for walking, biking, transit and shared mobility.</p> <p><b>Objective 4.16.</b> Develop a well-connected grid network of streets to shorten walking distances and improve traffic circulation.</p>

	  	<p><b>Objectives 4.20., 5.20. and 6.17.</b> Adapt and respond to emerging transportation technologies.</p> <p><b>Objective 5.2.</b> Focus residential density along Transit Supportive Corridors to improve <b>Core Area</b> Neighbourhood livability.</p> <p><b>Objective 5.15.</b> Create major streets that are walkable, support local retail and connect neighbourhoods to <b>Urban Centres</b> by car, bike and transit.</p> <p><b>Objectives 5.17., 6.14. and 13.8.</b> Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.</p> <p><b>Objective 6.12.</b> Develop a well-connected supporting street network to facilitate travel by alternate modes and reduce reliance on Highway 97.</p> <p><b>Objective 7.8.</b> Reduce dependence on the automobile where possible.</p>
<p><b>Our Governance</b> To respond to the needs of the region with an effective and efficient governance service model</p>	 	<p><b>Objective 16.3.</b> Strategically deliver on implementation actions.</p>





- City of Kelowna
- City of West Kelowna
- District Municipality of Lake Country
- District Municipality of Peachland
- Central Okanagan East Electoral Area
- Central Okanagan West Electoral Area
- IR# 12 - Medicine Creek
- IR# 11 - Medicine Hill
- IR# 10 - Tsinstikeptum
- IR# 9 - Tsinstikeptum
- IR# 8 - Mission Creek
- IR# 7 - Duck Lake
- Lakes





The Future Land Use Designations for the Official Community Plan are outlined below and illustrated in Map 3.1 – Future Land Use. They were developed using the **Growth Strategy** outlined in *Chapter 1: The Big Picture* and the projections and residential unit targets outlined in *Chapter 2: Planning Context*. They both inform and respond to the policies and directions set out in the Transportation Master Plan and the 20 Year Servicing Plan.

While the Future Land Use designations establish a general land use vision for Kelowna, it is the **Zoning Bylaw** that regulates the specific uses and density that are permitted to occur on the land. Each Future Land Use designation includes a range of uses, densities and forms to guide decision-making for development in a particular neighbourhood or property. However, the intent is to guide site-specific land use decisions that consider the site's characteristics and context, as well as all relevant 2040 OCP policies and **supplementary plans**.

As such, not every property will achieve the full development potential outlined by these land use designations. For some proposals, a land assembly may be required for a project to achieve a designation's intent. This also means that where densities are assigned to Future Land Use designations, they are intended to guide decision making and infrastructure planning, not act as maximum densities.

## Future Land Use Designations

### Urban Centres (UC)

#### **Growth Strategy Role**

**Urban Centres** are the City's largest activity hubs. They are characterized by the largest concentration of commercial and employment uses in the city, arts and cultural services, a mix of **high density** residential development, and a high quality public realm. They offer the most walkable environments, have the best transit service and the greatest access to active transportation and shared mobility options.

There are five **Urban Centres** in Kelowna: Downtown, Pandosy, Capri Landmark, Midtown and Rutland, each of them with their own unique characteristics. The **Urban Centres** focus anticipated growth to provide a greater variety of housing and employment closer together. This makes more effective use of infrastructure investments, promotes transit use, walking and biking and reduces development pressure in rural and agricultural areas.

#### **Supported Uses and Typologies**

This designation is characterized by the highest densities of mixed-use, commercial, institutional and residential uses in the city, as well as other uses that support a vibrant and growing urban neighbourhood. Commercial uses are located at grade with commercial and/or residential uses located above.

More detailed policy for the **Urban Centres** can be found in *Chapter 4: Urban Centres*.



Table 3.1: Urban Centres Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>Commercial, including office, retail and visitor accommodation</li> <li>Multi-unit residential</li> <li>Apartment housing</li> <li>Mixed use development</li> <li>Institutional</li> </ul>	<ul style="list-style-type: none"> <li><b>Ground oriented</b> multi-unit housing</li> <li><b>Low, mid and high-rise buildings</b>, as outlined in Chapter 4: Urban Centres</li> </ul>	<ul style="list-style-type: none"> <li>Varied and as guided by Urban Centre Plans</li> </ul>	<ul style="list-style-type: none"> <li>Guidance through Urban Centre Plans, other <b>supplementary plans</b></li> </ul>

## Village Centre (VC)

### Growth Strategy Role

**Village Centres** act as smaller hubs of activity in the city serving their immediate surroundings, providing basic day-to-day services within a short walking or biking trip. This contributes to the overall livability of **Core Area**, **Gateway** and **Suburban Neighbourhoods** by providing these options closer to residents. **Village Centres** in the **Core Area** would typically have a larger commercial component, servicing a more densely populated neighbourhood, while **Village Centres** in **Suburban Neighbourhoods** would likely have a smaller commercial component and serve a more sparsely populated neighbourhood. The University South Village Centre plays a unique role in the **Gateway**, serving growth at UBCO.

### Supported Uses and Typologies

**Village Centres** should support a mix of commercial and multi-unit residential uses that form an activity hub, serving nearby neighbourhoods. Commercial floor space is typically between 3,000 and 15,000 square metres. Residential uses are supported at grade and commercial uses would be located at grade along key transportation routes or as signaled in more detailed policy.

More detailed policy for the **Village Centres** can be found in *Chapter 5: The Core Area*, *Chapter 6: Gateway* and *Chapter 7: Suburban Neighbourhoods*.

Table 3.2: Village Centres Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>Multi-unit residential</li> <li>Apartment housing</li> <li>Mixed use development</li> <li>Commercial, including small scale office, retail</li> <li>Institutional</li> <li>Tourist accommodation (Cook Truswell Village Centre only)</li> </ul>	<ul style="list-style-type: none"> <li><b>Ground oriented</b> multi-unit housing</li> <li><b>Low-rise</b> buildings</li> <li><b>Mid-rise</b> buildings (Cook / Truswell Village Centre only)</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 2.0 or as guided by policy.</li> <li>Approximately 3,000 – 15,000 m<sup>2</sup> of commercial floor space. <b>Core Area</b> village centres are expected to be larger than Suburban village centres</li> </ul>	<ul style="list-style-type: none"> <li>Guidance through additional policy as outlined in Chapter 5: Core Area, Chapter 6, Gateway and Chapter 7: Suburban Neighbourhoods</li> </ul>

## Core Area Neighbourhood (C-NHD)

### Growth Strategy Role

**Core Area Neighbourhoods** will accommodate much of the city's growth through sensitive residential infill, some **low rise buildings** permitted in strategically located properties, and more opportunities for local commercial and institutional development. Except where located along a **Transit Supportive Corridor**, new development would be largely in keeping with the existing scale and building orientation of the

neighbourhood to maintain the overall feel, particularly in **Heritage Conservation Areas**. Residents of **Core Area** Neighbourhoods would have easier access to **Urban Centres** and **Village Centres** for many of their day-to-day shopping and employment needs while their alignment along **Transit Supportive** and **Active Transportation Corridors** would make it easier to reach other areas of the city without a car.

#### ***Supported Uses and Typologies***

**Core Area** Neighbourhoods should support a variety of **ground-oriented** housing types, including small lot single detached housing, two-dwelling housing, secondary suites, carriage houses and **ground-oriented multi-unit housing**. Small-scale local commercial and institutional uses that serve the surrounding residents, like corner stores, daycares and places of worship, are also supported in **Core Area** Neighbourhoods.

Stacked townhouses and **low-rise** apartments are supported adjacent to **Transit Supportive Corridors**, with mixed use commercial and residential development supported by policy. Consideration for these uses and typologies in areas not adjacent to **Transit Supportive Corridors** may be considered strategically on larger sites where a project provides **affordable housing**, amenity space, and parks, and transitions sensitively into adjacent neighbourhoods as guided by *Policy 5.3.3: Strategic Density*.

In the Abbott Street and Marshall Street Heritage Conservation Areas, future development will respect the character of those neighbourhoods as outlined in *Policy 5.3.7: Respect the Heritage Conservation Area* and *Chapter 23: Heritage Conservation Area*.

Additional policy direction for **Core Area** Neighbourhoods can be found in *Chapter 5: The Core Area*.

**Table 3.3: Core Area Neighbourhood Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• <b>Single and two dwelling residential</b></li> <li>• Secondary suites and carriage houses</li> <li>• <b>Ground oriented multi-unit residential</b></li> <li>• Small-scale commercial and institutional</li> <li>• Stacked townhouses*</li> <li>• Apartment housing*</li> <li>• Mixed use development*</li> </ul>	<ul style="list-style-type: none"> <li>• Attached and detached buildings up to 3 storeys</li> <li>• Multi-unit buildings up to approximately 6 storeys*</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 1.0</li> <li>• Allow for up to approximately 1.8 along <b>Transit Supportive Corridors</b> and strategic locations</li> </ul>	<ul style="list-style-type: none"> <li>• Sensitive infill in keeping with neighbourhood scale and orientation</li> <li>• Buildings oriented to <b>Transit Supportive Corridor</b></li> <li>• Sensitivity to Heritage Conservation Areas</li> </ul>

\* As guided by policy.

### **Core Area – Health District (C-HTH)**

#### ***Growth Strategy Role***

The Health District supports the operations of Kelowna General Hospital campus and associated health care uses and integrates the campus with the surrounding neighbourhoods, recognizing their unique heritage character.

#### ***Supported Uses and Typologies***

The Health District integrates uses in support of the Kelowna General Hospital campus with the surrounding communities and provides a moderating transition in scale from a major institutional centre to adjacent established residential areas that incorporate heritage components. Accordingly, the Health District will accommodate a range of health focused uses that complement the Kelowna General Hospital including health administration, health education, patient services or care facility operation.

The Health District designation also encompasses a range of residential uses that are intended to support the hospital as well as transition between the hospital and surrounding **low-density** residential areas. Based on the location within the hospital district, residential uses envisioned include **ground oriented** residential forms such as row housing, stacked townhouses and **low-rise** apartments in cases where lots are assembled and an adequate transition is provided with surrounding neighbourhoods. Integration of health services with these residential uses is encouraged.

**Table 3.4: Core Area – Health District Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Institutional (health services)</li> <li>• <b>Ground oriented</b> multi-unit residential</li> <li>• Small-scale commercial</li> <li>• Apartment housing</li> </ul>	<ul style="list-style-type: none"> <li>• Attached and detached buildings up to 3 storeys</li> <li>• Multi-unit buildings up to approximately 6 storeys*</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 1.5</li> <li>• Allow for up to approximately 1.8 for residential uses along <b>Transit Supportive Corridors</b> and strategic locations</li> </ul>	<ul style="list-style-type: none"> <li>• Development should be consistent with the Hospital Area Plan</li> </ul>

\* As guided by policy.

## Suburban – Residential (S-RES)

### Growth Strategy Role

Suburban Residential lands will accommodate most of the city's single and two dwelling residential growth in the Suburban Neighbourhoods and Gateway Districts using clustering and neighbourhood design that responds to the surrounding context, including hillsides and **environmentally sensitive areas**.

### Supported Uses and Typologies

These portions of suburban neighbourhoods support single and two dwelling housing, with opportunities for secondary suites and carriage houses. Complementary uses such as minor care centres and **home-based businesses** may also be supported, but larger non-residential uses in Suburban Neighbourhoods should be directed towards Neighbourhood Commercial or **Village Centre** lands.

Where Suburban Residential lands are located in areas with 20% slopes or greater, subdivision and zoning proposals should align with the hillside context.

Additional policy direction for Suburban Residential lands can be found in *Chapter 6: Gateway* and *Chapter 7: Suburban Neighbourhoods*.

**Table 3.5: Suburban – Residential Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Single and two dwelling residential</li> <li>• Secondary suites and carriage houses</li> <li>• Small scale institutional uses</li> </ul>	<ul style="list-style-type: none"> <li>• Attached and detached buildings</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Considerations for hillside and environmental context</li> </ul>

## Suburban – Multiple Unit (S-MU)

### Growth Strategy Role

Suburban Multiple Unit lands support a greater variety of multi-unit housing in the **Gateway** and **Suburban Neighbourhoods**, located strategically to support the viability of local commercial areas, **Village Centres** and, in some cases, transit service, schools and other community amenities. Some Suburban Multiple Unit lands are located in the Rural Lands District to reflect existing multi-unit development only.



### **Supported Uses and Typologies**

Suburban - Multiple Unit lands support various forms of **single and two family residential**, ground oriented multi-unit housing, including **house-plexes**, row housing and **low rise** apartments. Small scale commercial or institutional uses may be incorporated into Suburban Multiple Unit lands where they are integrated into the larger residential component.

Additional policy direction for Suburban Multiple Unit lands can be found in *Chapter 6: Gateway*, *Chapter 7: Suburban Neighbourhoods* and *Chapter 8: Rural Lands*.

**Table 3.6: Suburban – Multiple Unit Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Single and two dwelling residential</li> <li>• <b>Ground-oriented</b> multi-unit residential</li> <li>• Low rise apartments</li> <li>• Secondary suites and carriage houses</li> </ul>	<ul style="list-style-type: none"> <li>• Attached and detached buildings up to 4 storeys</li> </ul>	<ul style="list-style-type: none"> <li>• Up to approximately 1.3</li> </ul>	<ul style="list-style-type: none"> <li>• Considerations for hillside and environmental context</li> </ul>

## **Regional Commercial (RCOM)**

### **Growth Strategy Role**

Regional Commercial lands accommodate the **large format retail** and commercial uses that are expected to be more commonly accessed by car over the 20 year life of this plan. While many areas in the city are strategically targeted to redevelop into higher density mixed use neighbourhoods, the Regional Commercial lands, for the 20 year life of this OCP, are intended to continue to capture the growth of larger format commercial and service commercial uses.

### **Supported Uses and Typologies**

Regional Commercial lands are characterized by large format development for the sale of goods and services and includes businesses that require extensive onsite storage as well as service commercial uses. Office uses may be considered where secondary to commercial uses and where they are located on the second storey or above.

While residential uses may be present in some circumstances, they are secondary to the commercial uses and their location must be carefully considered based on proximity and access to amenities like parks and schools as well as adjacent uses as guided by *Policy 5.6.6*.

Additional policy direction for Regional Commercial lands can be found in *Chapter 5: Core Area* and *Chapter 6: Gateway*.

**Table 3.7: Regional Commercial Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Commercial, including, retail, tourist accommodation and small scale office</li> <li>• Service commercial</li> <li>• Apartment housing*</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings up to approximately 4 storeys</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Considerations for transit orientation and pedestrian safety and comfort</li> </ul>

\* Where guided by policy in Chapter 5: Core Area

## Neighbourhood Commercial (NCOM)

### Growth Strategy Role

Neighbourhood Commercial areas are envisioned to support small scale commercial development in Suburban Neighbourhoods and Rural lands to provide basic day to day services in closer proximity to those residents. This allows residents of these neighbourhoods to access these services by way of a walk, bicycle trip or a shorter drive that reduces demand on the City's major road network.

### Supported Uses and Typologies

Neighbourhood Commercial development is characterized by buildings with commercial uses at grade of primarily one to two storey development, and where in keeping with the neighbourhood context, up to approximately four storeys. Commercial floor space is typically up to approximately 3,000 square metres.

**Table 3.8: Neighbourhood Commercial Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>Retail commercial</li> <li>Apartment housing above the first floor</li> </ul>	<ul style="list-style-type: none"> <li>Buildings up to approximately 4 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Up to approximately 3,000 m<sup>2</sup> of commercial space</li> </ul>	<ul style="list-style-type: none"> <li>Integration with surrounding neighbourhoods</li> </ul>

## Industrial (IND)

### Growth Strategy Role

**Industrial** lands are an important component to Kelowna's economic development and diversification. However, in a growing city, uses on these lands are often outcompeted for commercial and residential uses, eroding this local employment base. As outlined in the **Growth Strategy**, **industrial** lands should be protected, but new and creative ways for these lands to maintain the economic viability are key to retaining them as a critical piece of Kelowna's future as it grows.

### Supported Uses and Typologies

**Industrial** lands consist of a range of manufacturing, production, repair, processing, storage and distribution activities. Office space is discouraged but may be supported where ancillary to the primary **industrial** activities. **Industrial** uses that are characterized by higher employment densities should be located near or adjacent to **Urban Centres** or within the **Core Area**. **Industrial** uses with larger footprints and massing would be directed to the Gateway.

Complementary uses, such as retail associated with the production on site and restaurants, would be supported in these areas, but would be secondary to the production activities that characterize these areas.

Additional policy direction for **Industrial** lands can be found in *Chapter 5: Core Area* and *Chapter 6: Gateway*.

**Table 3.9: Industrial Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li><b>Industrial</b> uses including manufacturing, repair, processing, storage and distribution</li> <li>Accessory retail and office space</li> </ul>	<ul style="list-style-type: none"> <li>Buildings up to approximately 4 storeys</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Sensitive transitions into adjacent neighbourhoods</li> <li>Higher employment densities in <b>Core Area</b>, lower employment densities in the <b>Gateway</b></li> </ul>

## Educational / Institutional (EDINST)

### *Growth Strategy Role*

The location of key educational and institutional uses, such as schools, post-secondary institutions and hospitals, is critical to the quality of life of Kelowna residents. As neighbourhoods evolve and change as the city grows, the City, senior levels of government and other key institutions must be well positioned to offer their services in areas that are close to areas targeted for growth, easy to access by modes other than the automobile and be well designed and integrated into the surrounding neighbourhood.

Increasing development pressure may result in the loss of institutional lands, making it more difficult for those uses to be accommodated in the future. Any proposals for new uses, such as residential development, should be considered carefully on a site by site basis.

### *Supported Uses and Typologies*

The Educational / Institutional designation signals where key educational, cultural, government and religious activities take place. The designation is characterized by schools, hospitals, places of worship, recreation centres and other facilities that provide public services delivered by governments or not-for-profit institutions.

**Table 3.10: Educational / Institutional Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Schools and post secondary institutions</li> <li>• Government and not-for-profit offices and services</li> <li>• Health services</li> <li>• Cultural and recreation facilities</li> <li>• Places of worship</li> <li>• Shelters and supportive housing</li> </ul>	<ul style="list-style-type: none"> <li>• Various</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

## Rural – Residential (R-RES)

### *Growth Strategy Role*

Rural Residential lands have been developed for **low-density** residential use and are generally located outside of the **Permanent Growth Boundary (PGB)** in the Rural Lands district. Due to their rural location, these areas may or may not have urban utility services. However, some residential neighbourhoods that have servicing or are signaled for servicing for health and safety reasons are also included in this designation. No further intensification would be supported in these locations, as doing so would increase interface issues with **agricultural lands** and places a greater burden on transportation and utility infrastructure. However, secondary suites within a primary building are supported and carriage houses may be considered in certain circumstances.

### *Supported Uses and Typologies*

Rural Residential lands support primarily single dwelling housing on larger lots, as well as complementary uses that do not place a significant burden on the limited utility and transportation infrastructure in these areas, such as home based businesses, home based **child care centres** and secondary suites.

Additional policy direction for Rural Residential lands can be found in *Chapter 8: Rural Lands*.



Table 3.11: Rural Residential Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Single dwelling housing</li> <li>• Secondary suites and carriage houses.</li> <li>• Low impact complimentary uses</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached homes</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Limited urban services.</li> </ul>

## Rural – Agricultural and Resource (R-AGR)

### Growth Strategy Role

The Rural – Agricultural and Resource designation applies primarily to lands used for agricultural purposes both inside and outside of the **Agricultural Land Reserve (ALR)**. The designation also includes lands that are not actively farmed, but which are located outside of the **Permanent Growth Boundary (PGB)**. This designation primarily aims to protect **agricultural lands** from urban encroachment and incompatible uses, and in doing so, reinforces the **PGB** and focuses growth into lands within the **PGB**.

### Supported Uses and Typologies

Lands within the Rural – Agricultural and Resource designation will be supported for agricultural and resource uses, but will not be supported for urban development or for uses that could have a negative impact on agriculture.

Additional policy direction for Rural – Agricultural and Resource lands can be found in *Chapter 6: Gateway and Chapter 8: Rural Lands*.

Table 3.12: Rural – Agricultural and Resource Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Single dwelling housing</li> <li>• Secondary suites</li> <li>• Carriage houses*</li> <li>• Low impact complementary uses</li> <li>• Agriculture</li> <li>• Resource extraction</li> </ul>	<ul style="list-style-type: none"> <li>• Single detached homes</li> <li>• Agricultural structures</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Limited urban services.</li> </ul>

\*Carriage houses are not permitted on ALR lands

## Parks (PARK)

### Growth Strategy Role

Parks are a critical component to the success of Kelowna's **Growth Strategy** given their central role in providing a high quality of life for residents. As neighbourhoods evolve and change as the city grows, the strategic location of parks will help ensure that these neighbourhoods become even more attractive, desirable places to live.

### Supported Uses and Typologies

The Parks designation is characterized by public parks and outdoor recreation uses where there is a high level of activity anticipated. Limited small scale complimentary commercial or institutional uses may be supported where they enhance the enjoyment of park users.

Additional policy direction for Parks lands can be found in *Chapter 10: Parks*.

Table 3.13: Parks Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Recreation and cultural services</li> <li>• Limited retail commercial to support park uses</li> </ul>	<ul style="list-style-type: none"> <li>• Variable to support parks uses</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Designed for active uses.</li> </ul>

### Natural Areas (NAT)

#### Growth Strategy Role

As the city grows, natural areas will need to be protected and preserved for the ecological or public safety services they provide and in some cases, for the enjoyment of Kelowna residents and visitors.

#### Supported Uses and Typologies

The Natural Areas designation consists of lands that are intended to remain largely in their natural state, requiring little or no maintenance by the City. Wetlands, hillsides, ravines, **riparian areas** and other environmentally sensitive lands may be included in this designation. While the intent is for these areas to remain primarily natural, access for low impact activities, such as hiking, are supported, and as such, City, RDCO and Provincial parks may be included in the Natural Lands designation. These lands could also include infrastructure that mimics natural processes. These may include reservoirs, stormwater ponds, and channelized creeks.

Additional policy direction for Parks lands can be found in *Chapter 10: Parks* and *Chapter 14: Natural Environment*.

Table 3.14: Natural Areas Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Recreation and cultural services</li> <li>• Natural open space</li> </ul>	<ul style="list-style-type: none"> <li>• Variable to support parks uses</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Designed for passive uses.</li> </ul>

### Private Recreational (REC)

#### Growth Strategy Role

Private Recreational lands are privately owned properties that complement the publicly owned parks in Kelowna by offering specific outdoor recreational activities, contributing to the quality of life of Kelowna residents and visitors.

#### Supported Uses and Typologies

Private Recreational lands are characterized by large scale private outdoor recreation uses where there is a high level of activity anticipated. Uses could include golf courses or driving ranges, and similar activities operating as commercial ventures or clubs.

Table 3.15: Private Recreational Summary

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Recreation and cultural services</li> <li>• Limited retail commercial to support recreational uses</li> </ul>	<ul style="list-style-type: none"> <li>• Variable to support recreational uses</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Designed for active uses.</li> </ul>

## Public Services / Utilities (PSU)

### *Growth Strategy Role*

Utility and transportation infrastructure is required to provide Kelowna residents, visitors and businesses with a high quality of life, economic growth and improved health and safety outcomes.

### *Supported Uses and Typologies*

Public Services / Utilities lands identify locations of existing and future facilities that provide utility and transportation services to the public. Such uses include the landfill operation, electrical, gas or telephone installations, sewage treatment facilities, irrigation and water infrastructure and Kelowna International Airport.

**Table 3.16: Public Services / Utilities Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Utility and communication infrastructure</li> <li>• Airport and aviation uses</li> <li>• Transportation infrastructure</li> <li>• Landfill operations</li> <li>• Renewable energy infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Variable to support utility and transportation infrastructure uses</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• As guided by OCP policy.</li> </ul>

## Transportation Corridor (TC)

### *Growth Strategy Role*

The Transportation Corridor designation illustrates the route for the Okanagan Rail Trail, which acts as an important transportation and recreation corridor in the city.

### *Supported Uses and Typologies*

Uses along the Transportation Corridor focus on alternatives to the private automobile. Such uses include biking and walking infrastructure, with the possibility of transit service in the future. Automobile access and use is strongly discouraged.

**Table 3.17: Transportation Corridor Summary**

Supported Uses	Supported Forms	Density (FAR)	Other Characteristics
<ul style="list-style-type: none"> <li>• Transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Automobile access and use discouraged.</li> </ul>

## First Nations Reserve (FNR)

The First Nations Reserve designation signals reserve lands as provided by the Federal Government for use by First Nations people. Okanagan Indian Band's Reserve #7, located at the northerly limit of the city, is currently developed as **industrial**, manufactured home parks, recreational vehicle resorts and campgrounds. Additional development potential has not been identified at this time.

Westbank First Nation's Reserves #8 and #12 are located in the Rural Lands District along Mission Creek near Casorso Road and towards the City's eastern boundary. These lands today are largely rural in character and are currently in a primarily natural state.



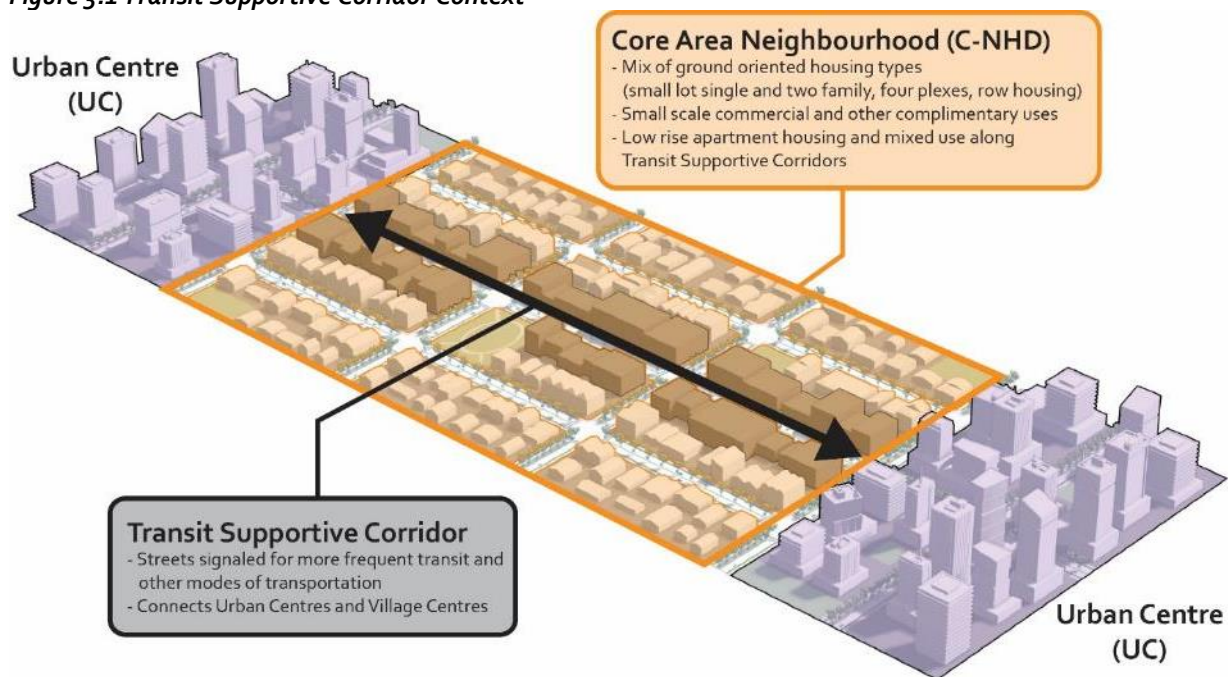
## Additional Mapping Notes

### Transit Supportive Corridors

**Transit Supportive Corridors** are streets that are identified to support a higher density and greater mix of uses in the **Core Area** generally along the Frequent Transit Network where investments in transit service are anticipated, as outlined in Figure 3.1, below. In some cases, streets without planned transit service may be identified as a **Transit Supportive Corridor** to facilitate development that services broader land use or transportation objectives.

Detailed policy direction for development proposed along Transit Supportive Corridors can be found in *Chapter 5: The Core Area*.

**Figure 3.1 Transit Supportive Corridor Context**



### Permanent Growth Boundary

Lands within the **Permanent Growth Boundary** may be considered for **urban uses** within the 20 year planning horizon ending 2040. Lands outside the **Permanent Growth Boundary** will not be supported for **urban uses**. ALR and non-ALR land outside the **Permanent Growth Boundary** will not be supported for any further parcelization.

### Temporary Use Permits

In accordance with the *Local Government Act* Section 492, an Official Community Plan may designate areas where Council may consider allowing temporary uses, and may specify general conditions regarding the issuance of temporary use permits in those areas. The temporary use designation is intended to apply to operations that are temporary in nature and the designation does not in itself permit specific uses on the designated sites. Within these areas, Council may, by resolution, issue a Temporary Use Permit and specify the conditions under which the temporary use be carried on. Upon the expiration of a Temporary Use Permit, the permitted uses revert to those outlined in the **Zoning Bylaw**.

Temporary Use Permits may be considered within the **Permanent Growth Boundary (PGB)** on all lands designated as Urban Centre, **Village Centre**, Regional Commercial, Neighbourhood Commercial, Education / Institutional, **Industrial**, or Public Service / Utility. Temporary Use Permits outside the **PGB** may be considered on lands designated Rural – Agricultural and Resource, with a stated time period considerably less than the maximum three year time limit. A Temporary Use Permit on lands in the **ALR** will require the approval of the **Agricultural Land Commission**. All Temporary Use Permits must conform to other policy direction in this OCP, including fit within the character of the neighbourhood and surrounding uses. Appropriate landscaping, screening and buffering will be included as conditions of the permit to protect adjacent land uses.

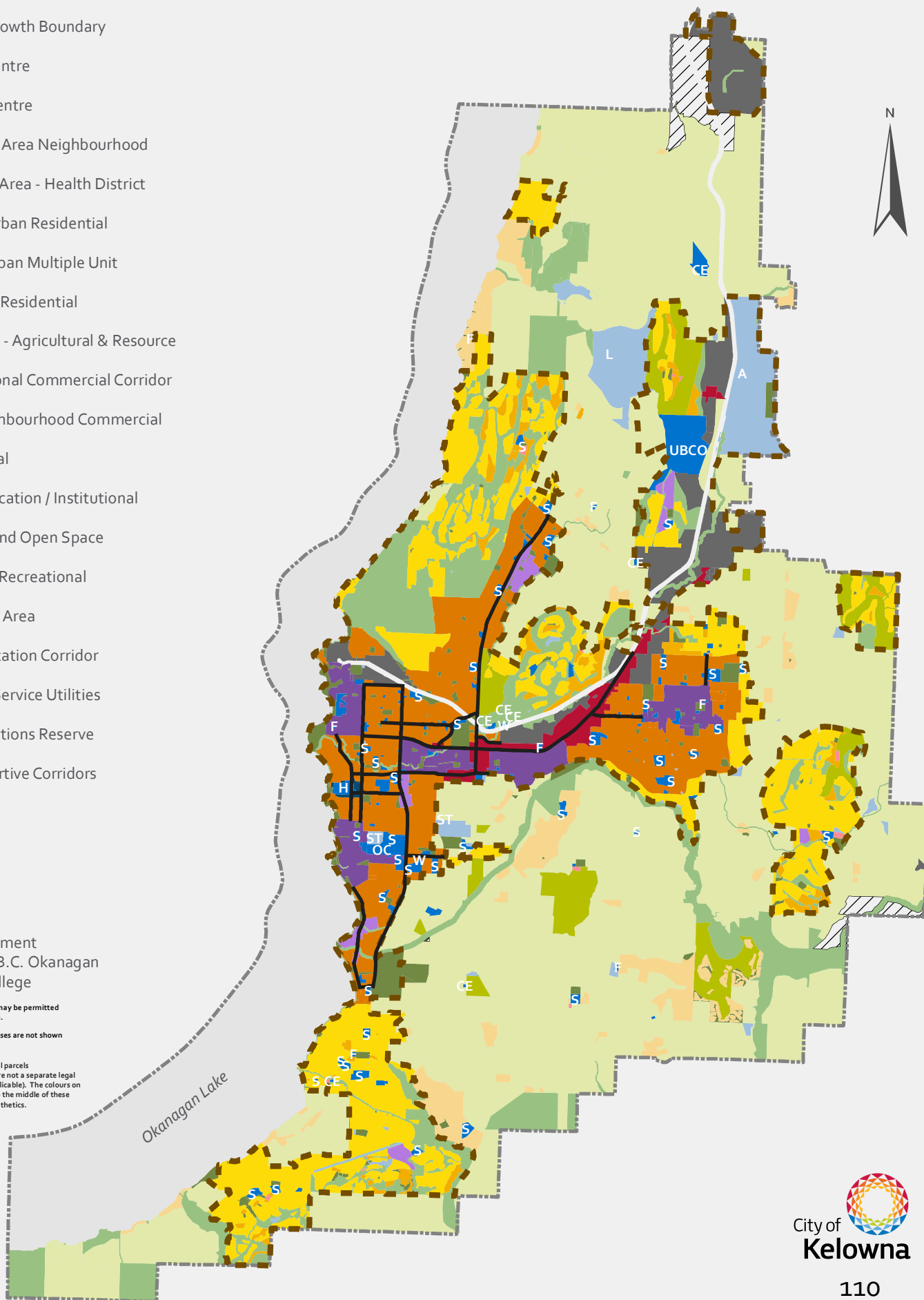
-  Permanent Growth Boundary
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional Commercial Corridor
-  NCOM - Neighbourhood Commercial
-  IND - Industrial
-  EDINST - Education / Institutional
-  PARK - Park and Open Space
-  REC - Private Recreational
-  NAT - Natural Area
-  TC - Transportation Corridor
-  PSU - Public Service Utilities
-  FNR - First Nations Reserve

-  Transit Supportive Corridors
- A Airport
- F Firehall
- H Hospital
- L Landfill
- S School
- W Works Yard
- CE Cemetery
- ST Sewage Treatment
- UBCO University of B.C. Okanagan
- OC Okanagan College

Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.

Temporary Commercial and Industrial Uses are not shown on this map.

Landuse designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc. that are not a separate legal parcel have no land use designation applicable). The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.







When most people think of cities, they think of places that are dense, vibrant hubs humming with activity all day long. These places are where work, live and play collide to build a whole greater than the sum of each part. Not only are these types of places vital and engaging places to be, they also play a central role in Kelowna's **Growth Strategy** as the City's **Urban Centres**. By investing in and supporting our **Urban Centres**, we are also able to make the shift away from outward urban growth and grow in a way that embraces complete communities and sustainable transportation options.

However, **Urban Centres** do not happen by accident and they do not happen overnight. They are the result of careful, deliberate decisions and actions over a long period of time. Directions around land use, housing, and transportation must all work together towards the same ends if our **Urban Centres** are to succeed.

**Urban Centres** support the City's greatest intensity and range of land uses; from offices, retail to restaurants, schools and parks – to support a complete community. A variety of **medium to high-density** housing types and tenures should also be available for residents, all supported by easy, reliable access to multiple sustainable transportation options. Even with those key elements in place, **Urban Centres** must also create compelling, attractive and walkable environments for people and by satisfying the community's need to engage with and to celebrate culture.

## Land Use and Urban Design



Land use decisions in **Urban Centres** should support a greater intensity of employment and residential density to ensure they become Kelowna's primary hubs of activity. They should aim to provide all daily necessities within a short walk or cycle, preparing communities for greater resiliency. The quality of public spaces is also critical to the enjoyment that people have living in or visiting **Urban Centres**, making investments in the public realm vital to their success. These complete communities should also reflect the diversity of the citizens of Kelowna and build connections between the people that live in, work in and visit them.

Both the City and the community have a role to play in making the **Urban Centres** exciting hubs of activity. New development should carefully consider its role in creating a lively street and be very thoughtful of the impacts of larger, taller buildings in the surrounding neighbourhood. The City should support new and innovative approaches to land use and continue to prioritize investments in parks and public spaces that contribute to the vibrancy of **Urban Centres**, while advancing inclusion and support services for existing and future citizens.

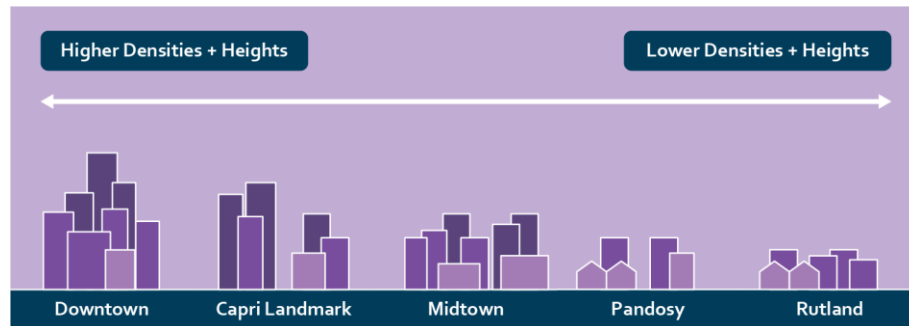
### **Objective 4.1. Strengthen the Urban Centres as Kelowna's primary hubs of activity.**

**Policy 4.1.1. Live/Work Balance.** Direct growth in **Urban Centres** to achieve densities of 150-250 combined residents and jobs per hectare, with a composition of 2:1 residents to jobs or as

outlined in an Urban Centre Plan. Refine these density targets as Urban Centre Plans are developed.

- Policy 4.1.2.** **Urban Centre Hierarchy.** Focus the greatest intensity of uses and scale of development Downtown in recognition of its role as the largest Urban Centre. Scale development in other **Urban Centres** in accordance with Figure 4.1 and based on their anticipated context, supporting infrastructure and amenities.

Figure 4.1 Urban Centre Hierarchy



- Policy 4.1.3.** **Urban Centres Roadmap.** Continue to use the *Urban Centres Roadmap* to provide guidance for growth and development in **Urban Centres**.
- Policy 4.1.4.** **Office Development.** Direct **large office** developments to **Urban Centres** first, with emphasis on Downtown as a preferred destination. Within **Urban Centres**, encourage office development near the **Frequent Transit Network**, transit stations and exchanges or as guided by an Urban Centre Plan.
- Policy 4.1.5.** **Partnerships with Post-Secondary Institutions.** Consider creative partnerships to attract post-secondary institutions to **Urban Centres** and to promote economic and cultural growth in those neighbourhoods.
- Policy 4.1.6.** **High Density Residential Development.** Direct **medium** and **high-density** residential development to **Urban Centres** to provide a greater mix of housing near employment and to maximize use of existing and new infrastructure, services and amenities.
- Policy 4.1.7.** **Temporary and Mobile Uses.** Support temporary and **mobile uses**, such as patio applications and **parklets** to animate streets, public spaces and publicly accessible private spaces.
- Policy 4.1.8.** **Car-oriented Development.** Direct **large format retail** and other commercial development that is **car-dependent** to Regional Commercial lands to ensure that **Urban Centres** continue to grow into the City's most walkable neighbourhoods.
- Policy 4.1.9.** **Sequencing Development.** Discourage development that would result in adjacent properties being unable to develop in a manner consistent with the objectives and policies of the *Official Community Plan* or relevant Urban Centre Plan.
- Policy 4.1.10.** **Public Space through Future Development.** Develop policies and regulations that incentivize the provision of onsite publicly accessible open space early in planning process to further enhance the public amenities in **Urban Centres** to enhance overall development benefit.

**Policy 4.1.11. Residential Amenity Space.** Develop policies and regulations that incentivize the provision of private amenity space early in the planning process as part of multi-unit residential development to enhance overall development benefit.

## **Objective 4.2. Foster more inclusive and socially connected Urban Centres.**

**Policy 4.2.1. Accessible Community Services.** Prioritize the following services in **Urban Centres** to create a more accessible and inclusive community, including, but not limited to:

- Government services;
- Medical, health and wellness services;
- Childcare, schools, libraries, and post-secondary institutions;
- Places of worship, recreation centres, and other community gathering spaces;
- Food retail, services and programs;
- Banks and credit unions; and
- Accessible year round public washrooms.

**Policy 4.2.2. Safety Net Supports and Services.** Recognize **Urban Centres** as key locations for **safety net supports and services**, such as shelters and services that support them, for people experiencing homelessness. Recognize that shelters are used by a diversity of people with different needs such as women fleeing violence, youth and adults. Ensure information is provided to the community to foster positive relationships and promote acceptance for these supports, services and the citizens that are using them.

**Policy 4.2.3. Accessible and Welcoming Urban Centres.** Design civic facilities, public spaces, streetscapes, infrastructure, programs and services that are accessible, available and inclusive of all ages, incomes and abilities, including seniors, people with diverse abilities, Indigenous people, and newcomers. Prioritize accessibility retrofits in **Urban Centres** for existing facilities.

**Policy 4.2.4. Walled Developments.** Discourage development that is enclosed on all sides by walls, gates or other physical or visual barriers that hinder efforts to create more pedestrian, bicycle and transit friendly communities, block access to public park land or inhibit the efficient use of infrastructure.

**Policy 4.2.5. Urban Centre School Sites.** Encourage the retention of existing schools and the location of new schools in **Urban Centres**. Locations within **Urban Centres** should incorporate a design approach that prioritizes the needs of children while responding to smaller land acquisition requirements, including, but not limited to the following approaches:

- Shared use of facilities, sports fields and playgrounds;
- Pedestrian oriented access and site circulation;
- Increased building heights; and
- Reduced parking standards.

**Policy 4.2.6. Child Care Spaces.** Facilitate the development of child care spaces in **Urban Centres** that are accessible, affordable, and inclusive spaces that meet the needs of the community.

## **Objective 4.3. Protect and Increase Greenery in Urban Centres.**

**Policy 4.3.1. Engage Nature.** Encourage nature within **Urban Centres** with design elements that include, but are not limited to:



- Natural connections such as wildlife corridors and creeks;
- Habitat for native and pollinator species;
- Urban forestry; and
- Green roofs and/or rooftop gardens.

**Policy 4.3.2.** **Urban Forest Canopy.** Protect existing mature trees where possible and encourage the installation of **street trees** in **Urban Centre** development and streetscape improvement projects. Design considering the critical role trees play in pedestrian comfort, cooling of the urban heat island, habitat for local animal species and beautification of the public realm. Implement requirements for the specific needs of trees in the urban streetscape, to protect soil volume, roots, trunk and canopy over the long term. Give **significant trees** priority for protection through land development.

**Policy 4.3.3.** **Integrated Street Design.** Integrate innovative street design and tree planting details to achieve storm water management and water-wise objectives in the urban setting.

**Objective 4.4. Reinforce Downtown as the Urban Centre with the greatest diversity and intensity of uses in the City.**

**Policy 4.4.1.** **Civic Precinct Plan.** Use the *Civic Precinct Plan* for detailed policy guidance Downtown, including guidance for the location of major civic and cultural facilities. Where policies conflict with policies in the *Official Community Plan*, the *Official Community Plan* policies shall take precedence.

**Policy 4.4.2.** **Downtown Skyline.** Support development Downtown that is generally consistent with Map 4.1 to accomplish the following:

- Tapering of heights from taller buildings in the centre of Downtown to lower buildings towards Okanagan Lake and adjacent **Core Area** Neighbourhoods;
- Preservation of the existing form and character of historic Bernard Avenue and other heritage sites;
- Consistency with the objectives of the *Civic Precinct Plan*; and
- The development of taller buildings that incorporate distinct architectural features in strategic locations near Okanagan Lake.

**Policy 4.4.3.** **Taller Downtown Buildings.** With due consideration of the objectives of Policy 4.4.2, consider support for development that is higher than the heights outlined in Map 4.1 where the proposal contains significant benefit to Kelowna citizens, including some or a combination of the following:

- An affordable, supportive and/or rental housing component that further advances Urban Centre housing objectives;
- A significant public amenity that supports the fostering of more inclusive and socially connected Urban Centres, such as parks, public spaces, schools, post-secondary institutions or childcare facilities;
- Offsite considerations, including enhanced streetscapes, provision of **Active Transportation Corridors**, tree canopy protection and enhancement, or **green infrastructure** within the road right of way;
- Smaller tower floorplates to mitigate the impact on views and shadowing; and/or
- Outstanding and extraordinary architectural design.

**Policy 4.4.4.** **Bernard Avenue Character.** Ensure redevelopment on Bernard Avenue is designed to reinforce the continuous streetwall, two to three storey building and/or podium heights,

and narrow building frontages that embody the high street character of Bernard Avenue and abutting retail streets.

- Policy 4.4.5.** **Downtown Street Character.** Support development in the Downtown Urban Centre that includes the following characteristics at grade, as outlined in Map 4.2.
- Retail space along Bernard Avenue integrated with a high-quality urban streetscape experience, reinforcing the street as Downtown’s high street;
  - Retail space along designated **retail streets** to create more dynamic spaces with high levels of pedestrian activity; and
  - Civic and cultural uses, with supporting retail uses along the Art Walk and portions of Water Street designated as **civic streets**, in keeping with the directions of the *Civic Precinct Plan*.

- Policy 4.4.6.** **Downtown Heritage Revitalization Agreements.** Consider the use of Heritage Revitalization Agreements to provide greater flexibility for redevelopment proposals of historic buildings in the Downtown for projects that protect and conserve heritage value of buildings in a manner that is consistent with the *National Standards and Guidelines for Historic Conservation*, as amended.

- Policy 4.4.7.** **Downtown Revitalization Tax Exemption.** Continue to support a revitalization tax exemption program to encourage investment Downtown.

#### **Objective 4.5. Promote more residential development to balance employment uses in the Capri-Landmark Urban Centre.**

- Policy 4.5.1.** **Capri-Landmark Urban Centre Plan.** Use the *Capri-Landmark Urban Centre Plan* for detailed policy guidance in the Capri-Landmark Urban Centre.

- Policy 4.5.2.** **Capri-Landmark Building Heights.** Support building heights in the Capri-Landmark Urban Centre that are generally consistent with Map 4.3 to accomplish the goals and objectives of the *Capri-Landmark Urban Centre Plan*.

- Policy 4.5.3.** **Capri-Landmark Street Character.** Support development in the Capri-Landmark Urban Centre that includes the land use characteristics at grade outlined in Map 4.4 to support the goals and objectives of the *Capri-Landmark Urban Centre Plan*.

#### **Objective 4.6. Support infill and redevelopment to promote housing diversity and enhanced services and amenities in the Pandosy Urban Centre.**

- Policy 4.6.1.** **Pandosy Building Heights.** Undertake a building heights study as part of an Urban Centre Plan process for the Pandosy Urban Centre. Until this process is complete, support development in the Pandosy Urban Centre that is generally consistent with the building heights outlined in Map 4.5 to accomplish the following:
- Focusing taller buildings along Pandosy Street and Lakeshore Road and tapering heights down towards Okanagan Lake to maximize the area’s visual and physical connection to the lake; and
  - Tapering building heights down east of Richter Street to transition into adjacent **Core Area** neighbourhoods.

- Policy 4.6.2.** **Taller Pandosy Buildings.** Prior to the development of a neighbourhood plan for the Pandosy Urban Centre, and with due consideration of the objectives of Policy 4.6.1,

consider support for development that is higher than 25% of the heights outlined in Map 4.5. where the proposal contains significant benefit to Kelowna citizens, including some or a combination of the following:

- An affordable, supportive and/or rental housing component that further advances Urban Centre housing objectives;
- A significant public amenity that supports the fostering of more inclusive and socially connected Urban Centres, such as parks, public spaces, schools, post-secondary institutions or childcare facilities;
- Offsite considerations, including enhanced streetscapes, provision of **Active Transportation Corridors**, tree canopy protection and enhancement, or **green infrastructure** within the road right of way;
- Smaller tower floorplates to mitigate the impact on views and shadowing; and/or
- Outstanding and extraordinary architectural design.

Development proposals that exceed a height greater than 25% over those outlined in Map 4.5 may be considered in the area signaled as the “Pandosy / Lakeshore Corridor” but should not exceed 14 storeys, with due consideration of the attributes above.

- Policy 4.6.3.** **Pandosy Retail Street Character.** Support development in the Pandosy Urban Centre that includes the following characteristics at grade, as outlined in Map 4.6:
- Retail space along Pandosy Street and Lakeshore Road integrated with a high-quality urban streetscape experience, reinforcing this corridor as the Urban Centre’s **high street**; and
  - Retail space along Tutt Street and nearby streets in the “Pandosy Village” area designated as **retail streets** to create more dynamic spaces with high levels of pedestrian activity.

- Policy 4.6.4.** **Pandosy Character Transition.** Encourage new development along the south side of KLO Road west of Richter Street that is complimentary with the form and character of the “Pandosy Village” area, as illustrated in Map 4.5, through the following approaches:
- Design of retail facades that are consistent in scale with the adjacent Pandosy Village to create a cohesive **high street** along Pandosy Street and Lakeshore Road;
  - Identification of new streets and pathways that break up the shopping centre blocks, providing better east/west connectivity;
  - Consistent design of off-site infrastructure, such as sidewalks, street furniture, and street trees; and
  - Provision of new public spaces to provide more activity at the pedestrian scale.

- Policy 4.6.5.** **Okanagan College.** Support the continued growth of the Okanagan College KLO campus and its integration with rest of the Pandosy Urban Centre.

**Objective 4.7. Focus new development in Rutland strategically to create a new high-density business and residential hub to support improved services and amenities.**

- Policy 4.7.1.** **Rutland Building Heights.** Undertake a building heights study as part of an Urban Centre Plan process for the Rutland Urban Centre. Until this process is complete, support development in the Rutland Urban Centre that is generally consistent with the building heights outlined in Map 4.7 to accomplish the following:
- Focusing taller buildings between Shepherd Road, Dougall Road, Rutland Road and Highway 33 to support the viability of Rutland’s designated **high streets**, the Rutland Transit Exchange and Rutland Centennial Park;



- Directing more modest heights along the Highway 33 and Rutland Road corridors to support transit use and the viability of commercial uses in those two corridors;
- Tapering heights down towards surrounding **Core Area** Neighbourhoods.

**Policy 4.7.2.** **Taller Rutland Buildings.** Prior to the development of a neighbourhood plan for the Rutland Urban Centre, and with due consideration of the objectives of Policy 4.7.1, consider support for development that is higher than the heights outlined in Map 4.7, where the proposal contains significant benefit to Kelowna citizens, including some or a combination of the following:

- An affordable, supportive and/or rental housing component that further advances Urban Centre housing objectives;
- A significant public amenity that supports the fostering of more inclusive and socially connected Urban Centres, such as parks, public spaces, schools, post-secondary institutions or childcare facilities;
- Offsite considerations, including enhanced streetscapes, provision of **Active Transportation Corridors**, tree canopy protection and enhancement, or **green infrastructure** within the road right of way;
- Smaller tower floorplates to mitigate the impact on views and shadowing; and/or
- Outstanding and extraordinary architectural design.

**Policy 4.7.3.** **Rutland Retail Street Hierarchy.** Support development in the Rutland Urban Centre that includes the following characteristics at grade, as outlined in Map 4.8:

- Retail space along Roxby Road and portions of Shepard and Asher Road, integrated with Roxby Square and a high-quality urban streetscape experience, reinforcing these streets as the Urban Centre's **high streets** and creating a new centre for Rutland; and
- Retail space along designated **retail streets**, including central portions of Highway 33 and Rutland Road to reinforce those major transportation routes and streets surrounding Rutland's **high streets**, to support the evolution of a new centre for Rutland.

**Policy 4.7.4.** **Additional Rutland High Streets.** Identify additional **high streets** as part of a Rutland Urban Centre Plan or other neighbourhood planning initiative.

**Policy 4.7.5.** **Highway 33 Streetscape.** Collaborate with the Ministry of Transportation and Infrastructure to advance beautification efforts along Highway 33 through the Rutland Urban Centre, with due consideration for the timing of other infrastructure improvements along the corridor.

**Policy 4.7.6.** **Rutland Revitalization Tax Exemption.** Continue to support a revitalization tax exemption program to encourage investment in Rutland.

## **Objective 4.8. Support modest residential development to transition Midtown into a transit-supportive neighbourhood.**

**Policy 4.8.1.** **Midtown Residential Development.** Prioritize the development of multi-unit residential uses over employment uses in Midtown to support a greater live work balance.

**Policy 4.8.2.** **Midtown Urbanization.** To address Midtown's deficiency in the pedestrian environment, poor street connectivity, lack of housing choices and public spaces, support the redevelopment of properties where the proposal demonstrates the following characteristics:

- Improved street connectivity, particularly east-west connectivity, through the identification of new streets and pathways that break up large blocks;
- Improved pedestrian environment;
- Identification and dedication of parks and public spaces;
- Integration of transit infrastructure, such as transit exchanges for example; and
- Housing mix, with consideration for affordable housing as outlined in the *Healthy Housing Strategy*.

**Policy 4.8.3.** **Midtown Building Heights.** Undertake a building heights study as part of an Urban Centre Plan process for the Midtown Urban Centre. Until this process is complete, support development in the Midtown Urban Centre that is generally consistent with the building heights outlined in Map 4.9. Building heights should be highest towards Highway 97, the Frequent Transit Network and transit exchanges, tapering down towards Springfield Road.

**Policy 4.8.4.** **Taller Midtown Buildings.** Prior to the development of a Midtown Urban Centre Plan, and with due consideration of the objectives of Policy 4.7.3 consider development that is higher than the heights outlined in Map 4.9 where the proposal further advances the objectives of Policy 4.8.2.

**Policy 4.8.5.** **Midtown Street Character.** Support development in the Midtown Urban Centre that includes the following characteristics at grade, as outlined in Map 4.10:

- Retail space along Highway 97, Springfield Road, Cooper Road and Dilworth Drive; and
- Establishing a new east-west road connection from Baron Road to Kent Road via Agassiz Road

Identify other street characteristics through a future Midtown Urban Centre Plan or other neighbourhood planning process.

**Policy 4.8.6.** **Transit Supportive Midtown.** To further support **higher capacity transit** along Highway 97, locate buildings closer to and oriented towards the highway, provide additional landscaping treatments, and do not locate surface parking between the highway and new development.

## **Objective 4.9. Transition sensitively to adjacent neighbourhoods and public spaces.**

**Policy 4.9.1.** **Transitioning to Industrial and Service Commercial Uses.** Provide transitions between **Urban Centres** and adjacent **industrial** or **service commercial** uses to reduce the impacts of nuisances from those lands and to protect them from speculation for residential and commercial development. Transition approaches may include, but are not limited to:

- Introducing transitional uses that reduce compatibility concerns, such as offices, and professional and personal services;
- Strategically orienting residential and retail commercial uses on the site away from the adjacent **industrial** and service commercial uses; and
- Transitioning to lower densities and heights towards the edge of **Urban Centres**.

**Policy 4.9.2.** **Transitioning to Core Area Neighbourhoods.** Use height and scale to ensure that buildings avoid **height cliffs** and shadowing, transitioning gradually to adjacent **Core Area Neighbourhoods**.

**Policy 4.9.3.** **Shadowing Impacts.** Use height and scale to minimize the shadowing impacts of **mid-rise** and **high-rise buildings** on adjacent parks, public spaces and **high streets**.

**Objective 4.10. Encourage initiatives in Urban Centres to supplement the local food system to increase food security, equitable access to healthy food and social connections.**

- Policy 4.10.1. Equitable Food Access.** Encourage the inclusion of small and mid-size grocery stores, seasonal farmers markets and emergency food services in **Urban Centre** neighbourhoods.
- Policy 4.10.2. Farmer's Markets.** Encourage and facilitate the development of both year-round and seasonal farmer's markets in **Urban Centres** to provide access to healthy food options.
- Policy 4.10.3. Urban Agriculture.** Encourage **urban agriculture** that uses integrated pest management practices as a way of supplementing the **local food system** and reducing greenhouse gas emissions associated with food production, processing, and transportation. In **Urban Centres**, support and encourage urban agriculture using approaches that include, but are not limited to:
- Food production on public and private land including rooftops, beehives, and edible landscaping on residential boulevards, park land, backyards, and rights-of-way
  - Multi-residential shared gardens and services (i.e. water and storage) in new developments; and
  - Private and non-profit sector universally-accessible community gardens, considering the use of City-owned land for use of community gardens where appropriate.
- Policy 4.10.4. Indigenous Forest Gardens.** Partner with **syilx/Okanagan** communities to develop, forest gardens that focus on the cultivation of native and culturally important species of plants for food and medicine.

**Objective 4.11. Ensure a compatible urban-rural interface that protects agricultural uses.**

- Policy 4.11.1. Agricultural Land Protection.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from the impacts of adjacent development and redevelopment.
- Policy 4.11.2. Urban-Rural Interface Uses.** Where a property is adjacent to **agricultural lands**, encourage land uses that are compatible with adjacent agricultural uses, such as **urban agriculture** and **passive recreational** uses. Encourage uses that accommodate people who may be at risk, such as seniors, children and people with health challenges, to parcels that are not adjacent to agriculture to limit interface incompatibilities.
- Policy 4.11.3. Urban-Rural Buffers.** Where a property is adjacent to land in the **ALR** ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the Farm Protection Development Permit Guidelines outlined in *Chapter 22: Farm Protection Development Permit Area*.



## Housing



As **Urban Centres** become even more desirable places for living, the demand for housing in these amenity-rich areas will continue to increase. This demand could make it more difficult for lower income citizens to find housing that is attainable or affordable in **Urban Centres**, where services and amenities are within easy walking distance and car ownership is not required.

To address this, the City will encourage the development of new rental options and protection of existing rental stock in the **Urban Centres** to ensure housing options for a range of ages and incomes. **Urban Centres** will be prioritized for partnerships with senior government for housing types across the Wheelhouse as per the *Healthy Housing Strategy* including shelters and housing with supports to ensure that these citizens are close to important services. The City will explore ways to limit displacement of lower income citizens currently living in **Urban Centres** to ensure all citizens have access to housing in close proximity to services and amenities.

These outcomes cannot be achieved by the City alone. Partnerships with the non-profit sector, the development community and senior levels of government will be needed to provide stable, affordable housing in Kelowna's **Urban Centres**.

### **Objective 4.12. Increase the diversity of housing types and tenures to create inclusive, affordable and complete Urban Centres.**

- Policy 4.12.1. Diverse Housing Forms.** Ensure a diverse mix of **medium-density** and **high-density** housing forms that support a variety of households, income levels and life stages.
- Policy 4.12.2. Family-Friendly Housing.** Incorporate **ground-oriented** units in the design of multi-family developments to support family-friendly housing types. Ensure that multi-unit developments include a variety of unit sizes, encouraging 10 per cent of new units to be three or more bedrooms.
- Policy 4.12.3. Diverse Housing Tenures.** Encourage a range of rental and ownership tenures that support a variety of households, income levels and life stages. Promote underrepresented forms of tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and rent-to-own.
- Policy 4.12.4. City Land Acquisition.** Focus land acquisition and housing partnerships in the **Urban Centres**, in addition to the **Core Area**, to support affordable rental housing near transit, services and amenities.
- Policy 4.12.5. Social Connections Through Design.** Encourage housing design that incorporates private open space, rooftops, gardens, greenspace and children's play areas to foster social connections, inclusion and intergenerational relationships.
- Policy 4.12.6. Accessible Design.** Integrate universal design features and principles to create housing options for people of all ages and abilities, including those aging in place.

### Objective 4.13. Protect citizens from displacement due to Urban Centre development.

- Policy 4.13.1. Housing with Supports.** Prioritize the development of subsidized housing and housing with supports in the **Urban Centres** in addition to the **Core Area**, particularly near employment, public transit, services and amenities. Promote acceptance by the community for these supports, services and the citizens that are using them.
- Policy 4.13.2. Displacement Effects of Gentrification.** Ensure Urban Centre planning initiatives and significant redevelopment opportunities include affordable housing and access to services to ensure low to moderate income renters are protected from **displacement** effects of **gentrification**.
- Policy 4.13.3. Tenant Assistance.** Work towards the creation of a Council policy to protect tenants displaced by redevelopment through fair relocation assistance from the developer. Such relocation assistance should ensure that tenants retain their access to services and amenities, such as employment, transportation and schools.

### Objective 4.14. Protect the rental stock in Urban Centres.

- Policy 4.14.1. Protection of Existing Rental Stock.** Ensure retention or replacement of existing rental units as redevelopment occurs in the **Urban Centres** through planning tools that may include, but are not limited to, **Rental Only Zoning** and **Rental Replacement Obligations**.
- Policy 4.14.2. Rental Conversion.** Prohibit the conversion of existing residential rental buildings to condominium status when the rental vacancy rate falls below five per cent in Kelowna, unless the conversion is for the purpose of creating affordable rental housing with a Section 219 covenant registered on each strata title.
- Policy 4.14.3. Short-Term Rentals.** Ensure short-term rental accommodations limits impact on the long-term rental housing supply.

## Transportation



Kelowna's **Urban Centres** will be hubs of high-density living and employment, generating a significant number of shorter trips. The transportation response in **Urban Centres** acknowledges that low-carbon transportation options such as walking, biking and transit will be the most efficient and sustainable way to move people in our **Urban Centres** and responds with approaches that prioritize those modes. At the same time, these modes will only be successful if they are pleasant and safe to use, meaning transportation in **Urban Centres** is closely linked to the public realm with streets playing an important role as a public space.

Both the City and development community have important roles in supporting the shift to more sustainable transportation options. New development must consider the transportation vision of the street through development process, identifying ways to enhance the walkability of the street, extend the City's biking network or integrate a transit stop into their site plan. Meanwhile, the City must prioritize infrastructure investments that lead the transition to a low-carbon future and support the shift away from a car-oriented community.

**Objective 4.15. Make Urban Centres safe and enjoyable for walking, biking, transit and shared mobility.**

- Policy 4.15.1. Transportation Infrastructure Priority.** Fund, design, construct and maintain transportation infrastructure to meet the needs of users and according to the following priority, recognizing that Urban Centre streets play an important role in supporting a range of transportation modes beyond cars:
1. Active Transportation (Walking and Biking)
  2. Transit
  3. Shared Mobility
  4. Movement of Goods & Services
  5. High-Occupancy Vehicles (HOVs)
  6. Single-Occupancy Vehicles (SOVs)
- Policy 4.15.2. Roadway Congestion.** Recognize and accept that Kelowna's streets and parking will become busier as the City grows. **Urban Centres** will have the busiest streets, but also the highest potential to shift trips away from driving. For **Urban Centres** to thrive, walkable streets, protected bike routes, and improved transit service should be provided as growth and development occurs.
- Policy 4.15.3. Transit Service.** Implement a network of frequent transit routes to connect **Urban Centres** and major **employment areas**.
- Policy 4.15.4. Transit Priority.** Utilize transit priority measures on key corridors to optimize transit travel time on the **Frequent Transit Network**.
- Policy 4.15.5. Transit Infrastructure.** Ensure **Frequent Transit Network** routes are supported by key infrastructure (i.e. transit stops, bus pull out bays, bus shelters, benches, sidewalks, lighting, bike parking, accessibility features, or other transit amenities) to make taking transit more comfortable and enjoyable in **Urban Centres**.
- Policy 4.15.6. Walkable Urban Centres.** Design streets and sidewalks to promote safety and comfort of pedestrians through enhanced public realm treatments, such as curb extensions, median refuge islands, street tree planting, adequate clear space for pedestrians, street furniture, curb-side parking and **parkettes**.
- Policy 4.15.7. Pedestrian and Biking Connectivity.** With new developments, require dedication of on-site walking and biking paths as outlined in Maps 10.1 and 13.3 to provide links to adjacent parks, schools, transit stops, recreation facilities, **employment areas** and other activity areas.
- Policy 4.15.8. Active Transportation Corridors.** Ensure **Active Transportation Corridors** are designed for cyclists and pedestrians of all ages and abilities in accordance with the objectives of the *Pedestrian and Bicycle Master Plan*.
- Policy 4.15.9. Bicycle-Oriented Development.** Prioritize bicycle parking and **end-of-trip facilities** through site planning and design of new development to ensure biking is an attractive and convenient transportation option.
- Policy 4.15.10. Access Management.** Protect the functionality of **Active Transportation Corridors**, **transit supportive corridors** and arterial roads by limiting direct driveway accesses.



Ensure that new development takes vehicular access via laneways or secondary streets. Where that is not possible, encourage lot assemblies that reduce the total number of driveway accesses.

**Objective 4.16. Develop a well-connected grid network of streets to shorten walking distances and improve traffic circulation.**

- Policy 4.16.1. Highway 97.** Recognize the role that Harvey Avenue plays as a **higher capacity transit corridor** and to facilitate the movement of goods and services for the region.
- Policy 4.16.2. Highway Permeability.** Work with Ministry of Transportation and Infrastructure to improve access across provincial highways for all modes to promote neighbourhood connectivity to and within **Urban Centres**.
- Policy 4.16.3. Transportation Networks.** Ensure transportation networks prioritize effective and efficient levels of transit service and convenient walking and biking connections between key **employment areas** and surrounding residential areas.
- Policy 4.16.4. Urban Street Network.** Enhance street network connectivity and redundancy; strengthen **people capacity** to improve sustainable transportation and make it easier to access the surrounding major road network.
- Policy 4.16.5. Public Pathways.** As redevelopment occurs, seek public pathways that would complement linear parks, multi-use pathways, parks, plazas, greenways or sidewalks to form continuous pedestrian and bicycle networks.
- Policy 4.16.6. Laneway Access.** Maintain or enhance laneways as redevelopment occurs, to provide primary vehicle access to rear parking garages and commercial loading areas.
- Policy 4.16.7. Safe Crossings.** Create accessible crossing opportunities for pedestrians and bicycles across collectors and arterials that serve all ages and abilities.

**Objective 4.17. Create urban streets that are attractive to live, work and shop on.**

- Policy 4.17.1. Animated Pedestrian Realm.** Prioritize streetscape design elements and activities that animate the pedestrian realm in **Urban Centres**, particularly along **high streets, retail streets and civic streets**, as illustrated in Maps 4.2, 4.4, 4.6, 4.8 and 4.10. Examples of these elements include event programming, temporary and **mobile uses**, and streetscape design elements that include, but are not limited to:
- Street furniture;
  - Space for pedestrian movement and outdoor patios;
  - Pedestrian scale lighting;
  - Removal of visual clutter;
  - **Street trees** and planted boulevards; and
  - Placemaking features.
- To further support an animated public realm, discourage the use of window bars and roll down panels on building facades that front such streets.
- Policy 4.17.2. High Streets.** Animate the pedestrian realm by creating **high streets** and **retail streets** that are attractive destinations, as outlined in Maps 4.2, 4.4, 4.6, 4.8 and 4.10, attracting people and activity throughout the year.

- Policy 4.17.3.** **Context Sensitive Streets.** Ensure arterial and collector road designs reflect their land use context as walkable urban places that serve as destinations and important public spaces.
- Policy 4.17.4.** **Complete Streets.** Design streets to accommodate various combinations of transportation modes and uses, recognizing the intended role of a street in supporting key transportation networks (e.g. **Active Transportation Corridor**, Frequent Transit, Highway). Designs should also prioritize efficient movement of people over vehicles to optimize future network capacity.
- Policy 4.17.5.** **Accessible Streets.** Streets should be accessible, with wheelchair ramps, accessible pedestrian signals at signalized intersections, tactile walking surface indicators, accessible curb ramps and other features to support all ages and abilities.
- Policy 4.17.6.** **Shared Spaces.** Consider opportunities to pilot **shared spaces** in areas with high levels of pedestrian activity in **Urban Centres**.

**Objective 4.18. Manage curb space to reflect a range of community benefit.**

- Policy 4.18.1.** **Parking Costs.** Optimize pricing of on-street parking in high demand areas to promote turnover and ensure availability.
- Policy 4.18.2.** **Shared Mobility Access.** Adapt management of curb space to improve access to shared mobility options and reflect changing community priorities (e.g. car share, micro, electric vehicle charging stations, ride-hailing and emerging mobility options).
- Policy 4.18.3.** **Parking Spillover.** Introduce parking management strategies to reduce the impact of new multi-family residential parking on nearby **low to medium density** residential areas.
- Policy 4.18.4.** **Road Capacity Increases.** Prioritize the removal of on street parking over land acquisition when exploring road capacity increases, with due consideration of the road's character and function.

**Objective 4.19. Adapt and respond to shifting long-term demand for off-street parking facilities.**

- Policy 4.19.1.** **Parking Relaxations.** Consider parking requirement relaxations, where the development provides a robust **Transportation Demand Management** strategy (e.g. car share memberships, bicycle parking, co-working space) or includes occupants (rental housing tenure) that would contribute to lower rates of vehicle ownership.
- Policy 4.19.2.** **Parking in Urban Centre Parks.** Limit the area used for automobile parking in Urban Centre parks, reflecting the constrained land area and greater mobility options in them.
- Policy 4.19.3.** **Leverage Cash-in-Lieu.** Explore changes to cash-in-lieu parking programs to prioritize funding of sustainable transportation options over parking investments to support climate action and urban centre development.
- Policy 4.19.4.** **Parking Oversupply.** Discourage oversupplying parking in Urban Centres as it promotes car use and detracts from human scale neighbourhoods and pedestrian vibrancy.

- Policy 4.19.5. Parking Pays its Own Way.** Optimize off-street parking pricing at public parking facilities to recover the costs of constructing and operating parking facilities.
- Policy 4.19.6. Shared Parking Options.** Explore opportunities to facilitate access to untapped parking supply, recognizing residential and commercial uses often have parking demands that peak at different times of the day.
- Policy 4.19.7. Public Electric Vehicle Charging Stations.** Provide public access to electric vehicle charging stations in public off-street parking areas.

**Objective 4.20. Adapt and respond to emerging transportation technologies.**

- Policy 4.20.1. Shared Mobility Programs.** Continue to support pilot programs and partnerships to improve access to emerging on-demand mobility options that reduce greenhouse gases and enhance sustainable transportation options.
- Policy 4.20.2. Emerging Transportation Technology.** Work with other levels of government and industry to leverage potential of emerging transportation technologies, such as self-driving or ride-hailing for example, to reduce congestion and greenhouse gases while supporting the transition away from a car centric culture.
- Policy 4.20.3. Electric Vehicle Charging in New Development.** Integrate electric vehicle charging stations in off-street parking plans for new multi-family, institutional and commercial developments.

## Culture



Culture embraces diversity, attracts and retains talent, fosters entrepreneurship and cultivates collaboration and partnerships – all elements important to building vibrant **Urban Centres**. Culture is on full display in the City's downtown Cultural District, where most of City's major cultural facilities will continue to be located. As **Urban Centres** grow, they should celebrate the cultural community and find ways to enhance its profile, particularly through the occupancies and design of the ground floor and public realm.

The City will prioritize the development of new cultural infrastructure or the redevelopment of already-existing cultural infrastructure in the **Urban Centres** in order to create a place where people want to live, work and play. Partnerships with the development community, creative sector and non-profit organizations will be integral to ensuring our **Urban Centres** remain vibrant, animated spaces.

**Objective 4.21. Develop Kelowna's Cultural District as a primary destination for showcasing the cultural and artistic talents of the community.**

- Policy 4.21.1. Cultural District Directions.** Support the development of the Cultural District as outlined in the endorsed *Civic Precinct Plan* and *Cultural Plan*, as a centre for culture, entertainment and a catalyst for downtown revitalization.
- Policy 4.21.2. Mixed-Use Cultural District.** Promote targeted mixed-use redevelopment in the Cultural District that will create a vibrant place for people to live, work and play.



**Objective 4.22. Develop and maintain major cultural infrastructure to support vibrant Urban Centres.**

- Policy 4.22.1. Cultural Investments in Urban Centres.** Focus major investments in cultural infrastructure in **Urban Centres**.
- Policy 4.22.2. Cultural Infrastructure.** Design a multi-functional and adaptable public realm to support and celebrate diversity through cultural programs, public events, performances, and public art installations.
- Policy 4.22.3. Creative Industries.** Support measures to create affordable, flexible studio or workshop spaces to expand creative industries.
- Policy 4.22.4. Live/Work Space.** Consider innovative ways to increase the supply of live/work space that is affordable for artists, and work/live space for **industrial** design and related activities.

**Objective 4.23. Encourage artistic innovation and creative expression in the built environment across both the private and public sectors.**

- Policy 4.23.1. Public Art Promotion.** Promote public art that celebrates the culture and diversity of Kelowna while reflecting unique character and qualities within a specific Urban Centre. Seek opportunities to partner and collaborate with Westbank First Nation and Okanagan Indian Band on public art and placemaking initiatives that acknowledge and celebrate their traditional territory and cultural values.
- Policy 4.23.2. Showcase Art in New Development.** Expand public art as an integral part of the public realm and new development within the **Urban Centres**. Encourage public art in conjunction with major public and private development.
- Policy 4.23.3. Alternative Artistic Expression.** Encourage opportunities to showcase alternative artistic expression through the animation of public spaces, such as busking and pianos in the park, for example. Encourage art that invites people to engage in community building, celebration of diversity, and consideration of social issues.

26 storeys

20 storeys

12 storeys

6 storeys

3 storeys

Park

Transit Supportive Corridor

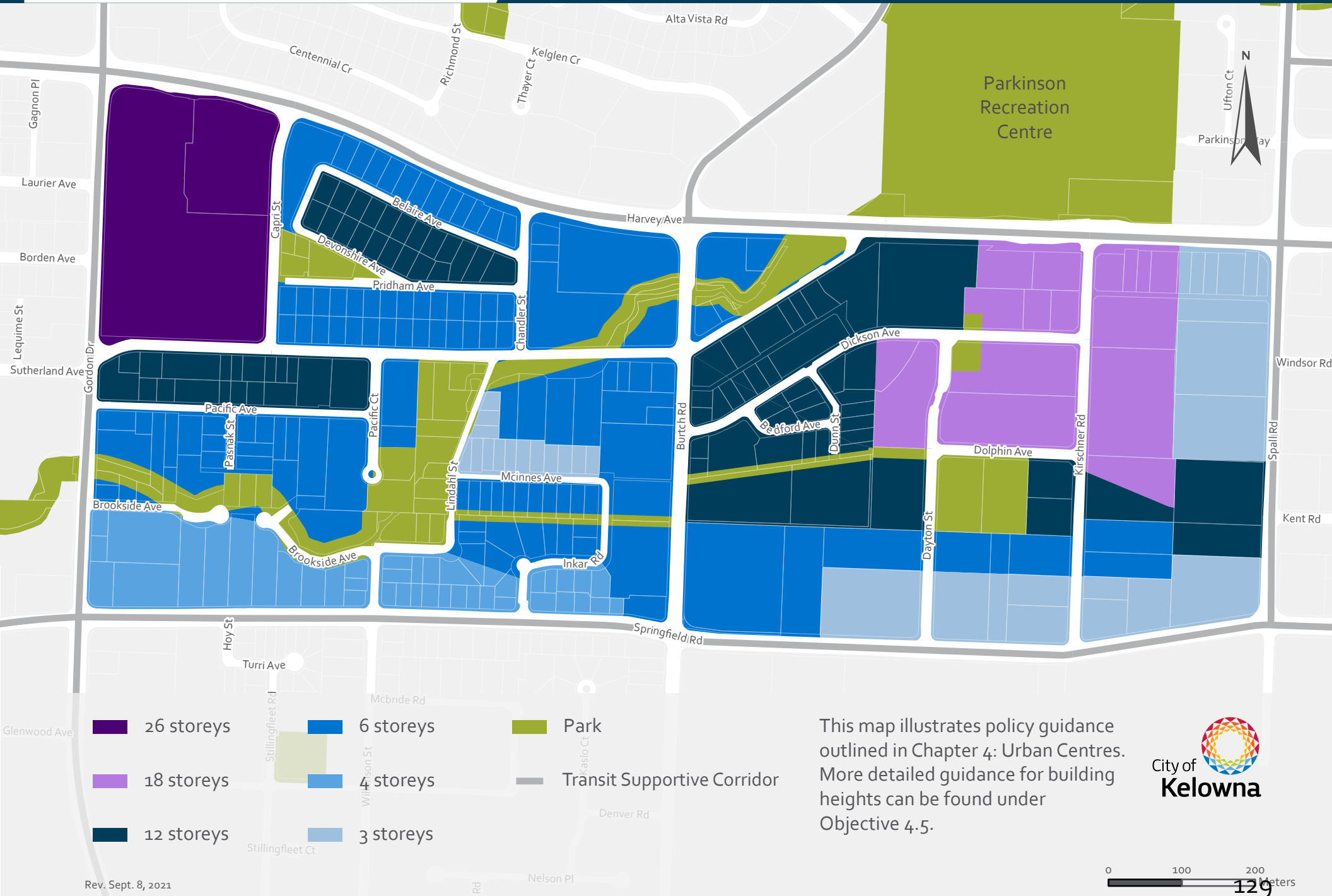
This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.4.

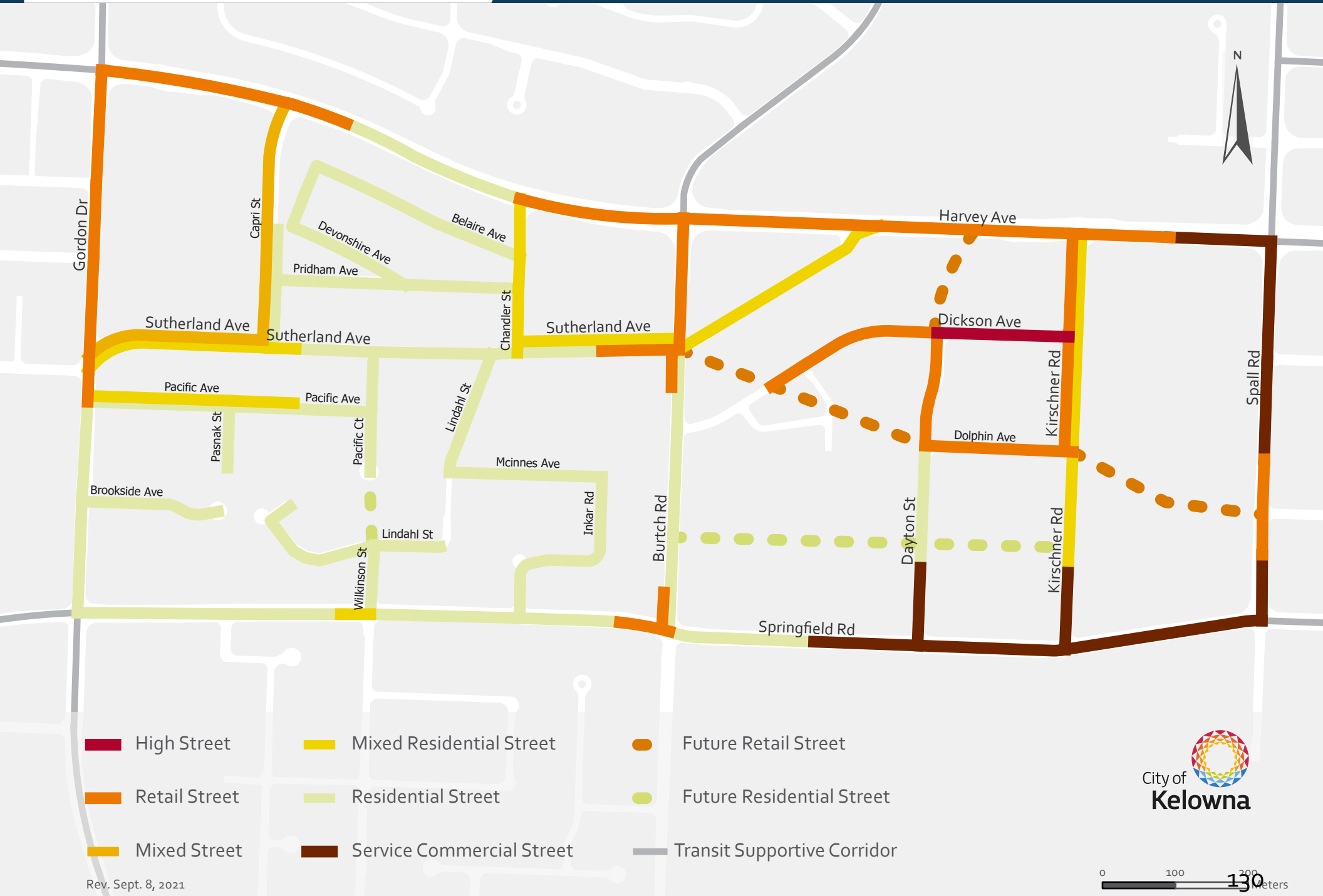
Okanagan Lake







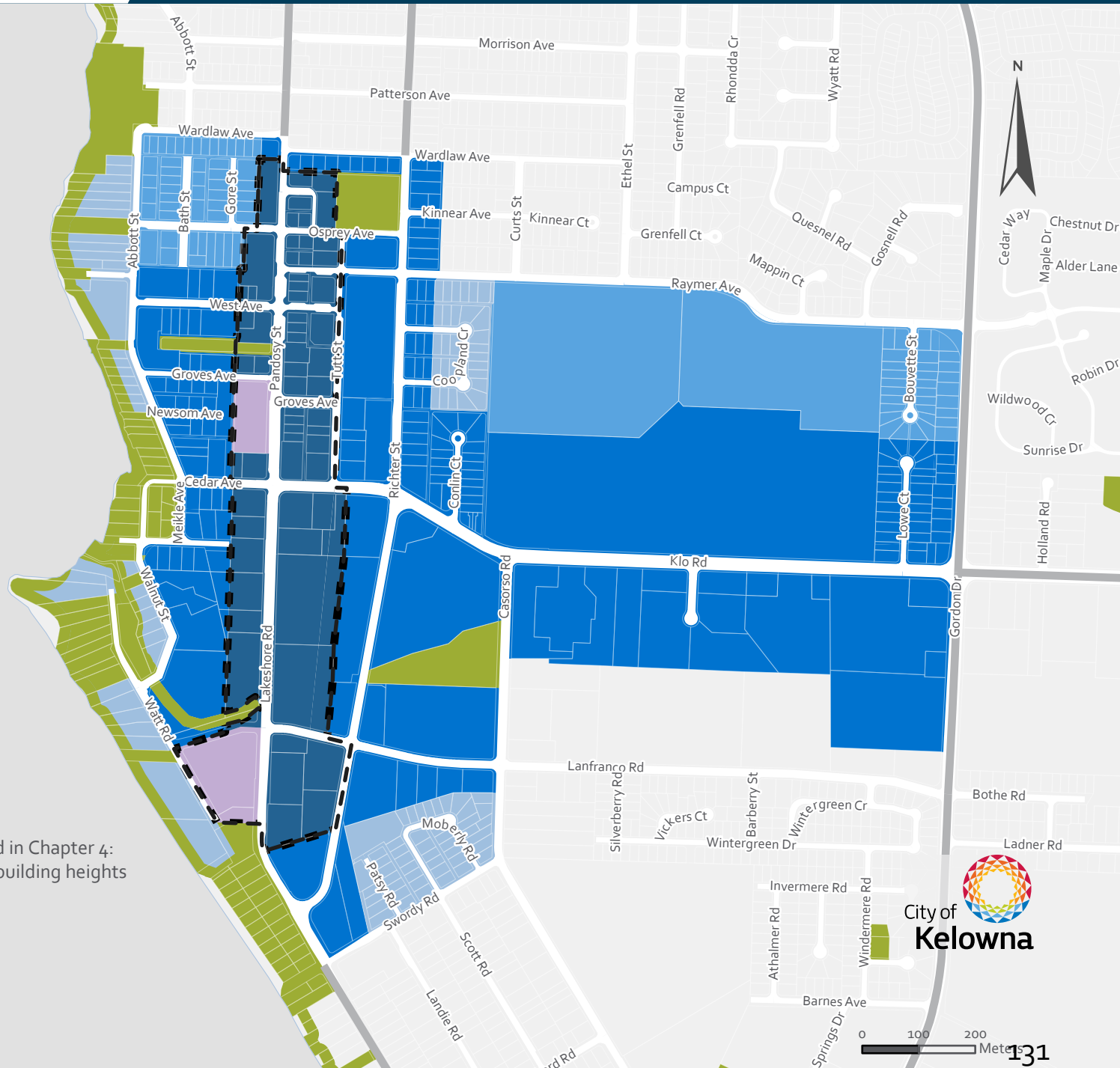




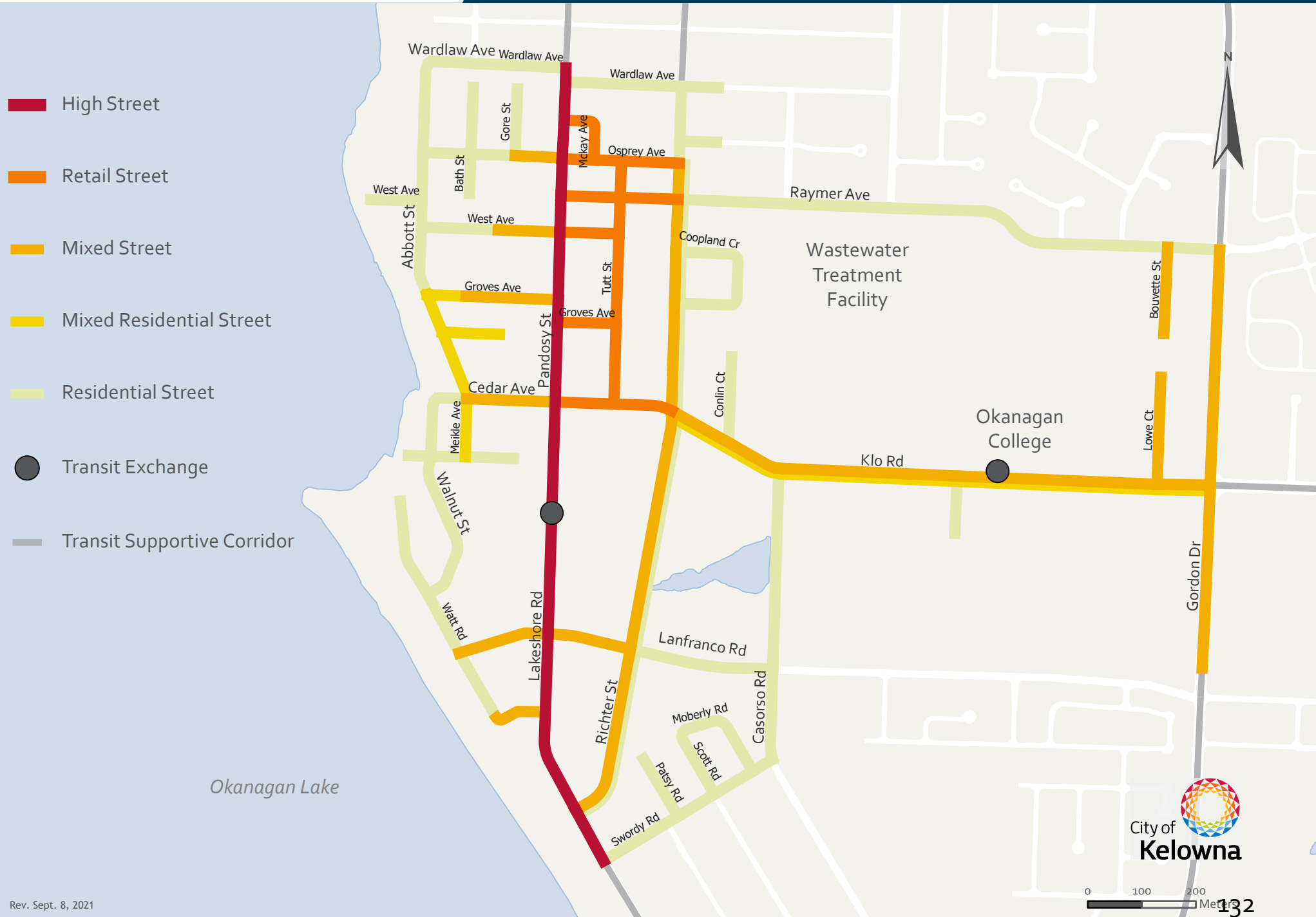
- 14 storeys
- 8 storeys
- 6 storeys
- 4 storeys
- 3 storeys
- Park
- Pandosy Lakeshore Corridor
- Transit Supportive Corridor

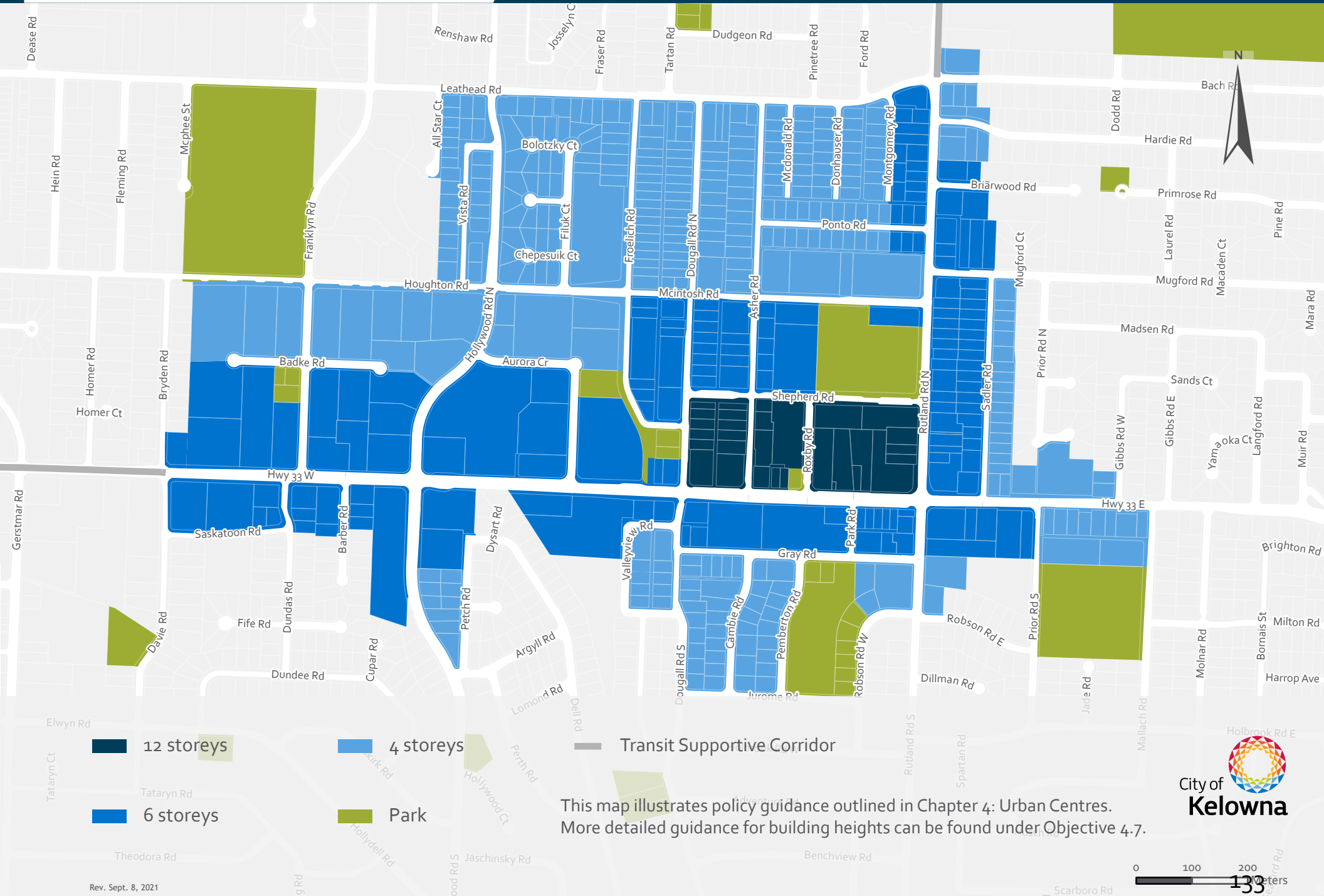
Okanagan Lake

This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.6.

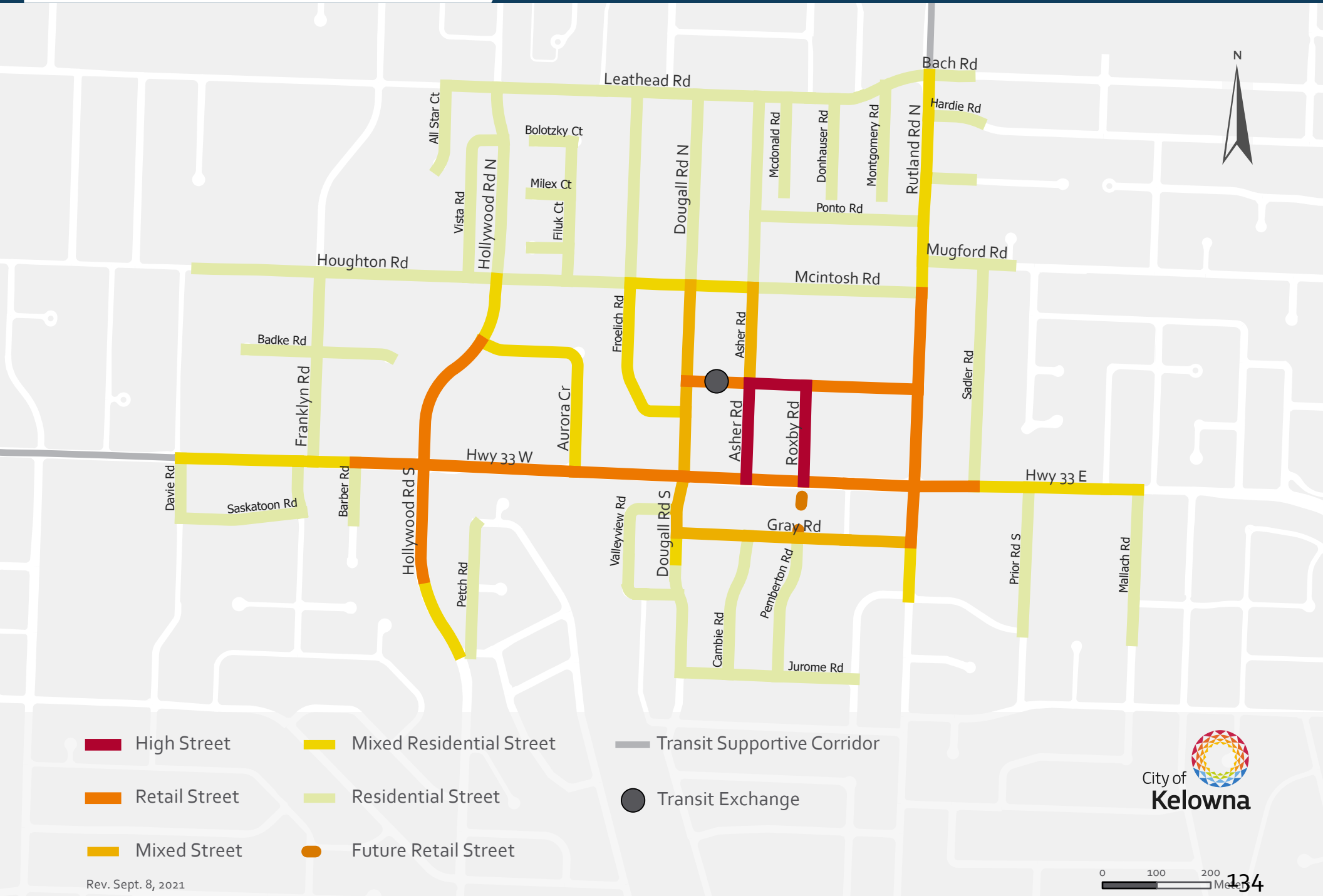




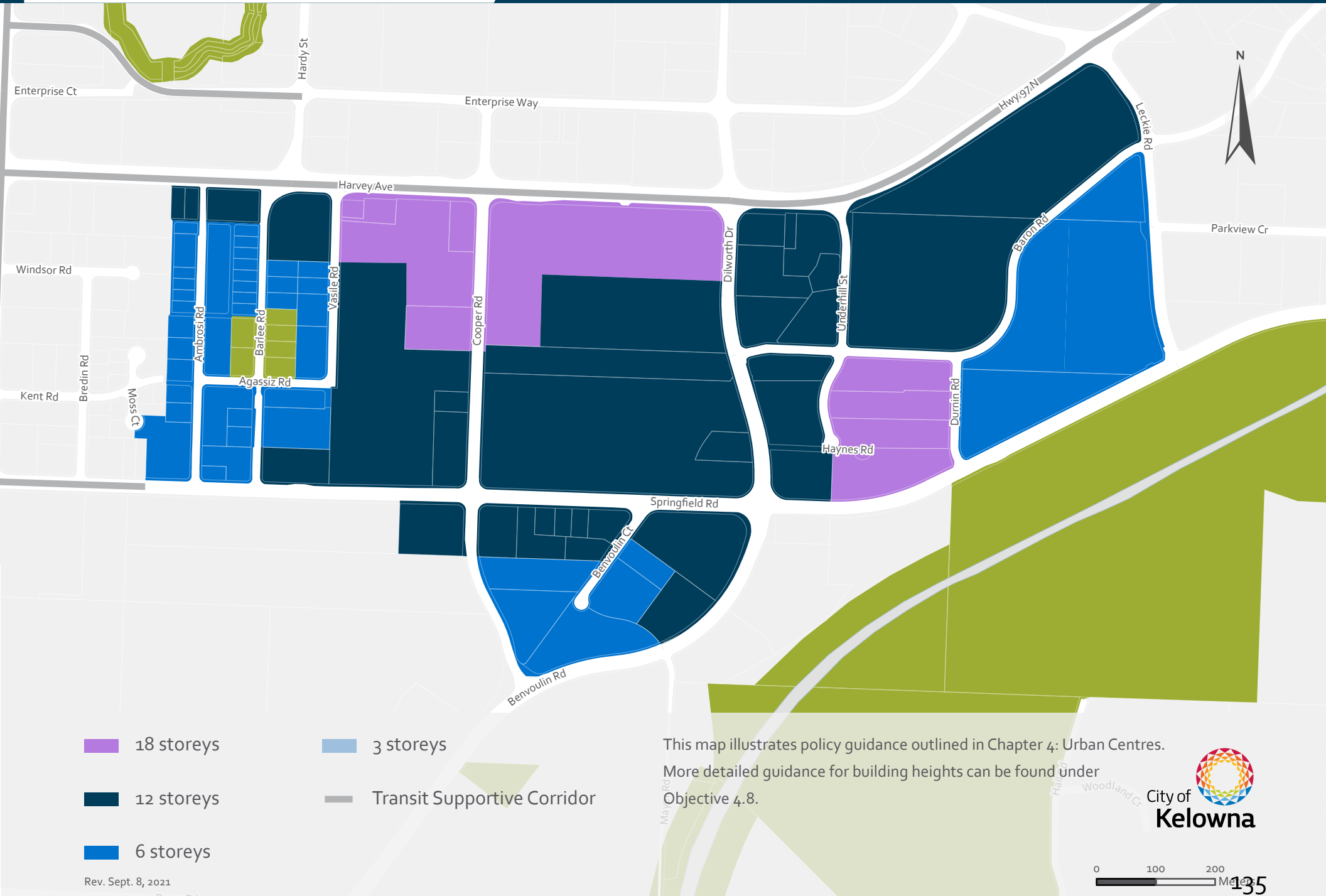


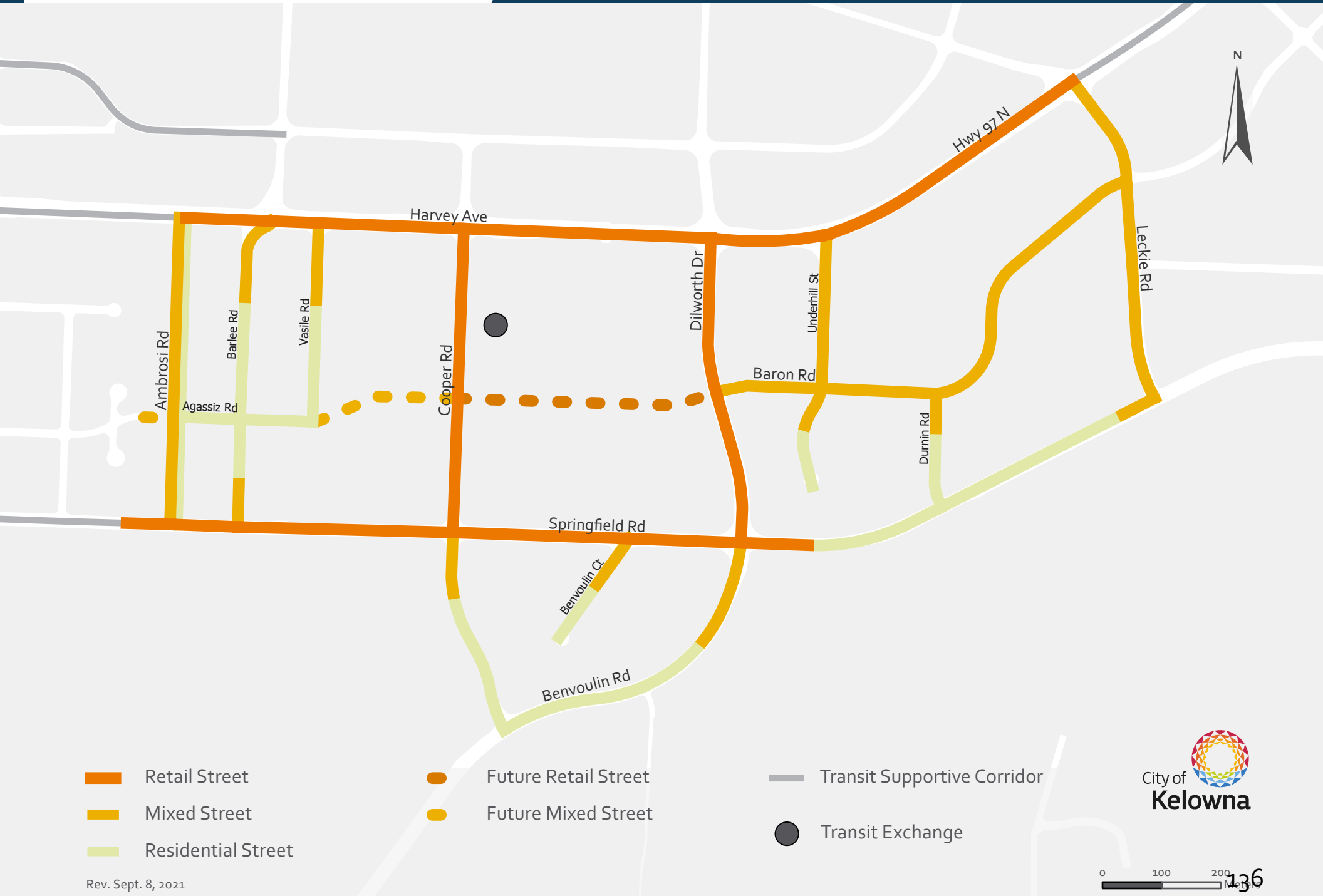


This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.7.











The **Core Area** contains the greatest diversity of land uses and plays the widest range of roles in our community, from vibrant residential neighbourhoods, transit corridors and their **Village Centre** hubs to **large format retail** to service commercial uses and **industrial** lands. In part because of this diversity, the **Core Area** is one of the districts most critical to the City's long-term growth management plan.

The building block of the Core Area is the neighbourhood. Situated just outside of our **Urban Centres**, these neighbourhoods will be diverse, with a range of **ground-oriented** housing options that meet the needs of all Kelowna residents. **Transit Supportive Corridors** are the connective tissue that link these neighbourhoods to **Village Centres** both by providing easy transportation connections and options, and by supporting fronting land uses that feature denser residential development and mixed-use land uses. Within the **Core Area**, **Village Centres** are the secondary hubs of local activity, providing a range of daily needs like shopping and services for nearby residents.

The **Core Area** also acknowledges the immense regional value provided by the commercial and service commercial businesses located around the Highway 97 corridor. In fact, the unique and vital role that this area plays is encouraged and reinforced, ensuring that Kelowna remains a hub for the Okanagan Valley and the Southern Interior region.

## Land Use and Urban Design



The approach to land use in the **Core Area** focuses on modest residential growth primarily through residential infill in existing neighbourhoods, with some targeted redevelopment in the **Core Area's Village Centres** and along **Transit Supportive Corridors**. Great public spaces and increased greenery in these neighbourhoods are critical to quality of life they offer and supported in these policies and those found in *Chapter 10: Parks*.

Larger shopping destinations like big box stores or shopping centres continue to be focused near or along Highway 97. **Industrial** uses continue to grow and diversify in Kelowna's North End area, and in strategic locations along Enterprise Way.

The City and the community share responsibility in shaping the **Core Area** over the next 20 years. New development should carefully consider it's neighbourhood context, keeping in mind the scale of existing residential neighbourhoods, but supporting a shift to a new feel in **Village Centres** and along **Transit Supportive Corridors**. The City should support this evolution with strategies to create more walkable environments and focusing more investment in transportation options, parks and other amenities.

### **Objective 5.1. Encourage Village Centres as Kelowna's secondary hubs of activity.**

**Policy 5.1.1. Village Centre Composition.** Encourage the development of a range of services, small scale and **specialty retail**, and limited office employment in scale with supporting **low rise** residential development in **Village Centres** to serve the surrounding **Core Area**



Neighbourhoods. Support these uses with additional parks, plazas and other public realm improvements.

- Policy 5.1.2.** **Village Centre Density.** Target an overall density of 30 to 60 jobs and people per hectare in **Village Centres** in the **Core Area**.
- Policy 5.1.3.** **Village Centre Retail Corridors.** Locate retail and restaurant uses in **Village Centres** at grade, prioritized along **Transit Supportive Corridors**, to create a more vibrant pedestrian and transit supportive environment.
- Policy 5.1.4.** **Cook Truswell Village Centre.** Continue to support the evolution of the Cook Truswell **Village Centre** into a mixed use tourist commercial destination by supporting development that contributes to the following vision for the area:
- A mix of tourist accommodation, with supporting residential and commercial development;
  - Buildings that are generally up to six storeys in height, with opportunities for taller buildings being explored with additional considerations such as:
    - Building design that maximizes views of the lake;
    - Uses at grade, such as retail commercial or restaurants to contribute to a lively pedestrian-oriented tourist environment;
    - Significant publicly accessible parks, plazas and other public realm improvements;
    - Enhancement of the public's access and enjoyment of the waterfront at Okanagan Lake; and
    - Protection, restoration and dedication of Okanagan Lake foreshore and other **riparian areas**.
  - Orientation of buildings towards Truswell Road, creating a small **retail street**;
  - Increased transportation connectivity from Lakeshore Road to Okanagan Lake and surrounding neighbourhoods to the east.
- Policy 5.1.5.** **Lakeshore Village Centre.** Support the continued development of the Lakeshore Village Centre that shares the following characteristics:
- A mix of residential and commercial uses that serve the Lower Mission neighbourhoods, with commercial uses located along the Lakeshore Road Transit Supportive Corridor; and
  - Buildings up to approximately six storeys in height.
- Policy 5.1.6.** **Glenmore Village Centre.** Support development in the Glenmore Village Centre to serve citizens in neighbourhoods in north Kelowna, such as Glenmore, Wilden, and McKinley. Development in the Glenmore Village Centre should share the following characteristics:
- Commercial uses located east of Glenmore Road;
  - Buildings up to six storeys in height; and
  - Orientation of buildings along Brandt's Creek towards the creek and trail system.
- Policy 5.1.7.** **Guisachan Village Centre.** Support mixed use commercial and residential development up to six storeys in height in the Guisachan Village Centre, with commercial uses being oriented towards the Gordon Transit Supportive Corridor.

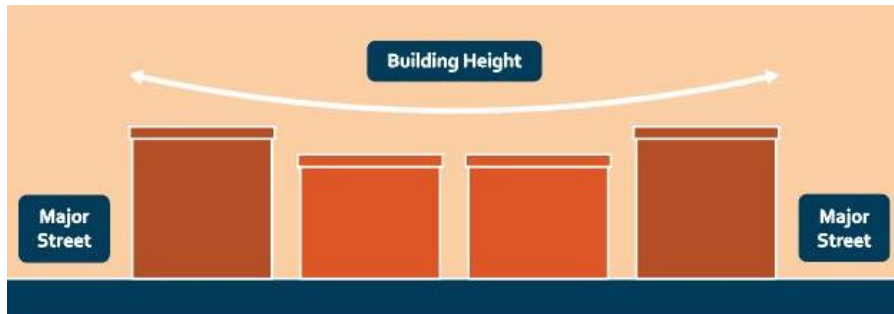
## **Objective 5.2. Focus residential density along Transit Supportive Corridors.**

- Policy 5.2.1.** **Transit Supportive Corridor Densities.** Encourage development that works toward a long term population density of between 50 – 100 people per hectare within 200 metres of each corridor to achieve densities that support improved transit service and local

services and amenities. Discourage underdevelopment of properties along **Transit Supportive Corridors**.

- Policy 5.2.2.** **Low Rise Corridor Development.** Encourage **low rise** apartments and stacked townhouses up to six storeys in height in **Core Area** Neighbourhoods that front or directly abut **Transit Supportive Corridors**. Consider lower heights for such projects where adjacent neighbourhoods are not anticipated to experience significant infill and redevelopment. Consider buildings above six storeys where the project is adjacent to **higher capacity transit** along Highway 97, a major intersection, or near an Urban Centre, with due consideration for the context of the surrounding neighbourhood.

*Figure 5.1: Corridor Building Heights*



- Policy 5.2.3.** **Clement Avenue Corridor.** Along the Clement Avenue corridor, gradually transition from taller buildings towards Richter Street to lower buildings towards Gordon Drive as illustrated in Figure 5.2.

*Figure 5.2: Clement Avenue Corridor*



- Policy 5.2.4.** **Commercial Areas in Corridors.** Support small-scale employment and commercial uses in **Core Area** Neighbourhoods where the proposed project is located at an intersection of two **Transit Supportive Corridors** and is integrated with residential uses. Consider such uses in other areas based on surrounding population density, amenities, proximity to **Active Transportation Corridors**, or as guided by neighbourhood plans, corridor plans or other area plans.
- Policy 5.2.5.** **Corridor Access and Consolidation.** Encourage consolidation of properties and location of automobile accesses from lanes or side streets to reduce or eliminate the number of accesses directly onto **Transit Supportive Corridors**.

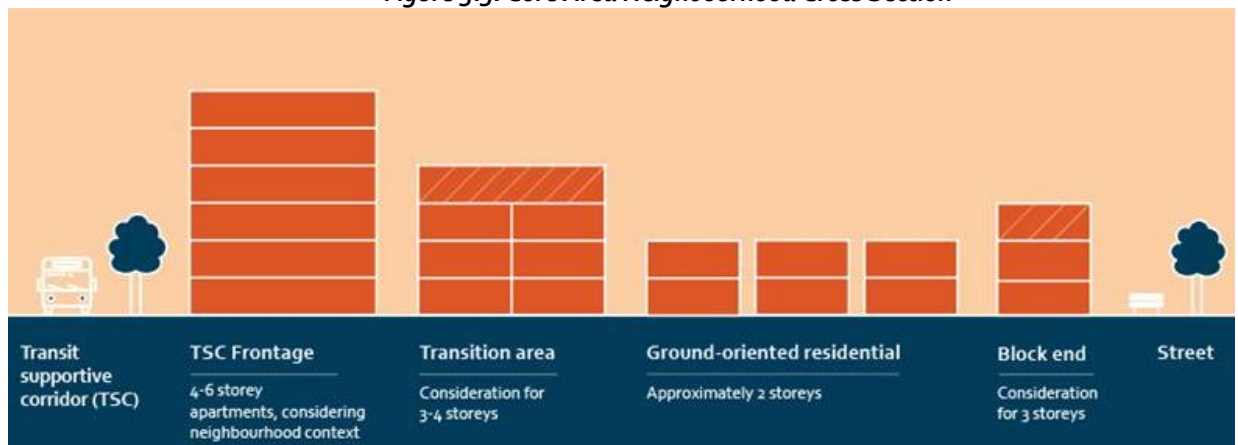
**Policy 5.2.6.** **Burtch / Harvey Area Redevelopment Plan.** Consider greater heights and densities than afforded in the Core Area Neighbourhood designation in the Burtch / Harvey area as outlined on Map 16.1, only at such time as an **Area Redevelopment Plan** initiated by the property owners is completed.

**Objective 5.3. Design residential infill to be sensitive to neighbourhood context.**

**Policy 5.3.1.** **Ground Oriented Infill.** Encourage gentle densification in the form of **ground-oriented** residential uses such as houseplexes, townhouses and narrow lot housing to approximately 2 storeys, maintaining residential uses and setbacks that reflect the existing development pattern. Consider opportunities for greater height and massing at block ends and along **Active Transportation Corridors** as outlined in Figure 5.3.

**Policy 5.3.2.** **Transition from Transit Supportive Corridors.** Provide a transition area allowing for 3-4 storeys in height, as outlined in Figure 5.3, serving as a transition from the **medium density** development along the **Transit Supportive Corridors** and **lower density** residential areas in the Core Area. Encourage **ground-oriented residential** such as stacked townhouses and bungalow courts with setbacks that respect adjacent **lower density** residential areas. Discourage commercial uses in the transition zone.

*Figure 5.3: Core Area Neighbourhood Cross Section*



**Policy 5.3.3.** **Strategic Density.** Where a proposed development in **Core Area** Neighbourhoods is not adjacent to a **Transit Supportive Corridor**, consider support for stacked rowhousing and low rise apartment and mixed use buildings, under the following circumstances:

- The property, at the time a rezoning or development permit application is made, has an area of 1 hectare or greater; and
- The project proposal illustrates that the larger buildings will be able to sensitively transition their height and massing towards adjacent **Core Area** Neighbourhoods, with the first priority being a transition to **ground-oriented** multi-unit housing within the project; and
- The project proposal includes a public park component; and
- The project proposal includes an affordable and/or rental housing component; and
- The project does not exceed a FAR of approximately 1.2 over the entire site.

**Policy 5.3.4.** **Casorso Road Area Redevelopment Plan.** Consider redevelopment of the Casorso Road properties, as outlined on Map 16.1, only at such time as an **Area Redevelopment Plan** is completed, in keeping with Policy 5.3.3. This plan should be initiated by the property owners, and include at minimum, a community park of approximately 2.0 hectares in size



fronting Casorso Road and linear park and pedestrian connections from Wintergreen Drive and Invermere Road to Casorso Elementary School.

**Policy 5.3.5.** **Existing Uses and Scales.** Consider support for stacked row housing, low rise apartments and mixed use buildings in **Core Area** Neighbourhoods where the property was zoned to allow for such uses on the date that the Official Community Plan was adopted.

**Policy 5.3.6.** **Small Lot Development.** To encourage residential infill development in **Core Area** Neighbourhoods and transition areas that reflect the existing neighbourhood context, discourage large lot consolidations except where properties front or directly abut a **Transit Supportive Corridor**, **Active Transportation Corridor**, or an **Arterial Road**.

**Policy 5.3.7.** **Respect the Heritage Conservation Area.** Consider more limited opportunities for infill, such as carriage homes, two dwelling housing, subdivisions, and the conversion of existing single detached homes into suites in the Abbott Street and Marshall Street Heritage Areas only when consistent with the guidelines outlined in *Chapter 23: Heritage Conservation Area*. Discourage stacked row housing, apartment housing, and larger infill projects where lot consolidations are required, even where located along a **Transit Supportive Corridor**.

**Policy 5.3.8.** **Local Commercial Integration.** Support the sensitive integration of small scale local commercial uses, such as convenience stores and cafés, into **Core Area** Neighbourhoods to promote those services in easy walking distance of residents. Such uses should be located at high profile intersections of collector and arterial streets. Discourage such uses mid-block.

#### **Objective 5.4. Strategically locate community services to foster greater inclusion and social connections in the Core Area.**

**Policy 5.4.1.** **Accessible Community Services.** Prioritize services required to meet daily needs in the **Village Centres** first to create a more equitable and inclusive community while continuing to support such services throughout the **Core Area**. These services include, but not limited to:

- Medical, health and wellness services;
- Child care facilities, schools and smaller library branches;
- Places of worship and other community gathering spaces;
- Food retail, services and programs; and
- Banks and credit unions.

**Policy 5.4.2.** **Safety Net Supports and Services.** Allow **safety net supports and services** in the **Core Area** for people experiencing homelessness. **Safety net supports and services** include, but are not limited to, shelters and the supports associated with the shelter. Recognize that shelters are used by a diversity of people with different needs such as women fleeing violence, youth and adults. Ensure information is provided to the community to foster positive relationships and promote acceptance for these supports, services and the citizens that are using them.

**Policy 5.4.3.** **Accessible and Welcoming Core Area.** Design civic facilities, public spaces, streetscapes, infrastructure, programs and services in the **Core Area** that are accessible, available and inclusive of all ages, incomes and abilities, including seniors, people with diverse abilities, Indigenous people, and newcomers.

**Policy 5.4.4.** **Public Space through Future Development.** Develop policies and regulations that incentivize the provision of onsite publicly accessible open space early in planning process

to further enhance the public amenities in the Core Area to enhance overall development benefit.

- Policy 5.4.5.** **Core Area School Sites.** Encourage the retention of existing schools and the location of new schools in central areas in **Core Area** Neighbourhoods and **Village Centres** that are easily accessible by children. Locations within the **Core Area** should incorporate design approaches that prioritize the needs of children while responding to smaller land acquisition requirements, including, but not limited to the following approaches:
- Shared use of facilities, sports fields and playgrounds;
  - Pedestrian oriented access and site circulation;
  - Pick-up and drop off locations that minimize impacts on the road network, but continue to prioritize the safety of students, faculty and parents;
  - Increased building heights; and
  - Reduced parking standards.
- Policy 5.4.6.** **Post-Secondary Institutions.** Consider opportunities for post-secondary institutions and satellite campuses in **Core Area** locations well served by the **frequent transit network** and near an **Urban Centre**.
- Policy 5.4.7.** **Child Care Spaces.** Facilitate the development of childcare spaces throughout the **Core Area** including accessible, affordable, and inclusive spaces that meet the needs of the community.
- Policy 5.4.8.** **Walled Developments.** Discourage developments enclosed on all sides by walls, gates or other physical or visual barriers that hinder efforts to create more pedestrian, bicycle and transit friendly communities, block access to public park land or inhibit the efficient use of infrastructure.

## **Objective 5.5. Protect and increase greenery in the Core Area.**

- Policy 5.5.1.** **Core Area Natural Spaces.** Encourage nature within the **Core Area** with design elements that include, but are not limited to:
- Urban forestry;
  - Habitat for native and pollinator species; and
  - Natural connections such as wildlife corridors and creeks.
- Policy 5.5.2.** **Urban Forest Canopy.** Encourage the installation of **street trees** in **Core Area** streetscape improvement projects, recognizing the critical role they play in pedestrian comfort, cooling of the urban heat island, habitat for local animal species and beautification of the public realm. Protect existing mature trees where possible.

## **Objective 5.6. Focus large format commercial along the Highway 97 corridor.**

- Policy 5.6.1.** **Large Format Commercial.** Support **large format retail** and other commercial development that is **car-dependent** to Regional Commercial lands to provide easy access to regional vehicle traffic. Do not support such uses in **Village Centres** or **Core Area** Neighbourhoods.
- Policy 5.6.2.** **Transit Oriented Design.** Development on Regional Commercial lands that is adjacent to **Transit Supportive Corridors** should be designed to be **transit-oriented**. Approaches include locating buildings closer to and oriented towards the corridor, additional landscaping treatments, and the location of surface parking in the rear, away from the corridor.

- Policy 5.6.3. Highway 97 Streetscape.** Collaborate with the Ministry of Transportation and Infrastructure to advance beautification efforts along Highway 97, with due consideration for the timing of other infrastructure improvements along the corridor. In addition, prioritize landscaping, **street trees** and separated pedestrian facilities in new development along the Highway 97 corridor, recognizing its role as a **higher capacity transit** corridor and screening surface parking lots from view.
- Policy 5.6.4. Pedestrian Priority in Parking Lots.** Create a safe and pleasant pedestrian experience in Regional Commercial lands with dedicated pathways that clearly delineate pedestrian space. Landscaping should be designed to maximize shade in the summer months.
- Policy 5.6.5. Protection of Commercial Space.** Support the intensification of existing car-oriented sites on lands designated Regional Commercial by increasing the scale of existing buildings or by adding new commercial space on underutilized land, such as surface parking lots. Discourage development that reduces the amount of commercial space available in Regional Commercial lands.
- Policy 5.6.6. Residential Development on Regional Commercial Lands.** To continue focusing residential growth in strategic locations such as **Urban Centres, Village Centres** and **Core Area Neighbourhoods**, discourage residential development on Regional Commercial lands. Consideration for residential development may be explored where a project proposal meets the following criteria:
- The project is located within 200 metres of a **higher capacity transit station**;
  - The project is located within 200 metres of existing park spaces and/or other amenities;
  - The project proposal includes an affordable and/or rental housing component;
  - The project proposal includes a significant public space or amenity component; and
  - The residential uses are secondary to the commercial uses.
- Policy 5.6.7. Office Development on Regional Commercial Lands.** To ensure that employment density and transportation objectives in **Urban Centres** and **Village Centres** are met, discourage the development of **large office** projects on Regional Commercial lands. Such projects may be considered where they are within 200 metres of a **higher capacity transit station**.
- Policy 5.6.8. Regional Commercial Mixed Use Node.** Notwithstanding Policies 5.6.6 and 5.6.7, consider development proposals for **mid-rise** mixed use development on properties on the east side of Highway 97 where it intersects with Highway 33. Proposals should transition height and density downward towards adjacent Core Area Neighbourhoods and include amenities that serve those neighbourhoods.
- Policy 5.6.9. Service Commercial Lands Protection.** Encourage the retention of **service commercial** uses in Regional Commercial lands where such uses do not front Highway 97, recognizing the unique role that they play in the City's economy. Discourage the encroachment of office space, and residential uses into these lands.

**Objective 5.7. Support the strategic and planned growth of the Kelowna General Hospital campus as the region's most critical health facility.**

- Policy 5.7.1. Kelowna General Hospital.** Work with Interior Health to support the continued growth of Kelowna General Hospital, respecting the context of the surrounding neighbourhoods, through the implementation of the *Hospital Area Plan*.



- Policy 5.7.2.** **Hospital Area Plan.** Use the *Hospital Area Plan* for planning guidance in the Core Area Health District.
- Policy 5.7.3.** **Health District Neighbourhood Transition.** Limit development north and south of the Kelowna General Hospital Campus to small scale health services and residential uses that provide a sensitive transition towards Core Area Neighbourhoods and the Abbott Street Heritage Conservation Area.
- Policy 5.7.4.** **Cottonwoods Care Centre.** Support the continuation of health services uses at the Cottonwoods Care Centre, recognizing it as a critical health care facility for the City.

**Objective 5.8. Encourage employment-intensive industrial uses in the Core Area.**

- Policy 5.8.1.** **Protection of Industrial Lands.** Discourage the re-designation of **industrial** lands and ensure their use for **industrial** purposes to protect employment, production, manufacturing, warehousing, logistics and repair functions in the city. This includes limiting residential and commercial uses within **industrial** areas that promote speculation and make developing **industrial** uses challenging.
- Policy 5.8.2.** **Employment-Intensive Industrial.** Increase the employment density of **industrial** land in the **Core Area** by supporting **industrial** uses that make more efficient use of underutilized land. Discourage new commercial storage facilities in the **Core Area**.
- Policy 5.8.3.** **North End Industrial Lands.** Support the growth of **industrial** development in Kelowna's North End with additional opportunities for **specialty retail** where it is supportive of the production and manufacturing in the area. Develop more detailed policy guidance through the *North End Neighbourhood Plan*.
- Policy 5.8.4.** **Regional Collaboration for Industrial Lands.** Support a regional approach to managing **industrial** lands, recognizing that **industrial** business needs are connected across the region, with different local contexts playing unique and important roles.

**Objective 5.9. Encourage initiatives in the Core Area that supplement the local food system to increase food security, equitable access to healthy food and social connections.**

- Policy 5.9.1.** **Equitable Food Access.** Encourage the inclusion of small and mid-size grocery stores, seasonal farmers markets and emergency food services in **Village Centres** and **Core Area** Neighbourhoods.
- Policy 5.9.2.** **Farmer's Markets.** Support the development of both year-round and seasonal farmer's markets in the **Core Area** to provide access to healthy food options.
- Policy 5.9.3.** **Urban Agriculture.** Encourage **urban agriculture**, that uses integrated pest management practices, as a way of supplementing the **local food system** and reducing greenhouse gas emissions associated with food production, processing, and transportation. In the Core Area, support and encourage urban agriculture using approaches that include, but are not limited to:
- Food production on public and private land including rooftops, beehives, and edible landscaping on residential boulevards, park land, backyards, and rights-of-way;
  - Multi-residential shared gardens and services (i.e. water and storage) in new developments; and

- Private and non-profit sector universally-accessible community gardens, considering the use of City-owned land for use of community gardens where appropriate.

**Policy 5.9.4.** **Indigenous Forest Gardens.** Partner with **syilx/Okanagan** communities to develop, forest gardens that focus on the cultivation of native and culturally important species of plants for food and medicine.

**Objective 5.10. Ensure a compatible urban-rural interface that protects agricultural uses.**

**Policy 5.10.1. Agricultural Land Protection.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from the impacts of adjacent development and redevelopment.

**Policy 5.10.2. Urban-Rural Interface Uses.** Where a property is adjacent to **agricultural lands**, encourage land uses that are compatible with adjacent agricultural uses, such as **urban agriculture** and **passive recreational** uses. Encourage uses that accommodate vulnerable populations, such as seniors, children and people with health challenges to parcels that are not adjacent to agriculture to limit interface incompatibilities.

**Policy 5.10.3. Urban-Rural Buffers.** Where a property is adjacent to land in the **ALR** ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the Farm Protection Development Permit Guidelines outlined in *Chapter 22: Farm Protection Development Permit Areas*.

## Housing



As the City focuses growth in the **Core Area**, urban neighbourhoods will become increasingly desirable as more people choose to live close to services and amenities. By expanding the variety of housing forms and tenures, the **Core Area** will be better able to provide housing options for all citizens, including smaller households and families. Also, by encouraging the creation of new rental housing and protecting existing rental housing, there will be more affordable and attainable housing options for low-income households. As land values increase in the **Core Area**, it will be important to promote strategies and actions that limit displacement of low-income citizens currently living in these neighbourhoods.

Partnerships between different levels of government, development community and non-profit housing organizations will be needed to provide stable, affordable housing in the **Core Area**. The City will prioritize investment in land for affordable housing within the **Core Area** to ensure that affordable housing is in proximity to sustainable transportation options, services and amenities.

**Objective 5.11. Increase the diversity of housing forms and tenure to create an inclusive, affordable and complete Core Area.**

**Policy 5.11.1. Diverse Housing Forms.** Ensure a diverse mix of **low** and **medium density** housing forms in the **Core Area** that support a variety of households, income levels and life stages.

**Policy 5.11.2. Diverse Housing Tenures.** Encourage a range of rental and ownership tenures that support a variety of households, income levels and life stages. Promote underrepresented

forms of tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and rent-to-own.

- Policy 5.11.3.** **Family-Friendly Housing.** Incorporate ground-oriented units in the design of multi-family developments to support family-friendly housing types. Ensure that multi-family developments include a variety of unit sizes, encouraging 10 per cent of units to be three or more bedrooms.
- Policy 5.11.4.** **Accessible Design.** Integrate universal design features and principles to create housing options for people of all ages and abilities and to support aging in place.
- Policy 5.11.5.** **City Land Acquisition.** Prioritize land acquisition and housing partnerships in the **Core Area**, in addition to **Urban Centres**, to support affordable rental housing that is in close proximity to services and amenities.
- Policy 5.11.6.** **Social Connections through Design.** Encourage housing design that incorporates front porches, gardens, greenspace and children's play areas to foster social connections, inclusion and intergenerational relationships.
- Policy 5.11.7.** **Residential Amenity Space.** Develop policies and regulations that incentivize the provision of private amenity space early in the planning process as part of multi-unit residential to enhance overall development benefit.

#### **Objective 5.12. Protect citizens from displacement due to Core Area development.**

- Policy 5.12.1.** **Housing with Supports.** Prioritize the development of subsidized housing and housing with supports in the **Core Area** in addition to the **Urban Centres**, particularly near employment, public transit, services and amenities. Promote acceptance to the community for these supports, services and the citizens that are using them.
- Policy 5.12.2.** **Displacement Impacts of Gentrification.** Ensure **Core Area** planning initiatives include affordable housing and access to services to ensure low to moderate income renters are protected from **displacement effects of gentrification**.
- Policy 5.12.3.** **Tenant Assistance.** Work towards the creation of a Council policy to protect tenants displaced by redevelopment through fair relocation assistance from the developer. Such relocation assistance should ensure that tenants retain their access to services and amenities, such as employment, transportation and schools.
- Policy 5.12.4.** **Protection of Mobile Home Parks.** Prioritize retention of mobile home parks as an important source of affordable housing in our community. Only consider redevelopment of mobile home parks if 1:1 replacement of affordable units is included in the redevelopment.
- Policy 5.12.5.** **Redevelopment of Mobile Home Parks.** During redevelopment, ensure owners of mobile home parks create and implement a viable relocation plan for current tenants and provide them with a first refusal to purchase, as per *Council Policy #229*.

#### **Objective 5.13. Protect the rental housing stock.**

- Policy 5.13.1.** **Protection of Existing Rental Stock.** Ensure retention or replacement of existing rental units as redevelopment occurs in the **Core Area** through planning tools that include, but are not limited to, **Rental Only Zoning** and **Rental Replacement Obligations**.



- Policy 5.13.2.** **Rental Conversion.** Prohibit the conversion of existing residential rental buildings to condominium status when the rental vacancy rate falls below five per cent in Kelowna, unless the conversion is for the purpose of creating affordable rental housing with a Section 219 covenant registered on each strata title.
- Policy 5.13.3.** **Short-Term Rentals.** Ensure short-term rental accommodations do not negatively impact the long-term rental housing supply.

## Transportation



To support the transformation of the **Core Area** areas to a more resilient low carbon future, the 2040 OCP envisions expanded roles for transit, walking and biking.

The availability of frequent transit service, protected bike lanes and more walkable streets will facilitate a high level of connectivity between the **Core Area** neighbourhoods and the services and employment located in the nearby Urban and **Village Centres**. In particular, the extension of the frequent transit network to align with **Transit Supportive Corridors** will improve connections to destinations across the City over time.

To realize this vision, the City and developers will need to partner on frontage improvements on key corridors to support frequent transit investments and enhance walkability. The City will continue to make strategic investments in protected bike lanes, local street urbanization works and pursue partnerships with BC Transit to establish the frequent transit network.

### **Objective 5.14. Provide safe, walkable, Core Area neighbourhoods that are connected to key destinations.**

- Policy 5.14.1.** **Walkability.** Promote safety and comfort of pedestrians through the design of streets and sidewalks that integrate street tree planting, enhanced public realm treatments, street furniture, curb-side parking and **parkettes**.
- Policy 5.14.2.** **Roadway Congestion.** Recognize and accept that Kelowna's streets and parking will become busier as the city grows. Reduce reliance on automobiles as redevelopment occurs in the **Core Area** by shifting trips away from driving by creating walkable streets, protected bike routes and investing in improved transit service.
- Policy 5.14.3.** **Pedestrian and Biking Connectivity.** With new developments, require dedication of on-site walking and biking paths as outlined in Map 13.3 to provide links to adjacent parks, schools, transit stops, recreation facilities, **employment areas** and other activity areas.
- Policy 5.14.4.** **Base Level Transit Service.** Prioritize basic transit service for all citizens in the **Core Area** in Transit Service Plan updates to ensure diverse transportation options in areas with population densities that meet acceptable performance standards to ensure financial viability of service.
- Policy 5.14.5.** **Frequent Transit.** Establish a network of frequent transit routes along key corridors to link **Core Area** Neighbourhoods and **Village Centres** with **Urban Centres** as well as key institutional and community services such as Kelowna General Hospital, UBCO, Okanagan College and major recreation areas.

- Policy 5.14.6.** **Active Transportation Corridors.** Establish **Active Transportation Corridors** that are designed for bicyclists and pedestrians of all ages in accordance with the objectives of the Pedestrian and Bicycle Master Plan.
- Policy 5.14.7.** **Bicycle-oriented Development.** Prioritize bicycle parking and **end-of-trip facilities** through site planning and design of new development to ensure biking is an attractive and convenient transportation option.
- Policy 5.14.8.** **Urban Street Network.** Enhance street network connectivity and redundancy; strengthen **people capacity** to improve sustainable transportation and make it easier to access the surrounding major road network.
- Policy 5.14.9.** **Access Management.** Protect the functionality of **Active Transportation Corridors, transit supportive corridors** and arterial roads by limiting direct driveway accesses. Ensure that new development takes vehicular access via laneways or secondary streets. Where that is not possible, encourage lot assemblies that reduce the total number of driveway accesses.

**Objective 5.15. Create major streets that are walkable, support local retail and connect neighbourhoods to Urban Centres by car, bike and transit.**

- Policy 5.15.1.** **Complete Streets.** Design streets to accommodate various combinations of transportation modes and uses, recognizing the intended role of a street in supporting key transportation networks (e.g. **Active Transportation Corridor**, Frequent Transit, Highway). Designs should prioritize efficient movement of people over vehicles to optimize future road capacity.
- Policy 5.15.2.** **Transit Supportive Corridor Streets.** Create pedestrian-friendly tree-lined streetscapes along **Transit Supportive Corridors**, providing easy and comfortable movement along the corridor.
- Policy 5.15.3.** **Highway 97.** Recognize the role that Highway 97 plays as both a **higher capacity transit** corridor and goods and services transportation link between Kelowna and its business markets.
- Policy 5.15.4.** **Highway Permeability.** Work with Ministry of Transportation and Infrastructure to improve access across provincial highways for all modes to promote neighbourhood connectivity within the **Core Area**.
- Policy 5.15.5.** **Transit Priority.** Utilize transit priority measures to optimize transit travel time on **Frequent Transit Routes**.
- Policy 5.15.6.** **Transit Infrastructure.** Ensure frequent transit network routes are supported by key infrastructure (i.e. transit stops, bus pull out bays, bus shelters, benches, sidewalks, lighting, accessibility features, or other transit amenities) to optimize transit service in the **Core Area**.
- Policy 5.15.7.** **Safe Crossings.** Create safe and accessible crossing opportunities on collectors and arterials.

**Objective 5.16. Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on.**

- Policy 5.16.1. Streets as Public Space.** Supplement park space in the **Core Area** by providing other places for people to gather, including but not limited to shared spaces, urban plazas and activation at street intersections and mid-block connections. To further support activity in these spaces, discourage the use of window bars and roll down panels on building facades in **Village Centres** and along **Transit Supportive Corridors**.
- Policy 5.16.2. Local Streets.** Create a pedestrian friendly environment on local streets with a continuous boulevard treatment to support a robust urban tree canopy.
- Policy 5.16.3. Neighbourhood Short-Cutting.** Assess options to mitigate cut-through vehicle traffic through traffic calming, traffic diversion and other design when considering development applications and infrastructure investments.

**Objective 5.17. Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.**

- Policy 5.17.1. Okanagan Rail Trail Protection.** Ensure the long-term protection of the Okanagan Rail Trail by avoiding encumbrances within the Okanagan Rail Trail corridor, including but not limited to: driveways, crossings, and utilities.

**Objective 5.18. Manage curb space to reflect a range of community benefits.**

- Policy 5.18.1. Parking Management.** Use parking management strategies to ensure adequate turnover and availability in high demand areas and to encourage greater uptake of sustainable transportation options.
- Policy 5.18.2. Parking Spillover.** Introduce parking management strategies to reduce the impact of new multi-family residential parking on **Core Area** neighbourhood streets.
- Policy 5.18.3. Shared Mobility Access.** Adapt management of curb space to improve access to shared mobility options and reflect changing community priorities (e.g. car share, electric vehicle charging stations, ride-hailing and emerging mobility options).
- Policy 5.18.4. Road Capacity Increases.** Prioritize the removal of on street parking over land acquisition when exploring road capacity increases, with due consideration of the road's character and function.

**Objective 5.19. Adapt and respond to shifting long-term demand for parking facilities.**

- Policy 5.19.1. Parking Relaxations.** Consider parking requirement relaxations, where the development provides a robust **Transportation Demand Management** strategy (e.g. car share memberships, bicycle parking, co-working space) or includes occupants (e.g. low income citizens) that would contribute to lower rates of vehicle ownership.
- Policy 5.19.2. Parking in Core Area Parks.** Limit the area used for automobile parking in **Core Area** parks, reflecting the constrained land area and greater mobility options in these centrally



located neighbourhoods.

**Policy 5.19.3.** **Leverage Cash-in-Lieu.** Explore opportunities to expand cash-in-lieu parking program to **Core Area** neighbourhoods to fund sustainable transportation priorities and support climate action.

**Policy 5.19.4.** **Electric Vehicle Charging.** Integrate electric vehicle charging stations in off-street parking plans for new multi-family, institutional and commercial developments.

**Objective 5.20. Adapt and respond to emerging transportation technologies.**

**Policy 5.20.1.** **Shared Mobility Programs.** Support pilots and partnerships to improve access to emerging on-demand mobility options that reduce greenhouse gases and improve sustainable transportation options.

**Policy 5.20.2.** **Emerging Transportation Technology.** Work with other levels of government and industry to leverage potential of emerging transportation technologies (self-driving, ride-hailing etc.) to reduce congestion and greenhouse gases while supporting the transition away from a car centric culture.

## Culture



Culture within Kelowna's **Core Area** is evident within its parks, public spaces and streetscapes. Public art installations, both publicly and privately owned, make walking through the **Core Area** streets, open spaces and parks a delight for citizens and visitors alike. While Downtown's Cultural District will act as the main focus on cultural investments, opportunities for cultural expression in the Core Area should still be encouraged and supported, especially in **Village Centres** and **Transit Supportive Corridors**.

As the Core Area grows, the development of new cultural infrastructure will require creative partnerships between the City, other stakeholders, and the private sector.

**Objective 5.21. Develop and maintain cultural infrastructure to support a vibrant Core Area.**

**Policy 5.21.1.** **Cultural Infrastructure.** Design parks, public spaces and streetscapes in the **Core Area** to support cultural programs, public events, performances, and public art installations.

**Policy 5.21.2.** **Creative Industries.** Support measures to create affordable studio or workshop space, live/work uses, and flexible spaces to expand creative industries.

**Policy 5.21.3.** **Live/Work Space.** Consider innovative ways to increase the supply of live/work space that is affordable for artists, and work/live space for **industrial** design and related activities.

**Objective 5.22. Encourage artistic innovation and creative expression in the built environment across both the private and public sectors.**

**Policy 5.22.1.** **Public Art Promotion.** Promote public art that celebrates the culture and diversity of Kelowna while reflecting unique character and qualities within the **Core Area**. Seek opportunities to partner and collaborate with Westbank First Nation and Okanagan

Indian Band on public art and placemaking initiatives that acknowledge and celebrate their traditional territory and cultural values.

**Policy 5.22.2.** **Showcase Art in New Development.** Expand public art as an integral part of urban design and development within the **Core Area**. Encourage public art in conjunction with major public and private development.



The Gateway represents the entryway to Kelowna and plays a unique role as a driver of innovation and economic growth in the Okanagan region. It includes the Kelowna International Airport, which welcomes visitors from around the world, and straddles Highway 97 which is traveled by thousands of people every day and is a significant goods movement corridor. The Gateway is also home to UBC's Okanagan Campus, connecting international students to Kelowna, and connecting local students to the world.

But the synergies aren't just in the name. These institutions and infrastructure are connected in other ways. The University benefits from close proximity to one of the fastest growing airports in the country for easy access to international talent and markets. Partnerships between the university and adjacent **industrial** development stand to build an exciting future for research. All of the uses in the area benefit from the easy access to local and regional markets provided by Highway 97.

Leveraging these partnerships is encouraged as the area's **industrial** base grows and matures, supported and driven by the University and airport. Student-focused residential and commercial uses are also encouraged in the area to facilitate the continued growth of UBC's Okanagan campus. This kind of growth will also drive the area to embrace a shift in transportation behaviour to a greater focus on transit.

## Land Use and Urban Design



Land use directions in the Gateway focus primarily on three distinct types of development, each of which play a unique role in the City and in the region: the rapidly diversifying University of British Columbia Okanagan (UBCO) campus, Kelowna International Airport (YLW) and the growing **industrial** areas.

Continuing to facilitate growth in this important regional hub will require working closely with community and institutional partners in the Gateway and continuing to limit the erosion of industrial land uses, retaining these lands as primarily employment uses that serve the specific needs of **industrial** employers. Some of this development includes lands in the **Agricultural Land Reserve**, requiring collaboration between the City and the **Agricultural Land Commission** as these lands build out. Concurrently, residential uses should be limited to targeted areas within or near the University South Village Centre to support the University and other major employers in the area.

### Objective 6.1. Support the evolution of the University of British Columbia – Okanagan into a more complete community.

- Policy 6.1.1.** **UBCO Vision.** Support the University of British Columbia in implementing the vision outlined in its *Okanagan Campus Plan*, working towards the following:
- Recognizing the university's role as a hub for innovation in the City;
  - Supporting the expansion of university facilities on Educational and Institutional lands;



- Supporting the development of **medium density** residential development on the UBCO campus;
- Encouraging the provision of a range of services, particularly access to healthy food, to meet the daily needs of the growing student, employee, and resident population; and
- Improving connectivity through all modes of transportation.

**Policy 6.1.2.** **Innovation Precinct.** Increase the employment density of **industrial** land within and adjacent to the **Innovation Precinct** by supporting more employment-intensive **industrial** uses and by making more efficient use of underutilized land.

**Policy 6.1.3.** **University Building Heights.** Support **low rise** and **mid rise** buildings as the highest buildings at the UBCO campus where it complies with the Obstacle Limitation Surface as outlined in the *Airport Zoning Bylaw*.

**Policy 6.1.4.** **University Public Realm.** Support the University of British Columbia in its efforts to provide high quality public spaces as per the *Okanagan Campus Plan*.

**Policy 6.1.5.** **ALR Lands at UBCO.** Consider UBCO campus expansion onto ALR lands that have a future land use of Rural - Agricultural & Resource (R-AGR) at such time as a comprehensive campus planning process is complete, in consultation with agricultural stakeholders.

## **Objective 6.2. Build a complete University South Village Centre.**

**Policy 6.2.1.** **Village Centre Commercial Area.** Maximize opportunities for commercial uses and services at grade towards the north end of the University South Village Centre that cannot be accommodated on campus to create a hub of activity between Village Centre residents and UBCO.

**Policy 6.2.2.** **University South Density.** Encourage **medium density** residential development in the University South Village Centre to support opportunities to live near the growing **employment areas** in the Gateway, particularly UBCO and Kelowna International Airport.

**Policy 6.2.3.** **University South Building Heights.** Support **low-rise** buildings as the highest buildings in the University South Village Centre where they comply with the Obstacle Limitation Surface as outlined in the *Airport Zoning Bylaw*.

**Policy 6.2.4.** **University South School Site.** Support the development of a new school site within the University South Village Centre.

**Policy 6.2.5.** **Car-Oriented Commercial.** Direct large format commercial development to lands designated Regional Commercial to provide easy access to regional vehicle traffic. Do not support such uses in the University South Village Centre or Educational and Institutional lands.

**Objective 6.3. Support the strategic and planned growth of Kelowna International Airport as a regional economic generator.**

- Policy 6.3.1. Kelowna International Airport Master Plan.** Support the continued growth of Kelowna International Airport (YLW), through the implementation of the recommendations in the *YLW Airport Master Plan 2045*, as amended.
- Policy 6.3.2. International Airport Expansion.** Continue to secure land to allow for the expansion and development of Kelowna International Airport as outlined in the *YLW Airport Master Plan 2045*, as amended.
- Policy 6.3.3. Aircraft Noise Impacts.** Prohibit increases in residential density within the NEF 25 contour and above, as illustrated in Map 6.1, to accommodate for growth in aircraft travel from Kelowna International Airport. In addition, new development that falls within the Federal Aviation Zone, as illustrated in Map 6.2, should include upgraded sound proofing and must provide a covenant that saves the City harmless with respect to noise complaints.
- Policy 6.3.4. Building Heights Near Airport.** Require that all proposed development projects within the Federal Aviation Zone, as illustrated in Map 6.2, include consultation with Kelowna International Airport, Transport Canada, and NavCanada with respect to building heights as per **Airport Zoning Regulations** under the authority of the Aeronautics Act.
- Policy 6.3.5. ALR Lands at YLW.** Support the exclusion of ALR lands at YLW, as identified in the *YLW Airport Master Plan 2045*, in time to allow for airport expansion and development.
- Policy 6.3.6. Preservation of ESA Lands at YLW.** Preserve **environmentally sensitive areas** on YLW lands while not impacting aircraft safety until such time they are needed for YLW expansion and development.

**Objective 6.4. Support the continued development of industrial lands.**

- Policy 6.4.1. Erosion of Industrial Lands.** Discourage the re-designation of **industrial** lands in the Gateway and ensure their use for **industrial** purposes to protect employment, production manufacturing, warehousing, logistics and repair functions in the City. This includes limiting residential and commercial uses within **industrial** areas that promote speculation, which make developing **industrial** uses challenging.
- Policy 6.4.2. Jim Bailey / Beaver Lake Industrial Lands.** Encourage the development of the **industrial** lands in the vicinity of Jim Bailey Road and Beaver Lake Road, recognizing the unique role that the area plays as a large scale **industrial** area, by undertaking the following:
- Encouraging heavy/large format industrial uses in this area, such as manufacturing and warehousing that may not transition well into other Kelowna neighbourhoods;
  - Discouraging the creation of small lot **industrial** properties;
  - Discouraging integration of residential uses; and
  - Planning for and coordinating the provision of utility and transportation infrastructure to service **industrial** growth.
- Policy 6.4.3. Reid's Corner.** Support continued development of Reid's Corner, centered on the intersection of Rutland Road and Old Vernon Road, by encouraging the consolidation of smaller lots into larger properties to facilitate industrial uses. Discourage commercial development, except where it serves the nearby employees of those **industrial** uses.

- Policy 6.4.4.** **Industrial / Residential Interface.** Require low impact **industrial** uses where **industrial** lands are adjacent to residential lands. Such uses should be primarily indoors, have limited outdoor storage and include extensive buffering and screening to reduce impacts on residential neighbourhoods.
- Policy 6.4.5.** **Highway 97 Industrial Orientation.** Design new **industrial** development that is adjacent to Highway 97 to provide a more attractive façade facing the highway. Approaches may include greater façade articulation, colour variation, windows and other features that add to the visual interest along the highway corridor.
- Policy 6.4.6.** **Regional Industrial Lands.** Support a regional approach to managing **industrial** lands, recognizing that **industrial** business needs are connected across the region, with different local contexts playing unique and important roles.

**Objective 6.5. Encourage initiatives in the Gateway that supplement the local food system to increase food security, equitable access to healthy food and social connections.**

- Policy 6.5.1.** **Urban Agriculture.** Encourage **urban agriculture** that uses integrated pest management practices as a way of supplementing the **local food system** and reducing greenhouse gas emissions associated with food production, processing, and transportation. In the Gateway, support and encourage urban agriculture using approaches that include, but are not limited to:
- Food production on public and private land including rooftops, beehives, and edible landscaping on residential boulevards, park land, backyards, and rights-of-way;
  - Multi-residential shared gardens and services (i.e. water and storage) in new developments;
  - Private and non-profit sector universally-accessible community gardens, considering the use of City-owned land for use of community gardens where appropriate.
- Policy 6.5.2.** **Land Linking.** Collaborate with others to increase farming opportunities on City-owned properties.
- Policy 6.5.3.** **Indigenous Forest Gardens.** Partner with **syilx/Okanagan** communities to develop, forest gardens that focus on the cultivation of native and culturally important species of plants for food and medicine.

**Objective 6.6. Promote greater inclusion and public safety in the Gateway.**

- Policy 6.6.1.** **Child Care Spaces.** Support the development of child care spaces including accessible, affordable and inclusive spaces that meet the needs of citizens living or working in the Gateway.
- Policy 6.6.2.** **Private Open Space.** Encourage the development of private open space amenities as part of new residential development in the University South Village Centre. In addition, encourage public accessible private open space in **industrial** and Regional Commercial lands.

**Objective 6.7. Protect and preserve agricultural land and its capacity.**

- Policy 6.7.1.** **Protect Agricultural Land.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from urban development and the impacts of adjacent development and redevelopment.
- Policy 6.7.2.** **Agricultural Land Designation.** Protect and support the continued designation and use of **agricultural land** for agricultural purposes regardless of soil types and capabilities. Locate agricultural structures to maximize the agricultural potential of prime soil resources.
- Policy 6.7.3.** **ALR Exclusions.** **ALR** exclusion applications to the **ALC** will not be considered except where such exclusions are consistent with the generalized Future Land Use Map 3.1 and **ALC** guidance and conditions. **ALR** exclusion applications may be considered as part of a scheduled, comprehensive OCP Bylaw Review or Agriculture Plan Update based on the following factors:
- Consistency with the goals, objectives and other policies in the 2040 OCP;
  - Does not require the extension of municipal services; and/or
  - Demonstrates a civic need that cannot be provided elsewhere.
- Other considerations include the size of the parcel, the percentage of the parcel within the **ALR** and agricultural capability. Soil capability alone should not be used as justification for exclusion.
- Policy 6.7.4.** **Agri-tourism, Alcohol Production Facilities, Farm Retail Sales.** Support **agri-tourism** uses that can be proven to be in aid of and directly associated with established farm operations as a primary use. Permit alcohol production facilities and farm retail sales on **ALR** lands where consistent with existing **ALC** policies and regulations.
- Policy 6.7.5.** **Non-farm Uses.** Restrict **non-farm uses** that do not directly benefit agriculture except where such non-farm uses are otherwise consistent with the goals, objectives and other policies of this OCP. Support non-farm use applications on **agricultural lands** only where approved by the **ALC** and where the proposed uses:
- Are consistent with the Zoning Bylaw and the OCP 2040;
  - Provide significant benefits to local agriculture;
  - Do not require the extension of municipal services;
  - Will not utilize productive **agricultural lands**;
  - Will not preclude future use of the lands for agriculture; and
  - Will not harm adjacent farm operations.
- Policy 6.7.6.** **Subdivision of Agricultural Land.** Maximize the potential for **agricultural land** to be used for agriculture by not allowing it to be subdivided into smaller parcels, except where significant positive benefits to agriculture can be demonstrated or in the case of homesite severances approved by the **ALC**.
- Policy 6.7.7.** **Secondary Suites.** Secondary suites on **ALR** lands must be located within a permitted principal dwelling.
- Policy 6.7.8.** **Farm Help Housing.** As a first option, encourage farm help housing to be located within the **Permanent Growth Boundary**, providing access to amenities for workers. As a second option, accommodation for farm help on **agricultural land** on the same **farm unit**, where approved by the **ALC**, will be considered only when:
- Agriculture is the principal use on the parcel; and



- The applicant demonstrates that the on-site housing for farm workers is necessary for the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that permanent help is deemed necessary.

**Temporary farm working housing**, such as **bunkhouse accommodation** on non-permanent foundations, is the preferred solution where farm worker housing is justified.

**Policy 6.7.9.** **Homeplating.** Locate buildings and structures, including farm help housing and farm retail sales areas and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage.

**Policy 6.7.10.** **Conservation Tools.** Promote the use of conservation programs or covenants on **agricultural land**, where approved by the **ALC**, to protect environmentally sensitive areas.

**Policy 6.7.11.** **Large Scale Alternative Energy on Agricultural Land.** Prohibit the use of solar farms (photovoltaics) or other large scale alternative energy solutions, developed for the sale of power to third parties, on properties in the **Agricultural Land Reserve**.

## **Objective 6.8. Ensure a compatible urban-rural interface.**

**Policy 6.8.1.** **Agricultural Land Protection.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from the impacts of adjacent development and redevelopment.

**Policy 6.8.2.** **Urban-Rural Interface Uses.** Where a property is adjacent to **agricultural lands**, encourage land uses that are compatible with adjacent agricultural uses. Encourage uses that accommodate vulnerable populations, such as seniors, children and people with health challenges to parcels that are not adjacent to agriculture to limit interface incompatibilities.

**Policy 6.8.3.** **Urban-Rural Buffers.** Where a property is adjacent to the **ALR**, ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the Farm Protection Development Permit Guidelines outlined in *Chapter 22: Farm Protection Development Permit Area*.

**Policy 6.8.4.** **Glenmore Landfill Nuisance Impacts.** Do not support additional urban development and intensification in the landfill impact buffer area, as illustrated in Map 13.8.

## **Housing**



Kelowna's Gateway will include housing forms and tenures that support the UBCO campus as well as nearby employment centres, offering greater housing options for students and faculty of UBCO and well as other key employers in the area. This approach focuses on the expansion and protection of rental housing in anticipation of the area becoming one of the main housing hubs for university students, requiring the City to work closely with senior levels of government and UBCO.

**Objective 6.9. Encourage housing forms that support students, faculty and staff of nearby employment centres.**

- Policy 6.9.1. Student and Faculty Housing.** Encourage the development of residential units that meet the needs of students and UBCO faculty, including units that can accommodate families, such as units with three or more bedrooms.
- Policy 6.9.2. Range of Housing Tenure.** Support a range of rental and ownership tenures that support a variety of households and income levels. In addition, support underrepresented forms of tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and rent-to-own.
- Policy 6.9.3. Social Connections Through Design.** Encourage housing designs that incorporate spaces that foster social connections and inclusion, such as courtyards and rooftop patios.
- Policy 6.9.4. Accessible Design.** Integrate universal design features and principles to create housing options for people of all ages and abilities.

**Objective 6.10. Prioritize the construction of purpose-built rental housing.**

- Policy 6.10.1. Housing Tenure Diversity.** Support the development of rental housing in the Gateway District, within UBCO and the University South Village Centre.
- Policy 6.10.2. Protection of Existing Rental Stock.** Ensure retention or replacement of existing rental units as redevelopment occurs in the Gateway through planning tools that include, but are not limited to, **Rental Only Zoning** and **Rental Replacement Obligations**.
- Policy 6.10.3. Rental Conversion.** Prohibit the conversion of existing residential rental buildings to condominium status when the rental vacancy rate falls below five per cent in Kelowna.
- Policy 6.10.4. Tenant Assistance.** Ensure that tenants displaced by redevelopment are protected through relocation assistance from the developer.
- Policy 6.10.5. Short-Term Rentals.** Ensure short-term rental accommodations limits impact on the long-term rental housing supply.

## Transportation



To support the growth of key employment centres in the Gateway, improvements to transportation options for the thousands of employees in the area are needed. New roadway investments will improve access within the district, while maintaining access to Highway 97. At the same time, the Okanagan Rail Trail will continue to be the spine for people walking and biking in the area with future investments targeting improved access and linkages to it. Enhancements to transit service will be vital to support growth of UBCO, while providing low carbon transportation options for the thousands of people working and studying in this area of the City.

City investments in the area will focus on targeted investments to expand access to Highway 97, the Okanagan Rail Trail and partnerships with UBCO, YLW and BC Transit to extend frequent transit service to major employment centres in the district.

**Objective 6.11. Maintain access to goods movement and reduce dependence on the automobile where possible.**

- Policy 6.11.1. Pedestrian and Biking Connectivity.** With new developments, require dedication of on-site walking and biking paths as outlined in Map 13.3 to provide links to adjacent parks, schools, transit stops, recreation facilities, **employment areas** and other important activity areas.
- Policy 6.11.2. Transit Infrastructure.** Ensure **Frequent Transit Network** routes are supported by key infrastructure (i.e. transit stops, bus pull out bays, bus shelters, benches, lighting, accessibility features) to achieve transit service goals of UBCO and Kelowna International Airport.
- Policy 6.11.3. Frequent Transit.** Invest in a network of frequent transit routes that connect Kelowna International Airport and UBCO with the **Core Area** and **Urban Centres**.
- Policy 6.11.4. Transit Priority.** Utilize transit priority measures on key corridors to optimize transit travel time on the **Frequent Transit Network**.
- Policy 6.11.5. Kelowna International Airport.** Recognize the regional role that YLW has in transporting goods and people in and out of the region and beyond as a significant driver of the regional business economy.
- Policy 6.11.6. Highway 97.** Recognize the regional role that Highway 97 plays as both a **higher capacity transit** corridor and goods and services transportation link between Kelowna and its business markets.
- Policy 6.11.7. Road Capacity Increases.** Prioritize the removal of on street parking over land acquisition when exploring road capacity increases, with due consideration of the road's character and function.

**Objective 6.12. Develop a well-connected supporting street network to facilitate travel by alternate modes and reduce reliance on Highway 97.**

- Policy 6.12.1. Transportation Networks.** Ensure transportation networks support continued success and future expansion of key **employment areas**, such as UBCO and Kelowna International Airport. Seek enhancements in transit service, biking infrastructure and other sustainable modes of transportation in conjunction with planned roadway investments in the Gateway District.
- Policy 6.12.2. Street Network.** Enhance street network connectivity and redundancy to support diverse transportation options and make it easier to access the surrounding major road network.
- Policy 6.12.3. Safe Crossing.** Create safe and accessible pedestrian crossings for all ages and abilities at key intersections on collectors and arterials.
- Policy 6.12.4. Street Tree Linkages.** Within the Gateway, prioritize the installation of trees in as part of boulevards in the University South Village Centre and the Innovation District to maximize pedestrian and cyclist comfort for trips to and from the University.

**Objective 6.13. Make the Highway 97 corridor a more attractive entry point for the City.**

- Policy 6.13.1. Highway 97 Beautification.** Partner with the Ministry of Transportation and Infrastructure to advance beautification efforts along Highway 97 near UBCO and Kelowna International Airport, recognizing that these areas represent key entry points to the City.
- Policy 6.13.2. Traditional Territory Welcome.** Consider the use of artistic elements to signal to citizens and visitors that they are in the traditional territory of **syilx/Okanagan** people.

**Objective 6.14. Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.**

- Policy 6.14.1. Okanagan Rail Trail Protection.** Ensure the long-term protection of the Okanagan Rail Trail by not permitting encumbrances within the Okanagan Rail Trail corridor, including but not limited to: crossings, utilities, stormwater management.

**Objective 6.15. Maintain safe roads that support agricultural uses.**

- Policy 6.15.1. Trucking Routes.** Recognize major trucking routes that support larger processing and production in agricultural areas as outlined in Map 13.4.
- Policy 6.15.2. Service Corridors.** Minimize the impact of road and utility corridors through **agricultural lands**, using only those lands necessary and to the maximum capacity prior to seeking new corridors. Ensure provisions are made for farm traffic to cross major roads.

**Objective 6.16. Adapt and respond to shifting long-term demand for parking facilities.**

- Policy 6.16.1. Parking Facilities.** Investigate opportunities to develop shared parking options between UBCO and Kelowna International Airport.
- Policy 6.16.2. Public Electric Vehicle Charging Stations.** Provide public access to electric vehicle charging stations in strategic locations.
- Policy 6.16.3. Parking Management.** Introduce parking management strategies coupled with **Transportation Demand Management** approaches to encourage greater uptake of sustainable transportation options.
- Policy 6.16.4. Parking Relaxations.** Consider parking requirement relaxations where projects provide a robust **Transportation Demand Management** strategy (e.g. transit passes, bicycle end-of-trip facilities) and are well served by the **Frequent Transit Network** and the Okanagan Rail Trail.

**Objective 6.17. Adapt and respond to emerging transportation technologies.**

- Policy 6.17.1. Shared Mobility Programs.** Continue to support pilots and partnerships to improve access to emerging on-demand mobility options that reduce greenhouse gases and enhance sustainable transportation options.



- Policy 6.17.2. Emerging Transportation Technology.** Work with other levels of government and industry to leverage potential of emerging transportation technologies (self-driving, ride-hailing etc.) to reduce congestion and greenhouse gases and support the transition away from a car centric culture.
- Policy 6.17.3. Electric Vehicle Charging in New Development.** Integrate electric vehicle charging stations in off-street parking plans for new multi-family, institutional and commercial developments.

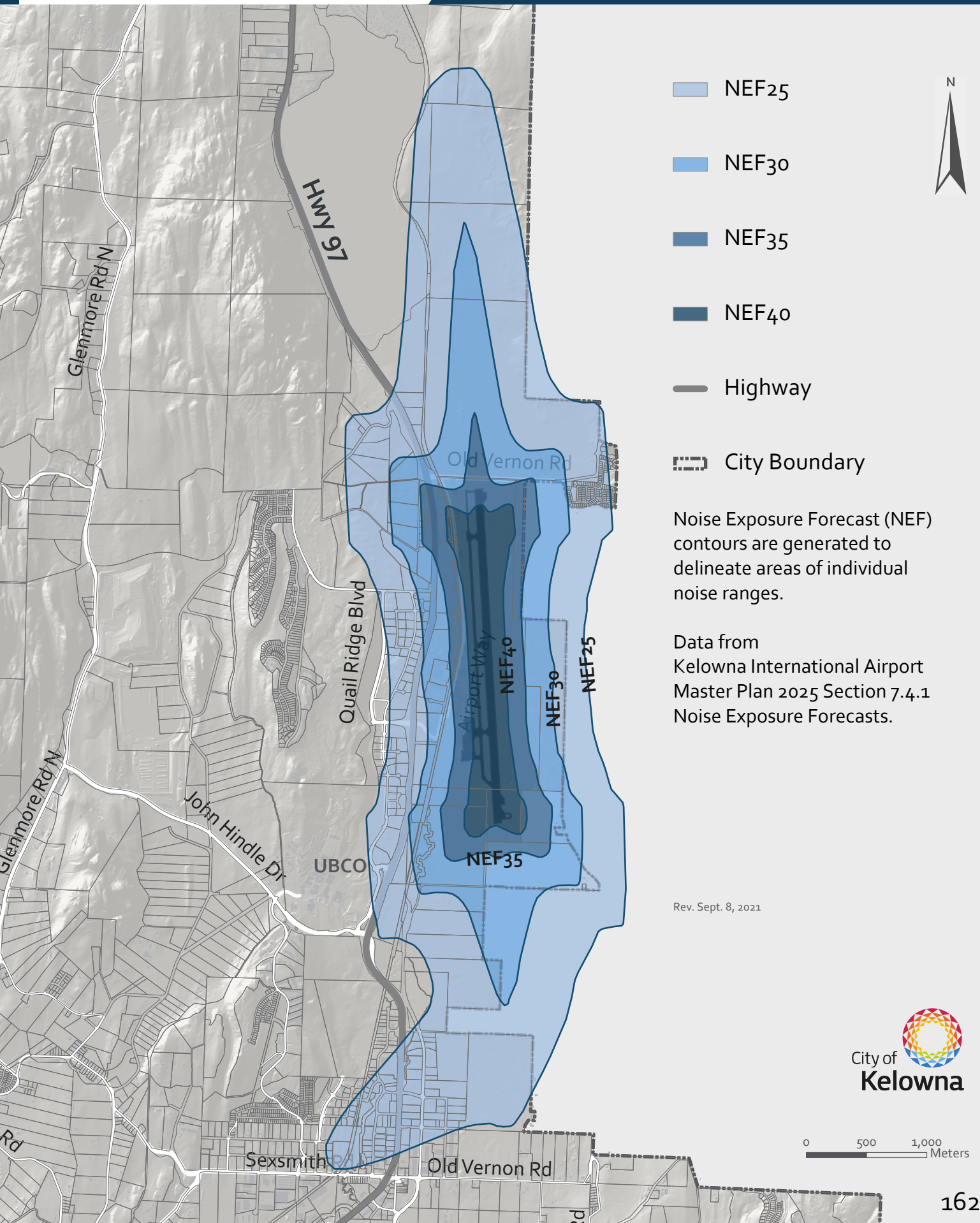
## Culture



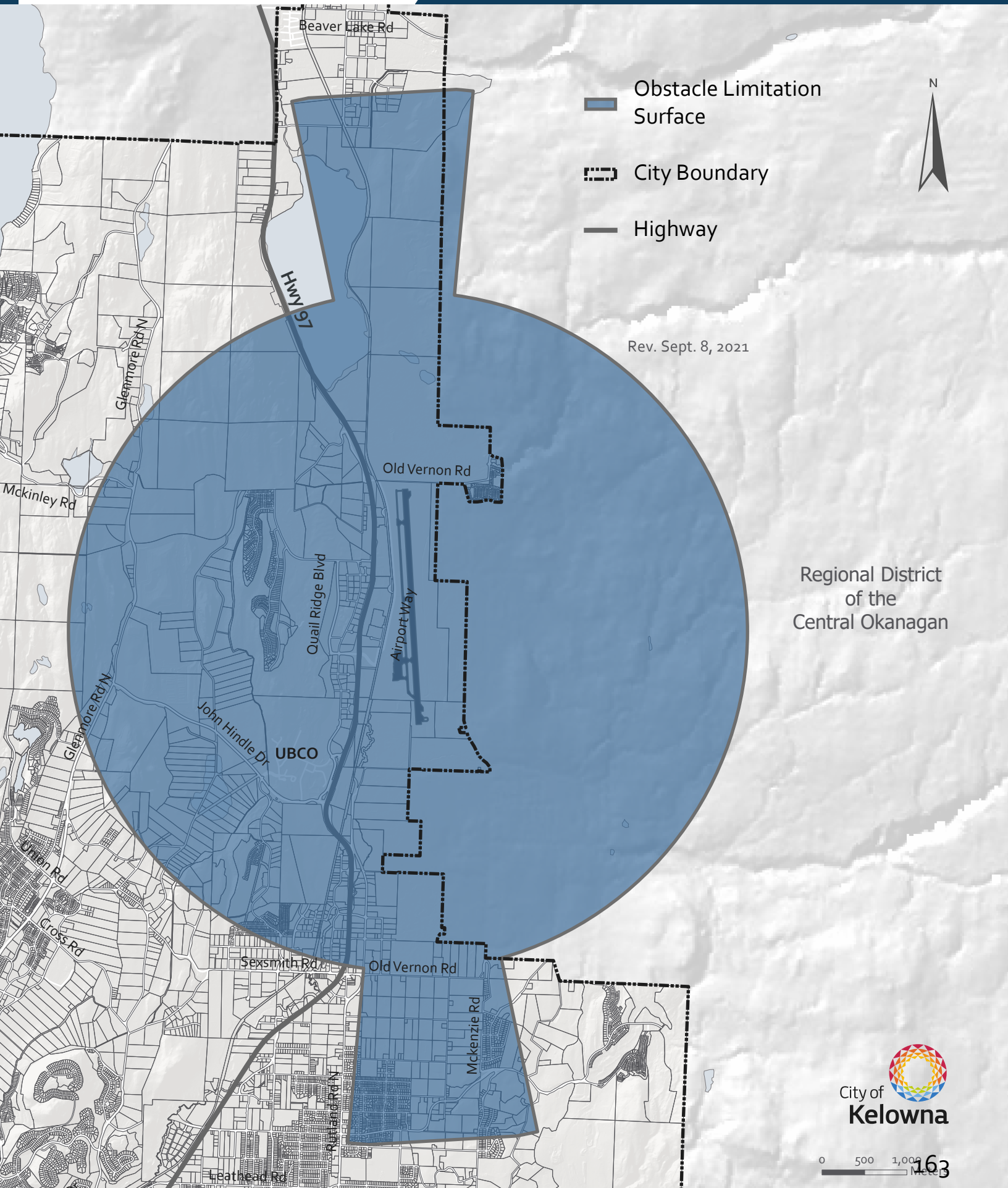
Culture builds social connections and reinforces a sense of place. As culture emerges and develops, it generates a unique identity that impacts the lives of citizens and visitors. With the Gateway acting as one of the main entry points to Kelowna and a major post-secondary destination, it is important that culture be captured within the built environment through both artistic innovation and creative expression.

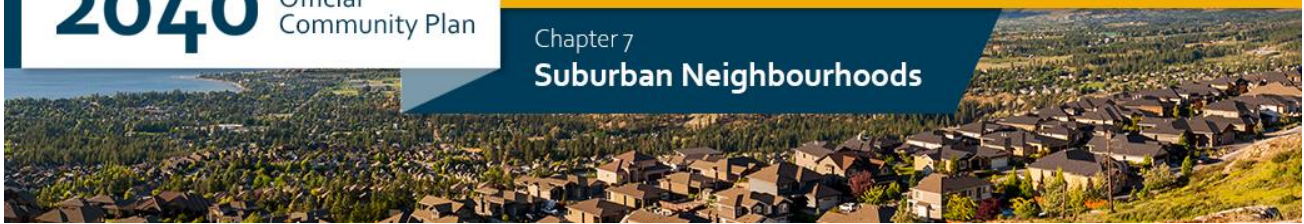
### **Objective 6.18. Encourage artistic innovation and creative expression in the built environment across both the private and public sectors.**

- Policy 6.18.1. Public Art Promotion.** Promote public art that celebrates the culture and diversity of Kelowna. Seek opportunities to partner and collaborate with Westbank First Nation and Okanagan Indian Band on public art and placemaking initiatives that acknowledge and celebrate their traditional territory and cultural values.
- Policy 6.18.2. Showcase Art in New Development.** Expand public art as an integral part of urban design and development within the Gateway District. Encourage public art in conjunction with major public and private development.
- Policy 6.18.3. Welcoming Artwork.** Emphasize the Gateway's role as an entry point to the City by both land and air by encouraging artwork that welcomes people to the City. Celebrate the traditional territory of the **syilx/Okanagan** people by incorporating the traditional Nsyilxcen language.









**Suburban Neighbourhoods**, which are typically characterized by single family homes, are the dominant development pattern outside of the **Core Area**. They are heavily reliant on cars to meet their transportation needs, since they are too far from work and other destinations to be convenient for walking or biking, and their low densities make good transit service difficult to provide. This makes the cost of maintaining, repairing and replacing infrastructure in Suburban Neighbourhoods very challenging to the long term financial sustainability of the City. This approach to growth must change.

As outlined in the *Chapter 1: The Big Picture*, the OCP focuses on slowing the outward growth of Suburban Neighbourhoods using a **Permanent Growth Boundary**, beyond which urban growth is not supported. This protects our agricultural lands and ecologically sensitive areas while reducing the amount of new infrastructure that is needed to service growth. But, where Suburban Neighbourhoods are already approved and building, efforts need to focus on better meeting the housing needs of Kelowna residents, facilitating greater transportation choice, and making more efficient use of infrastructure investments.

## Land Use and Urban Design



Land use in suburban neighbourhoods will focus primarily on low density residential development with strategic areas targeted for multi-unit development and areas of commercial activity. Future development of many these neighbourhoods are guided by **Area Structure Plans (ASPs)** that were endorsed prior to the development of the 2040 OCP, but continue to be in effect. **Village Centres** will act as the focal point for these neighbourhoods, being characterized by a mix of commercial and multi-unit residential development, public spaces and other community amenities that contribute to small activity hubs that allow residents to travel shorter distances for day-to-day errands.

In addressing the high costs of servicing **Suburban Neighbourhoods**, the City and the development community share responsibility in seeing them be completed in a way that makes more efficient use of infrastructure, reduces the overall urban footprint, and creates more complete communities. Some forms of intensification are expected as market preferences change over the next 20 years. Secondary suites, lot splits, duplexes and carriage houses will become even more common in these neighbourhoods, and more low density forms of multi-family housing, such as four-plexes and townhouses, can be expected and located near **Village Centres**, neighbourhood commercial nodes, schools and parks, contributing to the evolution of these neighbourhoods into more complete communities.

### **Objective 7.1. Create more complete communities in Suburban Neighbourhoods.**

**Policy 7.1.1. Area Structure Plan Consistency.** Support development that is consistent with adopted Area Structure Plans (ASPs) in **Suburban Neighbourhoods**. Require amendments to ASPs where proposals include significant increases to the number of residential units beyond those signaled in an ASP or where proposals are likely to require significant changes to planned transportation, parks and utility infrastructure.



- Policy 7.1.2.** **Suburban Village Centre Services.** Encourage the provision of a range of services by developing Suburban Village Centres that are scaled to support residential development in the surrounding neighbourhood. Such services may include, but are not limited to:
- Food, retail, services and programs;
  - Banks and credit unions;
  - Medical, health and wellness services;
  - Daycares and schools; and
  - Places of worship and other community gathering spaces.
- Policy 7.1.3.** **Pedestrian Oriented Village Centres.** Promote human scaled, walkable Suburban Village Centres. Approaches shall include, but not be limited to:
- Locating retail, restaurants and service uses at grade;
  - Public gathering places such as urban plazas;
  - Providing clear, comfortable pedestrian routes through surface parking lots; and
  - Strategically locating landscaping and **street trees** to maximize pedestrian comfort.
- Policy 7.1.4.** **The Ponds Village Centre.** Support development in the Ponds Village Centre that includes the following characteristics:
- A mix of commercial and residential development to a maximum height of approximately four storeys; and
  - Orientation of buildings towards Frost Road, with minimal surface parking between the road and the buildings.
- Policy 7.1.5.** **Black Mountain Village Centre.** Support development in the Black Mountain Village Centre that includes the following characteristics:
- A mix of commercial and residential development to a maximum height of approximately six storeys;
  - A street network that integrates the **Village Centre** with the surrounding neighbourhoods, specifically by linking Loseth Road with Forest Avenue and Alpine Avenue;
  - Orientation of the buildings towards one or more streets, with minimal surface parking between the street and the buildings;
  - Articulation of building facades and landscaping to soften the visual impact of the buildings towards Highway 33; and
  - Integration of the Gopher Creek Linear Park into the design of the **Village Centre**. This could include pedestrian access points and orientation of some buildings towards the park.
- Policy 7.1.6.** **Neighbourhood Commercial Areas.** Encourage the development of small scaled Neighbourhood Commercial areas to provide, basic day-to-day services to surrounding residential neighbourhoods.
- Policy 7.1.7.** **Suburban School Sites.** Support and assist School District #23 in the development of new schools in central and easily accessible areas as well as retention of existing school sites, with due consideration for the prioritization of school sites in **Urban Centres** and the **Core Area**.
- Policy 7.1.8.** **Child Care Spaces.** Support the development of small-scale child care spaces including accessible, affordable and inclusive spaces that meet the needs of residents living in Suburban Neighbourhoods.

**Objective 7.2. Design Suburban Neighbourhoods to be low impact, context sensitive and adaptable.**

- Policy 7.2.1. Ground Oriented Housing.** Consider a range of **low-density ground-oriented** housing development to improve housing diversity and affordability and to reduce the overall urban footprint of Suburban Neighbourhoods. Focus more intensive **ground-oriented** housing where it is in close proximity to small scale commercial services, amenities like schools and parks, existing transit service and/or active transportation facilities.
- Policy 7.2.2. Hillside Housing Forms.** Encourage housing forms that best match to the topography and have the lowest amount of impact is **hillside areas**, such as minimum cuts and fills, for example, and provide the greatest environmental protection. Discourage housing forms and associated roadways that cause high amounts of slope disturbance and visual impact.
- Policy 7.2.3. Integrate Nature.** Integrate the design of active parks with adjacent natural areas while maintaining individual park standards. Reduce the impacts of parks on adjacent natural systems.
- Policy 7.2.4. Boulevard and Neighbourhood Trees.** Encourage subdivision plantings of **street trees** and individual **lot trees** to create a comfortable suburban environment over the long term.
- Policy 7.2.5. Shared Use Facilities.** Consider joint-use opportunities that allow for a variety of uses or users on a single parcel. Examples include shared parks and school playgrounds and shared opportunities where it can be demonstrated that parking areas will be or are currently underutilized.
- Policy 7.2.6. Aircraft Noise Impacts.** Prohibit increases in residential density within the NEF 25 contour and above, as illustrated in Map 6.1, to accommodate for growth in aircraft travel from Kelowna International Airport. In addition, new development that falls within the Federal Aviation Zone, as illustrated in Map 6.2, should include upgraded sound proofing and must provide a covenant that saves the City harmless with respect to noise complaints.
- Policy 7.2.7. Building Heights Near Airport.** Require that all proposed subdivision, multi-unit, **industrial**, institutional and commercial development projects within the Federal Aviation Zone, as illustrated in Map 6.2, include consultation with Kelowna International Airport and Transport Canada with respect to building heights as per **Airport Zoning Regulations** under the authority of the Aeronautics Act.

**Objective 7.3. Design Suburban Neighbourhoods to be inclusive, safe and to foster social interaction.**

- Policy 7.3.1. Private Open Space.** Encourage the development of private open space amenities as part of new multi unit residential development in Suburban Neighbourhoods.
- Policy 7.3.2. Reduce Social Isolation.** Design **Suburban Neighbourhoods** to include groups who may face higher levels of **social isolation** including seniors, people with diverse abilities, Indigenous communities and newcomers.

**Policy 7.3.3.** **Walled Developments.** Discourage developments enclosed on all sides by walls, gates or other physical or visual barriers that hinder walkability, block access to neighbourhood amenities or inhibit the efficient use of infrastructure.

**Objective 7.4.** **Ensure a compatible urban-rural interface that protects agricultural uses.**

**Policy 7.4.1.** **Agricultural Land Protection.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from the impacts of adjacent development and redevelopment.

**Policy 7.4.2.** **Urban-Rural Interface Uses.** Where a property is adjacent to **agricultural lands**, encourage land uses that are compatible with adjacent agricultural uses, such as **urban agriculture** and **passive recreational** uses. Encourage uses that accommodate vulnerable populations, (e.g. seniors, children, people with health challenges), to parcels that are not adjacent to agriculture to limit interface incompatibilities.

**Policy 7.4.3.** **Urban-Rural Buffers.** Where a property is adjacent to land in the **ALR**, ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the Farm Protection Development Permit Guidelines outlined in *Chapter 22: Farm Protection Development Permit Area*.

**Objective 7.5.** **Encourage initiatives in Suburban Neighbourhoods that supplement the local food system to increase food security, equitable access to healthy food and social connections.**

**Policy 7.5.1.** **Urban Agriculture.** Encourage **urban agriculture**, that uses integrated pest management practices, as a way of supplementing the **local food system** and reducing greenhouse gas emissions associated with food production, processing, and transportation. In Suburban Neighbourhoods, support and encourage **urban agriculture** using approaches that include, but are not limited to:

- Food production on public and private land including rooftops, beehives, and edible landscaping on residential boulevards, park land, backyards, and rights-of-way;
- Multi-residential shared gardens and services (i.e. water and storage) in new developments;
- Private and non-profit sector universally-accessible community gardens, considering the use of City-owned land for use of community gardens where appropriate.

**Policy 7.5.2.** **Indigenous Forest Gardens.** Partner with **syilx/Okanagan** communities to develop forest gardens that focus on the cultivation of native and culturally important species of plants for food and medicine.

## Housing



While Kelowna will continue to see housing added to Suburban Neighbourhoods with approved land use designations, housing forms in the Suburban Neighbourhoods will mostly comprise of **low-density ground-oriented** housing with some multi-family in areas closer to key community amenities and services. Efforts for

new affordable and rental housing projects will continue to be focused in the **Urban Centres** and **Core Area**, where there is easier access to services, jobs and transportation options, but such uses will be considered in the context of each neighbourhood.

**Objective 7.6. Support a variety of low-density housing.**

- Policy 7.6.1. Family-friendly multi-unit housing.** Encourage multi-unit developments near schools to include a variety of unit sizes, including three or more bedrooms.
- Policy 7.6.2. Social connections through design.** Encourage design for multi-unit residential buildings that incorporates common spaces that foster social connections, such as gardens, greenspace and children's play areas.

**Objective 7.7. Support the protection and construction of purpose-built rental housing.**

- Policy 7.7.1. Protection of Existing Rental Stock.** Ensure retention or replacement of existing rental units as redevelopment occurs in **Suburban Neighbourhoods** through planning tools that include, but are not limited to, **Rental Only Zoning** and **Rental Replacement Obligations**.

## Transportation



The majority of people living in Kelowna's **Suburban Neighbourhoods** are reliant on personal automobiles for most of their day-to-day trips due to their distance from employment hubs and their largely hillside context. As a result, there is limited opportunity to shift transportation trips to more sustainable forms of transport such as walking, biking or transit. Each new development in **Suburban Neighbourhoods** often requires costly roadway expansion that create significant long-term costs for the City.

As new development areas continue to build roads, sidewalks and paths to connect to the existing transportation network, efforts will be made to improve connectivity to destinations like schools, parks and **Village Centres** through walking, biking and other transportation options. However, the City will continue to prioritize efforts for biking and transit expansion in **Urban Centres** and the **Core Area**.

**Objective 7.8. Reduce dependence on the automobile where possible.**

- Policy 7.8.1. Roadway Congestion.** Recognize and accept that Kelowna's streets will become busier as the City grows. Suburban neighbourhoods will have limited potential to shift away from driving, meaning that greater roadway capacity will be needed to support growth in suburban areas. Increases to roadway capacity should consider ways to mitigate impacts on livability of neighbourhoods in the **Core Area** and **Urban Centres**.
- Policy 7.8.2. Active Transportation Connectivity.** Seek opportunities to improve pedestrian and biking connectivity during the design and development review process in **Suburban Neighbourhoods**, including, but not limited to, improvements to the sidewalk network, cul-de-sac walkways, and biking routes. Prioritize connections to neighbourhood areas



such as **Village Centres**, parks, schools, transit stops and recreation facilities, and where possible, formalize informal pedestrian routes through the use of trail dedications and statutory right of ways for public access.

- Policy 7.8.3.** **Transit Connectivity.** Provide access to a base level of transit service (every 30 minutes) in areas with population densities that meet acceptable performance standards to ensure financial viability of service and ensure a range of transportation options. Supplement this transit service by leveraging emerging technologies and shared mobility options to connect suburban areas to the **frequent transit network**.
- Policy 7.8.4.** **Parking Relaxations.** Discourage parking relaxations for projects where residents or tenants are expected to be **car dependent**, indicated by higher rates of vehicle ownership and limited potential for sustainable transportation options.
- Policy 7.8.5.** **Utility and R.O.W. Corridors.** Seek opportunities for preserving rights of way formerly for utilities or other purposes, such as future linear paths as part of the pedestrian and bicycle networks.
- Policy 7.8.6.** **Road Capacity Increases.** Prioritize the removal of on street parking over land acquisition when exploring road capacity increases, with due consideration of the road's character and function.

**Objective 7.9. Create neighbourhood streets that are comfortable and safe for people to walk and play on.**

- Policy 7.9.1.** **Access to Schools.** Invest in sidewalks, crosswalks, bicycle routes and trails that provide safe routes to and from schools first in Suburban Neighbourhoods. Such investments should adhere to **CPTED principles**, as well as the City's Guidelines for Accessibility in Outdoor Areas.
- Policy 7.9.2.** **Neighbourhood Short-Cutting.** Assess options at the time of subdivision for how the developer could mitigate cut-through vehicle traffic using traffic calming, traffic diversion and other design strategies through the Subdivision, Development and Servicing Bylaw. Priority should be given to traffic calming measures on roads near elderly and child-oriented spaces and facilities.

**Objective 7.10. Maintain connectivity for emergency response and evacuation.**

- Policy 7.10.1.** **Emergency Access and Egress.** Design road networks in suburban areas to allow for multiple points of access/egress to facilitate emergency services response and to support community evacuations.

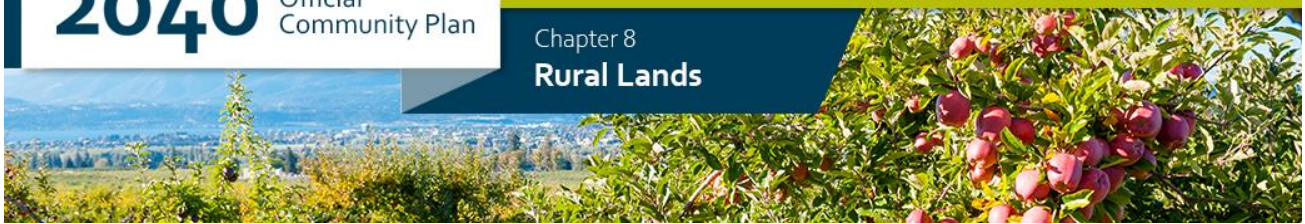
## Culture



Within our Suburban Neighbourhoods, artistic and cultural expression is an important part of improving quality of life and contributing to their distinct character. The placement of public art ultimately enhances the unique character of these neighbourhoods and further contributes to the overall sense of place that many of the citizens' experience daily.

**Objective 7.11. Increase the vibrancy of Suburban neighbourhoods through artistic and cultural expression.**

- Policy 7.11.1. Cultural Spaces.** Allow for private sector creation of small-scale spaces to experience and participate in cultural programs, public events, performances, and public art installations. Larger facilities should be directed to **Urban Centres** and the **Core Area**.
- Policy 7.11.2. Public Art Promotion.** Promote public art that celebrates the culture and diversity of Kelowna while reflecting unique character and qualities within each neighbourhood. Seek opportunities to partner and collaborate with Westbank First Nation and Okanagan Indian Band on public art and placemaking initiatives that acknowledge and celebrate their traditional territory and cultural values.



While Kelowna is home to the largest population in the Interior Region, over 55% of the land base is dedicated to agriculture and rural uses. Agriculture is one of the defining features of the City and drives a significant amount of economic activity and tourism. Produce from the Kelowna region has developed a national and international reputation as has the wine industry which is continuing to grow.

In part because of this success and the draw of the community as a whole, managing growth and change on Rural Lands and on abutting urban lands is a constant challenge. The pressure to find new land for a growing city can undermine otherwise viable **agricultural lands** over time. Meanwhile, demands from land owners for increased commercial, **industrial** and residential uses on rural and **agricultural lands** can pose an equal threat to the long-term survival of this sector.

Nevertheless, protecting and preserving rural and **agricultural lands** has never been more important, and not only for their economic and aesthetic value. As climate change becomes a local reality and food security grows in importance, **agricultural lands** will play a growing role.

## Land Use and Urban Design



The land use approach in Rural Lands aims to preserve them for agricultural and rural purposes and focusing urban growth to districts that are inside the **Permanent Growth Boundary** over the life of this plan. However, it is not enough to limit urban development in rural lands. The OCP also supports agricultural producers, ensuring the sector continues to be attractive and economically viable.

Putting this vision into action will require working with the agricultural community, the **Agricultural Land Commission** and other senior government organizations as the plan is implemented over the next 20 years.

### Objective 8.1. Protect and preserve agricultural land and its capability.

- Policy 8.1.1. Protect Agricultural Land.** Retain the **agricultural land** base by supporting the **ALR** and by protecting **agricultural lands** from development. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.
- Policy 8.1.2. Agricultural Land Designation.** Protect and support the continued designation and use of **agricultural land** for agricultural purposes regardless of soil types and capabilities. Locate agricultural structures to maximize the agricultural potential of prime soil resources.
- Policy 8.1.3. ALR Exclusions.** **ALR** exclusion applications to the **ALC** will not be considered except where such exclusions are consistent with the generalized Future Land Use Map 3.1. and **ALC** guidance and conditions. **ALR** exclusion applications may be considered as part of a

scheduled, comprehensive OCP Bylaw Review or Agriculture Plan Update based on the following factors:

- Consistency with the goals, objectives, and other policies in the 2040 OCP;
- Does not require the extension of municipal services; and/or
- Demonstrates a civic need that cannot be provided elsewhere.

Other considerations include the size of the parcel, the percentage of the parcel within the **ALR** and agricultural capability. Soil capability alone should not be used as justification for exclusion.

- Policy 8.1.4.** **Urban Uses.** Direct **urban uses** to lands within the **Permanent Growth Boundary**, to minimize development and speculative pressure on **agricultural land**.
- Policy 8.1.5.** **Agri-tourism, Alcohol Production Facilities, Farm Retail Sales.** Support **agri-tourism** uses that are directly associated with and supportive of established farm operations as a primary use. Permit alcohol production facilities and farm retail sales on **ALR** lands where consistent with **ALC** policies and regulations.
- Policy 8.1.6.** **Non-farm Uses.** Restrict **non-farm uses** that do not directly benefit agriculture except where such non-farm uses are otherwise consistent with the goals, objectives and other policies of this OCP. Support non-farm use applications only where approved by the **ALC** and where the proposed uses:
- Are consistent with the Zoning Bylaw and the 2040 OCP;
  - Provide significant benefits to local agriculture;
  - Do not require the extension of municipal services;
  - Will not utilize productive **agricultural lands**;
  - Will not preclude future use of the lands for agriculture; and
  - Will not harm adjacent farm operations.
- Policy 8.1.7.** **Subdivision of Agricultural Land.** Maximize the potential for **agricultural land** to be used for agriculture by not allowing it to be subdivided into smaller parcels, except where significant positive benefits to agriculture can be demonstrated or in the case of homesite severances approved by the **ALC**.
- Policy 8.1.8.** **Secondary Suites.** Secondary suites on **ALR** lands must be located within a permitted principal dwelling.
- Policy 8.1.9.** **Farm Help Housing.** As a first option, encourage farm help housing to be located within the **Permanent Growth Boundary**, providing access to amenities for workers. As a second option, accommodation for farm help on **agricultural land** on the same **farm unit**, where approved by the **ALC**, will be considered only when:
- Agriculture is the principal use on the parcel; and
  - The applicant demonstrates that on-site housing for farm workers is necessary for the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that permanent help is deemed necessary.
- Temporary farm working housing**, such as **bunkhouse accommodation** on non-permanent foundations, is the preferred solution where farm worker housing is justified.
- Policy 8.1.10.** **Homeplating.** Locate buildings and structures, including farm help housing and farm retail sales areas and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage.



- Policy 8.1.11.** **Conservation Tools.** Promote the use of conservation programs or covenants on **agricultural land**, where approved by the **ALC**, to protect **environmentally sensitive areas**. Conservation covenants will:
- Balance agricultural and environmental priorities and recognize the complex relationships between some agricultural uses and areas of environmental interest;
  - Protect environmentally sensitive areas identified through current statutory provisions (e.g. **Species at Risk**) and identified through current federal, provincial and local inventory programs; and
  - Focus on **environmentally sensitive areas** and should not unduly restrict agriculture elsewhere on the property.

- Policy 8.1.12.** **Large Scale Alternative Energy on Agricultural Land.** Prohibit the use of solar farms (photovoltaics) or other large scale alternative energy solutions, developed for the sale of power to third parties, on properties in the **Agricultural Land Reserve**.

**Objective 8.2. Ensure a compatible urban-rural interface that protects agricultural uses.**

- Policy 8.2.1.** **Agricultural Land Protection.** Retain the **agricultural land** base for the long-term by supporting the **ALR** and by protecting **agricultural lands** from the impacts of adjacent development and redevelopment.

- Policy 8.2.2.** **Urban-Rural Interface Uses.** Where a property is adjacent to **agricultural lands**, encourage land uses that are compatible with adjacent agricultural uses, such as **urban agriculture** and **passive recreational** uses. Encourage **urban uses** that accommodate vulnerable populations (e.g. seniors, children, people with health challenges) to parcels that are not adjacent to agriculture to limit interface incompatibilities.

- Policy 8.2.3.** **Urban-Rural Buffers.** Where a property is adjacent to land in the **ALR**, ensure that development limits associated negative impacts on adjacent agricultural operations by including appropriate buffers, setbacks and site planning, consistent with the Farm Protection Development Permit Guidelines outlined in *Chapter 22: Farm Protection Development Permit Area*.

**Objective 8.3. Encourage initiatives in Rural Lands that supplement the local food system to increase food security and social connections.**

- Policy 8.3.1.** **Urban Agriculture.** Encourage **urban agriculture**, that uses integrated pest management practices, as a way of supplementing the **local food system** and reducing greenhouse gas emissions associated with food production, processing, and transportation. In Rural Lands, support and encourage urban agriculture using approaches that include, but are not limited to:
- Food production on public and private land including rooftops, beehives, and edible landscaping on residential boulevards, park land, backyards, and rights-of-way; and
  - Private and non-profit sector universally-accessible community gardens, considering the use of City-owned land for use of community gardens where appropriate.

- Policy 8.3.2.** **Land Linking.** Collaborate with others to increase farming opportunities on City-owned properties.

**Policy 8.3.3.** **Indigenous Forest Gardens.** Partner with **syilx/Okanagan** communities to develop, forest gardens that focus on the cultivation of native and culturally important species of plants for food and medicine.

#### **Objective 8.4. Stop urban sprawl into Rural Lands.**

**Policy 8.4.1.** **Intensification of Rural Lands.** Do not support **urban uses** on lands outside the **Permanent Growth Boundary** except for as permitted by the 2040 OCP Future Land Use Designations in place as of initial adoption of the 2040 OCP Bylaw.

**Policy 8.4.2.** **Discourage Subdivision.** Discourage further subdivision of properties outside the **Permanent Growth Boundary**.

**Policy 8.4.3.** **Housing in Agricultural Areas.** Discourage additional residential development (both expansions and new developments) in areas surrounded by **ALR** and non-**ALR agricultural lands**. Secondary suites may be permitted in a permitted primary dwelling. Carriage houses may be considered on Rural Residential lands where the property is 1.0 hectares or greater and where proposal is consistent with the Farm Protection Guidelines outlined in *Chapter 22: Farm Protection Development Permit Area*.

**Policy 8.4.4.** **Consideration of Serviced Areas.** Complete a comprehensive neighbourhood planning process before considering additional development potential in residential neighbourhoods in Rural Lands that are being considered for **urban utility servicing** due to public health issues or for the protection of natural assets (e.g. Hall Road).

**Policy 8.4.5.** **Public Uses on Agricultural Lands.** Discourage the use of **agricultural lands** for public or institutional uses such as schools, parks and churches except as identified in the 2040 OCP.

**Policy 8.4.6.** **Child Care Spaces.** Consider the development of small-scale child care spaces including accessible, affordable and inclusive spaces that meet the needs of citizens living in Rural Lands. Larger scale child care facilities may be considered in conjunction with existing institutional facilities.

#### **Objective 8.5. Ensure the long-term viable use of the Glenmore Landfill.**

**Policy 8.5.1.** **Glenmore Landfill Nuisance Impacts.** Do not support additional **urban uses** and intensification in the landfill impact buffer area, as illustrated in Map 13.8.

**Policy 8.5.2.** **Landfill Operations and ALR.** If required, support the exclusion of **ALR** lands at the Glenmore Landfill only at the time of landfill operations expansion.

## Transportation



In Rural Lands, transportation options will continue to be oriented around the automobile due to the long distances between these rural communities and major **employment areas** and the most basic services and amenities. As such, the City will not be prioritizing infrastructure investments in the Rural District as most

sustainable transportation options are not cost-effective based on the low population density and distance to key destinations.

Instead, the 2040 OCP focuses on the importance of maintenance to support agricultural activity and enhance roadway safety. Also, the City will continue to increase active transportation connections in the Rural District through enhancements to the Mission Creek Greenway and Okanagan Rail Trail.

The City will work closely with the agricultural community and the **Agricultural Land Commission** to implement this approach.

### **Objective 8.6. Minimize impacts of transportation infrastructure on agricultural and Rural lands.**

- Policy 8.6.1. Okanagan Rail Trail Connections.** Prioritize the development of walking and biking routes that provide safe, convenient and accessible access to the Okanagan Rail Trail and Mission Creek Greenway.
- Policy 8.6.2. Service Corridors.** Minimize the impact of road and utility corridors through **agricultural lands**, using only those lands necessary and to the maximum capacity prior to seeking new corridors. Ensure provisions are made for farm traffic to cross major roads.
- Policy 8.6.3. Road Capacity Increases.** Prioritize the removal of on street parking over land acquisition when exploring road capacity increases, with due consideration of the road's character and function.
- Policy 8.6.4. Trucking Routes.** Recognize major trucking routes identified on Map 13.4 that support larger processing and production uses in agricultural areas.

## **Culture**

Artistic and cultural expression within Rural Lands contributes to the vitality and diversity of these areas, while strengthening the identity of Kelowna's rural and agricultural community. As such, while prioritized in **Urban Centres**, public art should be supported in strategic locations in this district as opportunities arise.

### **Objective 8.7. Support artistic and cultural expression in Rural Lands.**

- Policy 8.7.1. Public Art Promotion.** Support public art installations at sites of historical significance, highly visible sites and/or are areas with high foot traffic. Seek opportunities to partner and collaborate with Westbank First Nation and Okanagan Indian Band on public art and placemaking initiatives that acknowledge and celebrate their traditional territory and cultural values.



The City of Kelowna is moving towards an **equity**-based approach to city-building. This means that access to City resources such as parks, public transit, and community services are matched with citizens' needs. **Equity** is an important priority because it will help to ensure that everyone has the same access to opportunities and advancement. **Equity**-related policies are included below and throughout the rest of the OCP, including implementation actions in *Chapter 16: Making the Plan Work*. The OCP provides the foundation to start working on **equity**, but more detailed direction will come from future plans and policies, such as an **Equity Strategy**.

An **equity**-based approach recognizes that some citizens are more likely to benefit from additional support, and that in the past, resources have not always been distributed fairly. For example, lower-income citizens may need more access to affordable public transit to get to their jobs, whereas higher-income citizens are more likely to have a vehicle they can use to get to work. In this case, providing better public transit service in the lower-income neighbourhood could be an equitable way to distribute resources. Overall, using an **equity**-based approach will help the City target investments where they will have the biggest impact.

One of the first actions that we plan to undertake is an **equity** analysis. An **equity** analysis will provide information about inequities in Kelowna and the needs of **equity-seeking groups** such as Indigenous people, people experiencing homelessness, women, racialized communities, LGBTQ2+ communities, veterans and people with disabilities. From there, we will develop an **equity** strategy and determine the City's role in providing the resources that **equity-seeking groups** need. This will inform future projects as the OCP is implemented over the next 20 years.

Importantly, the City is committed to establishing and maintaining a mutually respectful relationship with the **syilx/Okanagan** people. The City will advance reconciliation through 2040 OCP implementation by partnering with local Indigenous communities. Like the approach to **equity**, policies related to strengthening our relationship with Indigenous communities are included below but also woven throughout the 2040 OCP.

### **Objective 9.1. Incorporate equity into planning decisions and resource allocation in our community.**

- Policy 9.1.1. Equity in Planning Decisions.** Incorporate an **equity** lens into land-use planning decisions and resource allocation in our community.
- Policy 9.1.2. Equity Analysis and Strategy.** Undertake a City-wide **equity** analysis and develop a subsequent strategy to inform decision-making processes related to planning and resource allocation in the community.
- Policy 9.1.3. Equitable Allocation of Resources.** Incorporate an **equity** lens into allocation of City resources to build City-wide **equity** as well as neighbourhood resiliency and inclusivity.



**Objective 9.2. Strengthen the relationship with the syilx/Okanagan people through initiatives and processes to advance and support reconciliation in Kelowna.**

**Policy 9.2.1. Truth and Reconciliation.** Where possible, apply an Indigenous lens when undertaking 2040 OCP implementation actions with knowledge of **syilx/Okanagan** history, and with consideration of documents such as the Calls to Action from the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples.

**Policy 9.2.2. syilx/Okanagan Approach to Social Challenges.** Collaborate with **syilx/Okanagan** people to support initiatives that address social issues rooted in the impacts of residential school system, such as housing, transportation and food security, in a way that recognizes the traditions, knowledge, wisdom and governance of syilx people.

**Objective 9.3. Develop diverse partnerships to advance complex social planning issues and increase community wellbeing.**

**Policy 9.3.1. Government Partnerships.** Pursue joint use agreements and partnerships with Indigenous communities, other levels of government and educational institutions to advance complex social planning issues, community health, and economic prosperity.

**Policy 9.3.2. Stakeholder Involvement.** Involve a broad range of interests identifying solutions for emerging issues, including citizens, businesses, non-profits, major institutions, and utility providers, with a particular effort given to involving those typically not engaged in community decisions.

**Policy 9.3.3. Seldom Heard Voices.** Engage the community regularly in municipal decision-making, with emphasis on including voices that are seldom heard, members of **equity-seeking groups**, and those who are going to be impacted by the decision.

**Policy 9.3.4. Regional Approach to Social Issues.** Collaborate with local governments and key stakeholders to support initiatives that address regional issues such as social, childcare, transportation, housing, and food security.

**Policy 9.3.5. Coordination of Services.** Collaborate with all levels of government and community organizations to support integrated planning and coordination of a **continuum of health** and wellness amenities, recreation programs and facilities, mental health, social and addiction services and care.

**Policy 9.3.6. Poverty Reduction and Community Wellbeing.** Form partnerships to engage in and support poverty reduction and community wellbeing efforts to address social issues including homelessness, affordable housing, childcare costs and household food insecurity.

**Objective 9.4. Ensure that all community members are safe and included.**

**Policy 9.4.1. Personal and Collective Safety.** Work with community members and partners to support solutions to matters of public safety. Acknowledge and address unique safety concerns experienced by members of **equity-seeking groups**.

- Policy 9.4.2.** **Systemic Racism.** Seek to understand how systemic racism has and continues to impact our community. Use these learnings to ensure that OCP implementation activities are inclusive and representative of our community.
- Policy 9.4.3.** **Embrace Diversity.** Look for opportunities to implement the OCP in a way that celebrates Kelowna's growing diversity. Consider the needs of all **equity-seeking groups**, those who are new to Kelowna, and community members of all cultures.



A great park system is key to a livable, vibrant and dynamic City and includes a wide variety of parks. These can range from sports fields, to plazas and to protected natural areas. Parks contribute to the physical and mental health of residents and are an attraction to visitors. They also contribute to environmental health, through mitigating the heat island effect, filtering pollutants, absorbing stormwater and protecting and providing habitat for rare ecosystems and **species at risk**.

Parks build community. They provide space for outdoor gatherings, sport events, shows and festivals. In so doing, they are foundational for social wellbeing. Above all, parks are a gift to future generations. As the City continues to grow, parks will play an increasingly important role, especially as this growth is directed to **Urban Centres** and the **Core Area**. The acquisition and development of parks in these districts in particular will be critical to providing Kelowna citizens with a high quality of life.

### **Objective 10.1. Acquire new parks to enhance livability throughout the City.**

**Policy 10.1.1. Equitable Distribution of Parks and Amenities.** Provide an equitable distribution of neighbourhood and community parks throughout the City through new park acquisition and development in growing and underserved neighbourhoods.

**Policy 10.1.2. Equitable Amounts of Parkland.** Strive to provide an equitable amount of parkland for neighbourhood and community parks in urban and suburban areas.

**Policy 10.1.3. Park Acquisition Priorities.** Consider a balanced approach between all active park types when considering the acquisition of future parkland to acknowledge the wide diversity of park users and park needs:

- City-wide parks: Provide lake or linear park access or hill top views.
- City-wide and Recreation Parks: Are adjacent or connected to existing parks creating efficiencies by building adjacent existing infrastructure, such as playgrounds, washrooms, parking and irrigation;
- Recreation parks: Maximize the use of limited large flat sites by providing additional fields and courts for the greatest demand and diversity of user groups; and
- Community and Neighbourhood parks: Serve growth, particularly in Urban Centres and the Core Area, and other areas of multi-family residential development characterized by limited private outdoor recreational space.

Establish more detailed acquisition priorities through the Parks Master Plan.

**Policy 10.1.4. Park Acquisition Targets.** Provide a standard of 1.0 km of linear parks and 2.2 hectares of active parks per 1,000 new population to serve growth and to guide parks planning initiatives. As a general target for active parks this would be inclusive of:

- Local (Neighbourhood and Community) parks, ranging from 0.25 Ha to 0.35 Ha;
- City-wide parks, ranging from 0.6 Ha to 1.0 Ha; and

- Recreational parks, ranging from 0.6 Ha to 1.0 Ha.

- Policy 10.1.5.** **Proximity to Parks.** Within the **Urban Centres** and the **Core Area**, strive for a walking distance of 400 metres to neighbourhood and community parks. Outside the **Core Area** and **Urban Centres**, strive for a walking distance to neighbourhood, community, linear parks or natural areas within 500m.
- Policy 10.1.6.** **Park Designation Phasing.** In phased developments, ensure that park needs are met by requiring that all future parks and open space networks are identified and confirmed through zoning prior to the residential development that relies on them.
- Policy 10.1.7.** **Voluntary Park Dedications.** When an owner of land offers voluntary park dedication beyond minimum requirements, consider allowing use of the original site area in computing density and floor area ratios and minimum area for development or subdivision purposes.
- Policy 10.1.8.** **Park Acquisition Timing.** Where possible, acquire park properties in advance of growth to incentivize future development, create more attractive neighbourhoods and to manage costs.
- Policy 10.1.9.** **Park Alternative Funding Strategies.** Investigate funding alternatives available through legislation dedication and gifting, including the option of receiving park land as gifts in exchange for a charitable tax receipt.
- Policy 10.1.10.** **School Sites.** Consider school sites that are to be disposed of for park acquisition.
- Policy 10.1.11.** **Equitable Charge.** Consider that an 'equitable charge' be required on title where developments choose to have landscaping over and above regular City standard.
- Policy 10.1.12.** **Maximize Resources.** Expand or build on existing parks to maximize existing infrastructure, flexibility and opportunity, as well as efficiencies during operation.
- Policy 10.1.13.** **Synergize Other Infrastructure Opportunities.** Integrate with other infrastructure to increase potential and usability of City assets.
- Policy 10.1.14.** **Hillside Parks.** Ensure that active park space is flat and suitable for neighbourhood and community park use. Natural Areas may be connected to active park space but is not a replacement for it. To accommodate the challenges of providing parks in hillside developments, creatively consider using multiple smaller flat sites connected through a network of trails and using topography for views and other points of interest.
- Policy 10.1.15.** **Natural Areas.** Preserve a diversity of Natural Areas for habitat and ecosystem conservation, including **ecosystem connectivity corridors**, with limited trails access and other low impact activities. The network should contain representative Okanagan ecosystems, contain areas of natural beauty and of high visual sensitivity, with opportunities for viewpoints, staging areas and linear trails. Aim for contiguous spaces that link to other regionally and provincially protected spaces. Ensure that acquired spaces have adequate access for maintenance and linear trails, and that hazards (e.g. wildfire or rock fall) are mitigated prior to acquisition. Disturbed and weedy areas are not suitable for natural park areas, unless restored to the satisfaction of the City prior to transfer. The cost / benefit of the land must result in an overall benefit to the City rather than a maintenance burden.



- Policy 10.1.16.** **Manage Public Access.** Manage the impacts of public access in Natural Area parks by defining and developing trails which maximize public safety while minimizing human impact on the most sensitive and vulnerable areas and reducing the impact of trails for example by reducing width, modifying surfaces, and developing boardwalks.
- Policy 10.1.17.** **Parklets.** Support the temporary conversion of on-street parking spaces into a small public parks where they are privately funded and maintained but serve as public space that is accessible to all.
- Policy 10.1.18.** **Creative Shared Use Spaces.** Develop underutilized spaces for public shared use to supplement park spaces. Approaches may include, but are not limited to:
- Using spaces after regular hours, such as roof decks of parkades;
  - Public use of private open spaces, such as private recreation facilities, podiums and roof gardens, through partnership agreements and statutory rights-of-way; and
  - Developing existing parks with higher intensity uses (e.g. sport fields, lighting, artificial turf fields).
- Policy 10.1.19.** **Servicing Suburban Parks.** Where surrounding infrastructure adjacent designated parks is provided through development, services and standards shall be in accordance with the *City of Kelowna Park Acquisition Guidelines*, as amended.
- Policy 10.1.20.** **Utilities in Parks.** Avoid locating public or private utilities in parks and natural open spaces unless an overall public benefit and environmental management best practices can be demonstrated. Where these criteria can be met, locate and design the utility in such a way as to minimize impact to park users and to the surrounding neighbourhood.

**Objective 10.2. Ensure parks and public spaces are connected to each other and accessible for all citizens.**

- Policy 10.2.1.** **Connected Parks.** Maximize the value and accessibility of the parks network through landscaped and pedestrian-friendly connections. Link active parks, public spaces, natural areas, and the waterfront with green corridors including: linear parks, **shared spaces**, **Active Transportation Corridors**, public pathways, and improved streetscapes and landscaping design.
- Policy 10.2.2.** **Parks on Streets.** To supplement park place in **Urban Centres**, and the **Core Area**, consider repurposing underused or redundant streets to provide additional public amenity space, through a permanent transition from vehicular to park use, for portions of public road right-of-way. Approaches could include, but are not limited to:
- Conversion of unused rights-of-way and laneways;
  - Increased boulevards as park space;
  - Increased tree canopy; and
  - Programs to facilitate neighbourhood activities and events.
- Streets with potential to be investigated include, but are not limited to, Kingsway Street, Martin Avenue, Grenfell Avenue and Morrison Avenue.
- Policy 10.2.3.** **Shared Spaces as Gathering Places.** Utilize streets for park uses that are underused for vehicle traffic outside of peak hours, particularly those adjacent to parks and other public realm spaces, to provide additional public amenity space. Approaches could include:
- Temporary closures at weekends and/or evenings;

- Different road materials and other traffic calming measures to give priority to pedestrians; and
- Programs to facilitate neighbourhood activities and events.

- Policy 10.2.4.** **Urban Linear Parks.** Reclaim underutilized land within street Right-of-Way to create urban linear parks, to achieve a greater balance between the pedestrian and vehicular realm for local streets with low vehicular demand, as outlined on Map 10.1. Animate urban linear parks with elements similar to traditional parks such as trees, ornamental plantings, community gardens, seating areas, small-scale play equipment and other amenities. Installations may be temporary or permanent.
- Policy 10.2.5.** **Linear Parks.** Continue to work towards implementing the *Linear Park Master Plan* and connecting with other trail systems and transportation networks with a minimum 10m public access through dedication as a titled lot or Statutory Right-of-Way at subdivision or rezoning for all development types as outlined on Map 10.1.
- Policy 10.2.6.** **Dedication of Linear Parks.** At subdivision and rezoning for all development types secure a minimum 10-metre wide linear corridor for public access as included on Map 10.1. The 10-metre wide corridor may be in addition to, and outside, any riparian management area requirements of the OCP. On the private property side of the public access corridor, the City may, as necessary, consider stipulating additional “no disturb” zones. Lot line adjustments or other subdivision applications not resulting in the creation of new lots suitable for the construction of buildings permitted under the applicable zoning will be considered exempt from this policy. Linear trail corridors can have the following tenure which will be determined by staff at the time of subdivision or rezoning:
- Titled property in the name of the City as a park, protected area, or
  - Statutory right of way.
- Policy 10.2.7.** **Applicant’s Costs.** Require that all survey and legal costs incurred with establishing the linear park dedication, as a result of a development application, be the responsibility of the applicant. The City of Kelowna will accept responsibility for all survey and legal costs incurred due to the voluntary establishment of a linear park dedication.
- Policy 10.2.8.** **Acquisition of Linear Parks.** Where linear corridor dedication cannot be acquired through development, explore acquisition using other approaches that include, but are not limited to:
- Negotiating voluntary dedication using pre-dedication land area for density calculations, density transfer, land exchange or other incentives available to local governments; and
  - Purchase of a portion or all of the property required for the linear park.
  - Buy, sever the linear park portion and sell the remaining.
- Policy 10.2.9.** **Pedestrian Connectivity through Developments.** Plan street and development designs to maintain pedestrian connections through alternative routes. Plan for trails between lots, at ends of cul-de-sacs and in areas of challenging topography, to maintain pedestrian connections to all park types. Connections may be achieved through road dedication, lot dedication or statutory right of way.
- Policy 10.2.10.** **Trails for Multiple Objectives.** Optimize locations of linear trails adjacent developments for multiple objectives, including wildfire fuel breaks, fuel reduction and maintenance in natural areas.

### Objective 10.3. Ensure parks reflect their unique natural and cultural context.

- Policy 10.3.1. Parks as Community Spaces.** Focus on developing spaces that foster health, social connections, and appreciation for the natural environment.
- Policy 10.3.2. Sense of Place.** Focus on the uniqueness of place to provide a variety of park experiences that reflect the neighbourhood or natural context, developing diversity within the park system with a variety in amenities, with a focus on quality design.
- Policy 10.3.3. Quality of Park Interfaces.** Encourage a variety of park interfaces with different land uses to activate and provide character to parks throughout the City, such as:
- Front doors and windows towards parks;
  - Pedestrian walkway connections to parks;
  - Landscaping based on **CPTED** principles;
  - Adjacent local retail, restaurants, and other compatible commercial or institutional uses that generate a high level of activity; and
  - Mobile vendors, where appropriate.
- Policy 10.3.4. Urban Parks.** To accommodate the challenges of park provision in **Urban Centres** and the **Core Area**, provide smaller parks at walkable intervals and provide a greater density of durable amenities to serve a greater number of people.
- Policy 10.3.5. Reconciliation and Celebration of Indigenous Culture.** Include spaces in parks that provide opportunities for reconciliation with Indigenous peoples of Canada, and celebrate Indigenous culture, particularly **syilx/Okanagan** culture. Work collaboratively with the **syilx/Okanagan** people to pursue opportunities for sharing the Nsyilxcen traditional language in parks and public spaces.
- Policy 10.3.6. Parks for Arts and Culture.** Highlight unique and culturally significant spaces in parks and provide spaces to celebrate a diversity of heritage, arts, and culture. Consider the needs of diverse groups and cultures when designing public amenities and spaces.
- Policy 10.3.7. Year-Round Activity.** Promote year round use of parks through seasonally appropriate amenities and design.
- Policy 10.3.8. Parks for All.** Design for a variety of facilities and amenities that function for a diversity of ages and abilities in parks.

### Objective 10.4. Increase public access to water.

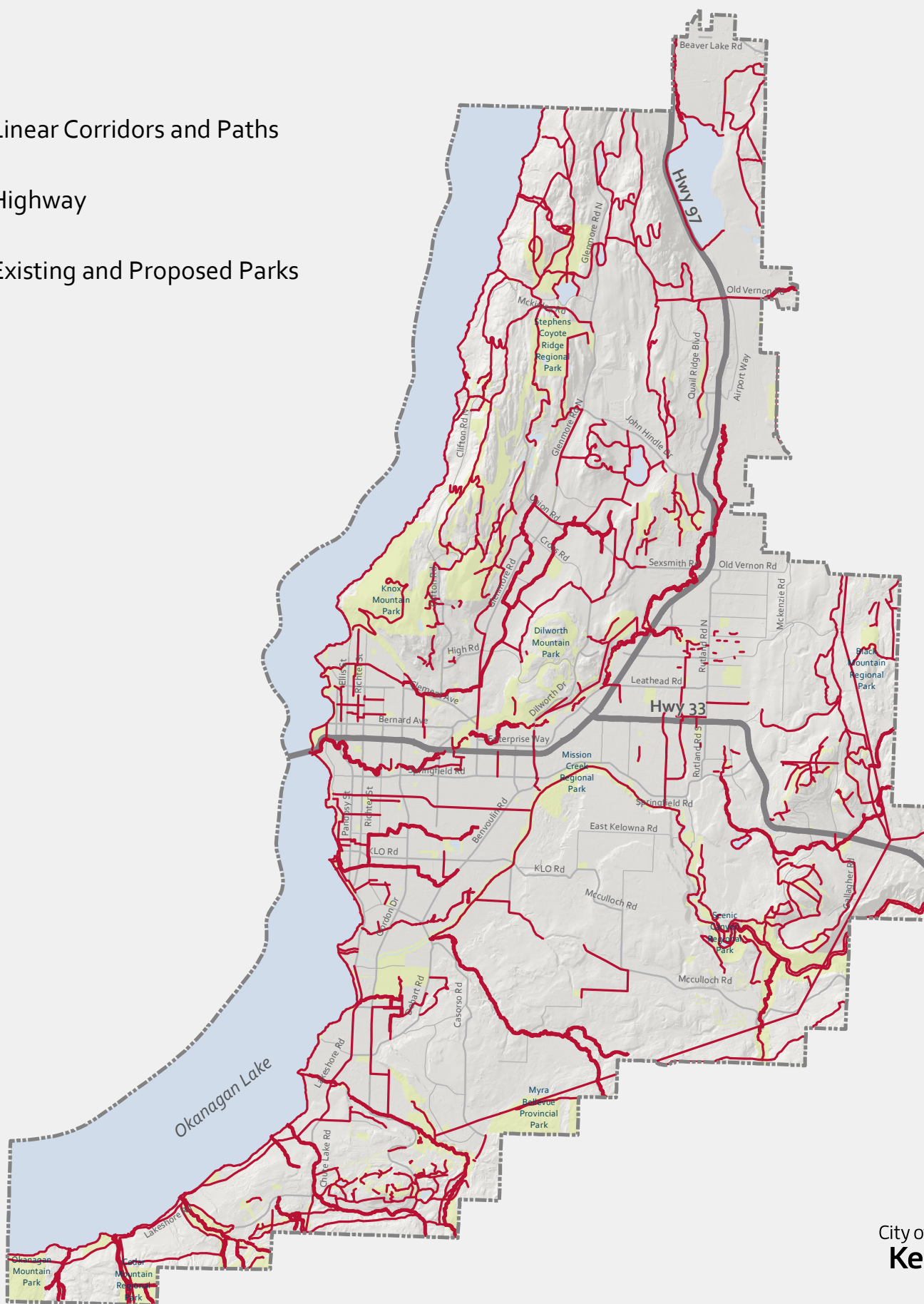
- Policy 10.4.1. Access to Water.** Provide public access to water, including creeks, wetlands, ponds and lakes through a variety of implementation strategies, including acquisition, through dedication at subdivision and rezoning, partnership agreements and statutory rights of ways as outlined on Map 10.1.
- Policy 10.4.2. Linear Park Priorities.** Linear park investment, as outlined on Map 10.1, should focus on providing public access in the following areas as opportunities arise:
- Bellevue Creek
  - Gopher Creek
  - Mill Creek
  - Mission Creek – Lakeshore Road to Okanagan Lake
  - Okanagan Lake – Mission Creek to Knox Mountain Park

- Policy 10.4.3.** **Linear Parks along Okanagan Lake.** With any land use changes (including OCP amendments, rezoning and subdivision) along Okanagan Lake, require a waterfront linear park dedication to provide continuous public access, consistent with linear park policy and Map 10.1. In addition, recognize that Linear Parks along the waterfront will be attractive for people walking and biking, for both recreational and transportation purposes. Be proactive in planning for both uses, allowing all users to enjoy the waterfront.
- Policy 10.4.4.** **Public Access along Water for Strata Developments.** Through development, all strata lots created that border a water body shall provide a minimum of 7 metres width of linear park for public access along the water body for public access, in accordance with the *Bare Land Strata Regulations* under the authority of the *Strata Property Act*.
- Policy 10.4.5.** **Activate the Waterfront.** Provide a variety of experiences along the waterfront. Promote activity along the waterfront throughout the year, including a variety of amenities.
- Policy 10.4.6.** **Beach Access Dedications.** In new subdivisions acquire beach access points as sanctioned under the Land Titles Act. The dedications obtained should be accessible to a broad range of users, be at environmentally appropriate locations and where terrain conditions do not require construction that would be detrimental to the environment, **steep slopes**, or other park uses.
- Policy 10.4.7.** **Waterfront Protection.** Design parks and public spaces to proactively protect the waterfront from damage from climatic events.
- Policy 10.4.8.** **Waterfront Park Development.** To balance the need for public amenities along the waterfront, consider using an Okanagan Lake habitat balance approach in the development of Okanagan Lake foreshore park land through the following sequence of actions: avoid, mitigate, and compensate habitat impacts to achieve a long-term net positive benefit over the entire publicly owned foreshore park land.
- Objective 10.5. Encourage partnerships to acquire and deliver parks and public spaces.**
- Policy 10.5.1.** **Community Use of Schools.** Encourage schools to be designed so as to facilitate, during non-school hours, use for before/after school programs, recreation programs, youth/family activities, adult education or other community uses.
- Policy 10.5.2.** **Regional Parks.** Support the acquisition of regionally significant lands by the Regional District of Central Okanagan to provide wildlife habitat preservation, ecosystem connectivity and protect **sensitive ecosystems**.
- Policy 10.5.3.** **Citizen Participation.** Foster resident driven solutions and involvement in park use and community involvement.
- Policy 10.5.4.** **Collaboration with Indigenous Communities.** Foster partnerships and collaboration with local Indigenous communities to build greater understanding, opportunities for education, and for celebrating culture.



- Policy 10.5.5.** **Community Partnerships.** Encourage partnerships with other agencies and community groups to deliver high quality public space and park amenities, as well as maintenance agreements.
- Policy 10.5.6.** **Public Spaces on Private Land.** Promote shared public space in private developments for a variety of land uses through partnerships.

- Linear Corridors and Paths
- Highway
- Existing and Proposed Parks





Kelowna's heritage is a history tied to the land, the cultural environment and the people who have long understood the richness of this area. It is reflected in our historically and architecturally significant buildings, structures, natural landscapes, historic districts, archaeological sites and other places of heritage value.

The City will balance Kelowna's growth and the protection of our natural, cultural and built heritage assets through integrated and innovative approaches to heritage conservation. Using the City's *Heritage Strategy* and the *Heritage Procedures Bylaw*, the City will conserve the community's natural landscapes, local archaeological sites and built heritage for generations to come. While the City has a large stake in the preservation of heritage, it is the diverse partnerships with the **syilx/Okanagan** people and the local heritage organizations that are integral to the overall success of heritage conservation in Kelowna.

### **Objective 11.1. Lead and guide heritage resource management.**

- Policy 11.1.1.** **City of Kelowna Heritage Assets.** The City of Kelowna will manage City-owned heritage sites in accordance with best practices in heritage management.
- Policy 11.1.2.** **Heritage Strategy.** Use the directions adopted in the *Heritage Strategy*, as amended, to make informed planning decisions on heritage conservation in the City, including, but not limited to, diverse partnerships, heritage incentives, and integrated and innovative approaches to heritage conservation, community development and public awareness.
- Policy 11.1.3.** **Heritage Financial Supports.** Support the conservation, rehabilitation, interpretation, operation and maintenance of heritage assets through grants, incentives and other means.
- Policy 11.1.4.** **Heritage Engagement.** Encourage resident and stakeholder input into heritage planning through the advice of the Heritage Advisory Committee and partnerships/communication with the Central Okanagan Heritage Society, the Okanagan Historical Society, the Kelowna Museums Society, Westbank First Nation, Okanagan Indian Band and relevant community or neighbourhood organizations.

### **Objective 11.2. Identify, conserve and protect historic places.**

- Policy 11.2.1.** **Heritage Conservation.** Conserve historic places in a manner consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada* under the guidance of registered heritage professionals of the BC Association of Heritage Professionals (BCAHP). Work with consistent conservation documents and planning tools to make decisions about historic places and manage heritage projects including Heritage Reviews, Statements of Significance, Heritage Conservation Plans and Heritage

Alteration Permits.

- Policy 11.2.2.** **Kelowna Heritage Register.** Use the Kelowna Heritage Register as the primary tool to identify heritage buildings. Continue to maintain and update the Heritage Register in accordance with provisions of the *Local Government Act* and *Heritage Conservation Act*.
- Policy 11.2.3.** **Kelowna Heritage Register Expansion.** Expand the Kelowna Heritage Register to include additional archaeological sites, landscapes, properties, structures and cemeteries.
- Policy 11.2.4.** **Historic Place Identification, Evaluation and Intervention.** Heritage reviews will be conducted by a professional member of the BC Association of Heritage Professionals and used to identify heritage resources, determine their relative heritage value, and guide appropriate conservation, protection and **mitigation** tools.
- Policy 11.2.5.** **Protection of Historic Places.** Prioritize the legal protection of historic places using the tools identified in the *Local Government Act*:
- Heritage Designation Bylaws;
  - Heritage Revitalization Agreements; and
  - Heritage Covenants.
- Policy 11.2.6.** **Retention of Historic Places.** Where legal protection is not possible or appropriate, encourage the retention of historic places in accordance with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as amended, in which adaptive re-use and rehabilitation allow for contemporary, creative and innovative interventions and uses.
- Policy 11.2.7.** **Heritage Retrofits.** Explore opportunities to incentivize retrofits to heritage buildings that improve energy efficiency and reduce greenhouse gas emissions that do not negatively impact their exterior Character Defining Elements.

### **Objective 11.3. Identify and protect archaeological sites.**

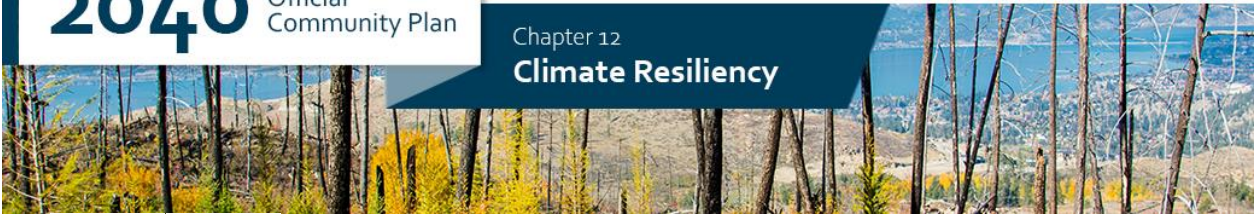
- Policy 11.3.1.** **syilx/Okanagan Significant Sites.** Collaborate and partner with local syilx people to identify, protect, and maintain local archaeological sites and the **syilx/Okanagan** identity.
- Policy 11.3.2.** **Standards and Guidelines for the Conservation of Historic Places in Canada.** Follow the *Standards and Guidelines for the Conservation of Historic Places*, as amended, for conservation of identified archaeological sites.
- Policy 11.3.3.** **Public Awareness.** Raise public awareness about the value of archaeological sites and their protection under the *Heritage Conservation Act*.
- Policy 11.3.4.** **Heritage Property Owner Responsibilities.** Ensure that property owners are aware of their responsibilities under the *Heritage Conservation Act* when conducting land-altering activities.
- Policy 11.3.5.** **Unauthorized Damage to Archaeological Sites.** Avoid or reduce unauthorized damage to protected archaeological sites in accordance with the *Heritage Conservation Act*.



**Objective 11.4. Conserve Kelowna’s historic neighbourhoods.**

**Policy 11.4.1. Heritage Conservation Areas.** Guide redevelopment in the Abbott Street and Marshall Street Heritage Conservation Areas outlined on Map 23.1 using the guidelines in *Chapter 23: Heritage Conservation Area*.

**Policy 11.4.2. Historic Neighbourhoods Identification.** Consider identifying additional historic Kelowna neighbourhoods, areas, districts, or clusters through the use of **Historic Context Statements** to raise public awareness, as possible additions to the Kelowna Heritage Register and to inform future area planning processes.



The scientific community warns that global warming needs to be halted within the next few decades to reduce the risks of extreme and irreversible climate change. Overstepping this global threshold could locally translate to, among other impacts, hotter, drier summers that would increase the risk of forest fires, warmer winters that could result in the increase of pests or introduction of new pests, and increased frequency and intensity of precipitation events that could lead to increased flooding or damage from intense storms.

Local governments are uniquely positioned to influence the shift towards a low carbon lifestyle and to respond to the impacts of climate change. Our strategic direction for how our community will grow, commute, interact and protect natural assets, is intricately related to how we will reduce greenhouse gas (GHG) emissions and adapt to anticipated climate changes and those changes we are already experiencing. As illustrated in Figure 12.1, the OCP's pillars are key to building a community resilient to climate change, and consequently in addition to the policies provided below, climate considerations are woven throughout each chapter of the OCP.

**Figure 12.1: OCP Pillars Contributing to a Climate Resilient Community**



Mitigating climate impacts requires everyone working together to significantly reduce GHG emissions. Effective land use planning that minimizes or eliminates car-dependence, increasing the use of active transportation, and switching to alternative fuels (e.g., electric vehicles) will go a long way to reduce emissions from our largest source, transportation. Building and retrofitting energy efficient / low carbon buildings and prioritizing more efficient waste management systems will help our community do our part in

fighting global climate change, while also reducing household energy costs, and creating a healthier, more livable city.

To support mitigation efforts, climate adaptation will be key to lessen the impacts of climate change and ensure our community continues to thrive. Incorporating green infrastructure, such as green roofs or rain gardens, helps reduce the vulnerabilities of natural and human systems to new climate realities and capitalize on new opportunities. In many cases, effective adaptation strategies can also have **mitigation** co-benefits, which reduces long term climate risk.

As not everyone will be affected by climate change in the same way or to the same degree, consideration must be given to those who are most vulnerable. As we take action to become a more climate resilient community, it is crucial that equity is considered in all solutions.

### **Objective 12.1. Design the community to be more resilient to a changing climate.**

- Policy 12.1.1. GHG Emissions Reduction Targets.** In partnership with senior governments; local citizens and businesses; non-profits; external agencies; and utility providers; work towards reducing absolute community greenhouse gas emissions below 2007 levels by:
- 4% by 2023;
  - 25% by 2033; and
  - 80% by 2050.
- Policy 12.1.2. Climate Resilient Land Use Planning.** Build climate resiliency through land use design by:
- Protecting natural areas and habitats;
  - Increasing park space and tree canopy coverage;
  - Focusing growth in connected, walkable, **Urban Centres** and **Core Area**;
  - Providing diverse transportation options to shift away from car-centric culture; and
  - Reducing energy consumption by constructing energy efficient buildings and neighbourhoods.
- Policy 12.1.3. Adapting Infrastructure.** Look at community utilities through a GHG lens:
- Capture GHG generated through decomposition at the landfill;
  - Capture GHG produced from biosolids generated from our sanitary treatment process. This includes a new digestion process in line with the current composting practice; and
  - Promote energy efficient pumping and operations within City utilities.

### **Objective 12.2. Prioritize climate resiliency in City operations.**

- Policy 12.2.1. Adaptive Management.** Use **adaptive management** strategies in City operations to cope with uncertain climate conditions.
- Policy 12.2.2. Education and Training.** Increase internal **adaptive capacity** through training and education of City staff.
- Policy 12.2.3. Climate Leadership.** Demonstrate climate change leadership in civic operations by piloting emerging ideas, to increase adaptability and resiliency.
- Policy 12.2.4. GHG Emissions Reduction Criteria.** Incorporate greenhouse gas reduction criteria in infrastructure projects for evaluation/ modeling and procurement.

**Policy 12.2.5.** **Indigenous Knowledge.** Collaborate with **syilx/Okanagan** people to incorporate Indigenous knowledge in climate change action.

**Objective 12.3. Encourage the community to take action to mitigate and adapt to climate change.**

**Policy 12.3.1.** **Climate Projections.** Share climate change projections publicly to inform community climate action.

**Policy 12.3.2.** **Climate Adaptation Techniques in City Operations.** Utilize opportunities to demonstrate effective adaptation techniques in City operations to encourage community led climate change action.

**Policy 12.3.3.** **Climate Action Incentives.** Encourage and incentivize citizens and local businesses to adopt **mitigation** and adaptation strategies to make our local economy resilient to a changing climate.

**Objective 12.4. Improve energy efficiency and reduce greenhouse gas emissions of new buildings.**

**Policy 12.4.1.** **Energy Step Code.** Incrementally increase the energy efficiency of new construction (Part 9 and Part 3) by accelerating **Energy Step Code** performance requirements towards **net-zero energy ready buildings** before 2032.

**Policy 12.4.2.** **Energy Efficient Design.** Encourage the use of passive design to reduce energy demand as described in *Chapter 18: Form and Character Development Permit Area*.

**Policy 12.4.3.** **Operational Greenhouse Gas Emissions.** Explore tools to encourage new construction to achieve low or zero GHG emissions from operations.

**Policy 12.4.4.** **Lifecycle Greenhouse Gas Emissions.** Encourage new construction to reduce life-cycle greenhouse gas emissions from material extraction to demolition.

**Objective 12.5. Improve energy efficiency and reduce operational greenhouse gas emissions of existing buildings.**

**Policy 12.5.1.** **Energy Efficiency for Existing Buildings.** Support the accelerated local implementation of a provincial alterations code (expected in 2024) for existing buildings.

**Policy 12.5.2.** **Home Energy Awareness.** Simplify the retrofit process by offering resources to homeowners that expand awareness of home energy performance and energy efficiency opportunities.

**Policy 12.5.3.** **Energy Labelling.** Support provincial initiatives to require home **energy labelling** for all residential units at time of lease or sale to support increased disclosure and knowledge of home energy performance.

**Policy 12.5.4.** **Resources to Address Energy Poverty.** Provide resources, such as incentives, capacity building and training, to assist households with a high home energy cost burden.



**Policy 12.5.5. Energy Benchmarking and Disclosure.** Encourage and support **industrial**, commercial, institutional, and large multi-unit residential buildings to track and record energy performance so they can better identify retrofit opportunities.

**Objective 12.6. Transition toward 100 per cent renewable energy by 2050.**

**Policy 12.6.1. Making Renewable Energy Easier.** Develop strategies to address and remove barriers to participation in renewable energy programs (e.g. municipal codes, policies, and legislation).

**Policy 12.6.2. Renewable Natural Gas.** Support the identification and development of regional **renewable natural gas** resources, such as anaerobic digestion of food scraps, waste decomposition, etc.

**Policy 12.6.3. District Energy.** Encourage the development and expansion of low-carbon district heating and cooling systems.

**Policy 12.6.4. Microgeneration.** Reduce reliance upon fossil fuels by encouraging small-scale and decentralized generation of renewable energy, such as solar photovoltaics, wind, and geothermal.

**Policy 12.6.5. Combined Heat and Power.** Where opportunities exist to promote the inclusion of waste-heat generation or recovery, the City will consider the offer of necessary utility rights-of-way.

**Objective 12.7. Support the transition to emerging low and zero-emission transportation technologies.**

**Policy 12.7.1. Low Carbon Fuels.** Support the expansion and use of low carbon fuels (e.g. electricity, hydrogen, etc.) as one way of reducing GHG emissions from the transportation sector.

**Policy 12.7.2. Electric Mobility.** Provide infrastructure to support and expand electric vehicle (EV) and e-bike ownership through the following initiatives:

- *Residential charging infrastructure:* Ensure access to appropriate EV and e-bike charging infrastructure (such as Level 2 conduits for EVs), in new construction;
- *Commercial charging infrastructure:* Require a percentage of parking spaces in commercial developments to have energized outlets for Level 2 EV charging and facilitate installing more charging stations in the future;
- *Public charging infrastructure:* Strategically expand the availability of public EV charging infrastructure, prioritizing high-density neighbourhoods and high-traffic public areas; and
- *Education and awareness:* Expand knowledge of EVs and their benefits through education and outreach initiatives.

**Policy 12.7.3. Promote Shared Mobility.** Continue to support pilots and partnerships to improve access to on-demand shared mobility options (e.g. car sharing, bike/e-bike share, e-scooter share) that reduce GHG emissions and promote sustainable transportation options.

**Policy 12.7.4. Autonomous Vehicle Technology.** Work with other levels of government and industry to leverage the potential of new self-driving transportation technologies as one way to reduce congestion and GHG emissions and promote more shared trips.

**Objective 12.8. Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate.**

- Policy 12.8.1. Urban Forest Canopy.** Expand the **urban forest canopy** as identified in the *Urban Forest Strategy*.
- Policy 12.8.2. Green Infrastructure Investment.** Focus **green infrastructure** investment in **Urban Centres** and **Core Area** to reduce the amount of impermeable surfaces and help mitigate the **urban heat island effect**.
- Policy 12.8.3. Green Infrastructure in Development.** Encourage the inclusion of **green infrastructure** in new developments.
- Policy 12.8.4. Ecosystem Connectivity.** Where feasible, accommodate ecosystem connectivity in **green infrastructure** design.
- Policy 12.8.5. Multi-Purpose Design.** Design **green infrastructure** to serve multiple purposes, where feasible (for example stormwater management, urban heat island reduction, and providing shaded, walkable corridors).

**Objective 12.9. Support the community to prepare for and become resilient to the impacts of climate change.**

- Policy 12.9.1. Centralized Warning System.** Create a centralized warning system and resource hub for all potential emergencies and extreme weather events.
- Policy 12.9.2. Community Organizations.** Support community organizations in emergency planning and preparedness.
- Policy 12.9.3. Social Vulnerabilities and Inequities.** Identify and develop solutions with multiple co-benefits for socially vulnerable populations that may have disproportionate climate risks by:
- Reviewing quantitative and qualitative language, income, age, and health data; and
  - Incorporating **equity** mapping into climate change preparedness and climate adaptation.
- Policy 12.9.4. Emergencies and Disasters.** Increase the capacity for the community to respond and recover from an emergency or disaster by:
- Preparing the community to be self-reliant for up to 72 hours after an incident; and
  - Creating strong neighbourhoods so that residents can support themselves and their neighbours in difficult times.

**Objective 12.10. Adapt to a changing water supply.**

- Policy 12.10.1. Civic Water Consumption.** Implement strategies to reduce civic water consumption by:
- Designing for water conservation;
  - Redesigning park and civic landscaping to reduce the amount of irrigated turf where appropriate; and
  - Using adequate levels of topsoil to reduce the need for water while ensuring health of vegetation.

**Policy 12.10.2.** **Water Conservation Tools.** Minimize water consumption and increase resilience to drought by following best practices for water conservation including:

- Water metering;
- Equitable rate structure;
- Implement strategies to optimize and improve irrigation practices; and
- Public education to encourage adoption of water saving techniques.

**Policy 12.10.3.** **Landscape Design.** Encourage all new developments to design landscaping to reduce outdoor residential water consumption.

**Objective 12.11. Increase resilience to extreme weather events.**

**Policy 12.11.1.** **Reduce Vulnerability.** Determine the climate change vulnerability of existing natural and engineered assets so resiliency efforts can be prioritized.

**Policy 12.11.2.** **Build Back Better.** Use recovery from disaster events as an opportunity to 'build back better' and upgrade vulnerable infrastructure.

**Objective 12.12. Reduce risk to public health, the local economy and the environment related to invasive species.**

**Policy 12.12.1.** **Invasive Species and Disease Impact Assessments.** Conduct **invasive species** and disease impact assessments to understand the risk to public health, the local economy and the environment.

**Policy 12.12.2.** **Invasive Species and Sensitive Ecosystems.** Prioritize **invasive species** intervention efforts in **sensitive ecosystems, riparian areas** and wetlands that are connected to larger systems.



Like other cities, Kelowna is facing a number of infrastructure challenges, including growth induced demand for more and improved services, aging infrastructure, regulatory demands and a backlog of projects with limited options for raising capital to respond. These challenges have resulted in an infrastructure deficit at a critical time where new infrastructure is necessary to respond to the impacts of climate change.

Keeping citizens safe and healthy is the paramount priority for infrastructure investment. Recognizing this, the City must find a financially sustainable path to deliver infrastructure services that balances the obligation to maintain existing infrastructure with the need for new investments that support growth and improved services.

Managing how and where we grow is the most significant tool we have to achieve financially sustainable service delivery. Strategically focusing investment in the **Urban Centres** and the **Core Area** will help to service more of the population while minimizing long-term maintenance and renewal costs. By shifting growth away from new suburban greenfield development, we can maximize Kelowna's existing infrastructure systems and limit extension of these system to service areas on the outskirts of the community.

### **Objective 13.1. Prioritize infrastructure investment targeting high growth areas.**

**Policy 13.1.1. Infrastructure Prioritization.** Prioritize infrastructure investment using a multiple bottom line decision-making approach based generally on the following parameters and priorities:

1. Public health and safety;
2. Regulatory need;
3. Growth Strategy District;
  - a. Urban Centres
  - b. Core Area
  - c. Gateway
  - d. Suburban Neighbourhoods
  - e. Rural Lands
4. Environmental responsibility;
5. Economic efficiencies and impact, such as partnerships, project coordination and economic spinoffs; and
6. Key local industries (i.e. agricultural in the case of irrigation water supply).

**Policy 13.1.2. Land Use Coordination.** Coordinate infrastructure upgrades and system extensions with land use and density requirements to ensure cost-effective urban development, to minimize infrastructure life cycle costs and to mitigate the financial impacts of lower density residential development.

**Policy 13.1.3. Transportation Infrastructure Investments.** Guide investments in transportation infrastructure using Maps 13.1, 13.2, 13.3, 13.4 and 13.5.



**Policy 13.1.4.** **Safe Transportation.** Design Kelowna's transportation network and infrastructure to prioritize the health and safety of its citizens.

**Objective 13.2. Ensure fiscally responsible management of existing and proposed infrastructure.**

**Policy 13.2.1.** **Life Cycle Asset Management.** Make planning and capital investment decisions with a long-term life-cycle asset management perspective for the design, maintenance and renewal of infrastructure and facilities, including natural assets.

**Policy 13.2.2.** **Development Pays for Itself.** Regularly review development cost charges to ensure new development fairly funds growth related infrastructure.

**Policy 13.2.3.** **Infrastructure and Facility Funding Tools.** Work with senior levels of government and community stakeholders to identify new and innovative approaches to funding infrastructure and facility improvements related to growth.

**Policy 13.2.4.** **Operational and Maintenance Cost Recovery.** Continue to recover costs of utility operations and maintenance through user fees and charges.

**Policy 13.2.5.** **Integrated Design and Delivery Process.** Coordinate between City divisions, other levels of government and utility service providers to ensure all infrastructure projects consider multiple objectives.

**Policy 13.2.6.** **Quality and Long-Lasting Infrastructure.** Ensure the procurement of high quality long-lasting infrastructure that maximizes service life and minimizing life cycle costs.

**Policy 13.2.7.** **Coordination of Infrastructure Expansion and Renewal.** Coordinate new infrastructure projects with renewal projects to improve resiliency, reduce overall area costs and minimize disruptions.

**Policy 13.2.8.** **Utility and Right-of-Way Corridors.** Seek opportunities for preserving rights of way formerly for utilities or other purposes, such as future linear paths as part of the pedestrian and bicycle networks.

**Objective 13.3. Design stormwater infrastructure to mitigate flooding and pollution to our neighbourhoods, streams and Okanagan Lake.**

**Policy 13.3.1.** **Stormwater Flow Management.** Design new stormwater infrastructure to manage flows to pre-development rates including future climate change projections.

**Policy 13.3.2.** **Surface Drainage / Detention Areas.** Support the integration of stormwater detention and conveyance systems with community or natural amenity space where possible. Promote park and streetscape designs that serve as temporary stormwater retention.

**Policy 13.3.3.** **Stormwater Capture.** Encourage the capturing of stormwater and discharging to ground where appropriate, while reducing impact to downslope properties.

**Policy 13.3.4.** **Mimic Nature.** Mimic the natural ecosystem processes in stormwater system design and construction where possible.

- Policy 13.3.5.** **Impervious Surfaces.** Minimize impervious surfaces and maximize infiltration where appropriate to reduce runoff.
- Policy 13.3.6.** **Stormwater Quality.** Require that stormwater design accounts for maximizing water quality.
- Policy 13.3.7.** **Erosion & Sedimentation Control.** Apply best practices to land use management to prevent erosion and sedimentation during construction.

**Objective 13.4. Provide a secure supply of water.**

- Policy 13.4.1.** **A Sustainable Water Utility.** Continue to provide a cost-effective, resilient and sustainable supply of safe and high-quality water to all utility customers. Expand the water supply system as outlined in Map 13.6 – Water Supply System, in accordance with the *Kelowna Water Servicing Plan*, the *20 Year Servicing Plan*, the *Agricultural Plan* and phasing of new development.
- Policy 13.4.2.** **Kelowna Water Integration Plan.** Continue to promote the long-term integration of potable water systems to provide a cost-effective, resilient and sustainable supply of safe and high-quality water to all citizens and customers. The Plan includes the interconnection and long-term viability of non-potable and disinfected water for agriculture from upland watersheds.
- Policy 13.4.3.** **Water Servicing for Reserve Lands.** Continue to collaborate with the Okanagan Indian Band, Westbank First Nation, neighbouring municipalities and independent water purveyors to ensure a safe supply of drinking water.
- Policy 13.4.4.** **Water Availability for Agriculture.** Collaborate with stakeholders to ensure the delivery of sufficient quantities and the efficient use of water for agricultural productivity.
- Policy 13.4.5.** **Efficient Water Practices.** Incorporate water conservation, demand management and water shortage management into long term utility planning.
- Policy 13.4.6.** **syilx/Okanagan Water Declaration.** Collaborate with the **syilx/Okanagan** communities to incorporate elements of their Water Declaration into City management policies and practices.
- Policy 13.4.7.** **Environmental Flow Needs.** Ensure that our creeks and lakes have adequate flow and temperature conditions to support a thriving and resilient aquatic habitat.

**Objective 13.5. Protect the supply of high-quality drinking water.**

- Policy 13.5.1.** **Water Infrastructure Expansion.** Expand the potable network so that all citizens and customers are provided high quality water that meets the Canadian Drinking Water guidelines and Interior Health Authority water quality objectives.
- Policy 13.5.2.** **Area Based Water Management.** Collaborate with external agencies, municipalities and senior government to apply best practices for watershed management to maintain and improve water quality from natural sources.

- Policy 13.5.3.** **Protect Water from Source to Tap.** Practice a **multiple barrier approach**, including strong protection at the source, effective water treatment and safe distribution to ensure high quality drinking water and minimize any risk to public health.
- Policy 13.5.4.** **Water Intake Zones.** Avoid locating stormwater outfalls near source water intake zones, as identified on Map 13.6 – Water Supply System. Development and recreation that could impact source water quality should also be discouraged near source water intake zones.
- Policy 13.5.5.** **Groundwater Protection.** Collaborate with the Province and stakeholders to protect the City's groundwater resource from inappropriate development as outlined in the Natural Environment Development Permit Guidelines in Chapter 21: Natural Environment Development Permit Area.

### **Objective 13.6. Connect Urban development to the sanitary sewer system**

- Policy 13.6.1.** **New Sewer Servicing.** Ensure that all new developments are connected to the City sanitary sewer system. New septic systems are not permitted for new development in the **Permanent Growth Boundary**.
- Policy 13.6.2.** **Sewer Servicing Areas.** Collaborate with senior levels of government and community stakeholders to expand the sanitary sewer system to existing neighbourhoods currently on septic systems within the generalized sewer limits identified on Map 13.7- Sanitary Sewer System.
- Policy 13.6.3.** **Sewer Expansion in Rural Lands.** Restrict community sewer service expansion into Rural Lands and **agricultural lands** except where infrastructure is needed to address public health issues and protection of natural assets as identified by the City or senior government.

### **Objective 13.7. Ensure the long-term viability of the landfill.**

- Policy 13.7.1.** **Glenmore Landfill.** Continue to use the Glenmore Landfill facility for the disposal of waste in accordance with the Regional Solid Waste Management Plan and the *Design, Operation and Closure Plan*.
- Policy 13.7.2.** **Landfill Life Extension.** Extend the life of the Glenmore Landfill by supporting local and regional programs and strategies to reduce and divert waste.
- Policy 13.7.3.** **Landfill Nuisance Buffer.** Prohibit development of urban residential uses within the buffer area surrounding the Regional Landfill as per Map 13.8 – Landfill Impact Buffer Area and consistent with provincial regulation.
- Policy 13.7.4.** **Resource Recovery.** Encourage resource recovery, such as **renewable natural gas**, from reuse of waste transported for disposal in order to reduce the carbon footprint associated with waste.

### **Objective 13.8. Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.**

- Policy 13.8.1.** **Okanagan Rail Trail Connections.** Prioritize development of walking and biking routes that provide safe, convenient and accessible linkages to Okanagan Rail Trail access points.
- Policy 13.8.2.** **Okanagan Rail Trail Protection.** Ensure the long-term protection of the Okanagan Rail Trail by not permitting encumbrances within the Okanagan Rail Trail corridor, including but not limited to driveways, crossings, and utilities.
- Policy 13.8.3.** **Okanagan Rail Trail Partnership.** Continue to partner and collaborate with the Okanagan Rail Trail Committee to manage and enhance the trail as well as protect the trail for the long-term opportunity to develop a multi-modal transportation corridor linking the communities along the corridor.

**Objective 13.9. Support the cost effective and safe delivery of energy and communications utility infrastructure.**

- Policy 13.9.1.** **Communications Infrastructure.** Support the creation of high quality and assured communication links, including dark fibre infrastructure.
- Policy 13.9.2.** **Energy Infrastructure.** Work closely with utility companies to coordinate planning and development of electricity, natural gas and other energy and utility infrastructure (e.g. solar, geothermal, etc.) to ensure project efficiencies, to minimize costs and to reduce public nuisance.
- Policy 13.9.3.** **Transmission Line Setbacks.** Require residential development to be set back from the edge of utility transmission lines.

**Objective 13.10. Encourage the use and extraction of gravel resources and ensure appropriate redevelopment of gravel pits.**

- Policy 13.10.1.** **Use of Gravel Prior to Development.** Encourage identified gravel resources to be extracted prior to development of sites outlined in Map 13.9 – Sand and Gravel Deposits for **urban uses** to avoid the necessity of seeking such resources in **agricultural lands**.
- Policy 13.10.2.** **Use of Depleted Areas.** Require depleted extraction area to be rehabilitated in accordance with provincial best management practices and used for purposes consistent with Map 3.1 – Future Land Use and *Official Community Plan* objectives and policies.
- Policy 13.10.3.** **Impacts of Extraction.** Discourage aggregate extraction that creates undue impact on neighbourhood residential uses or excessive truck traffic, safety and road condition issues.

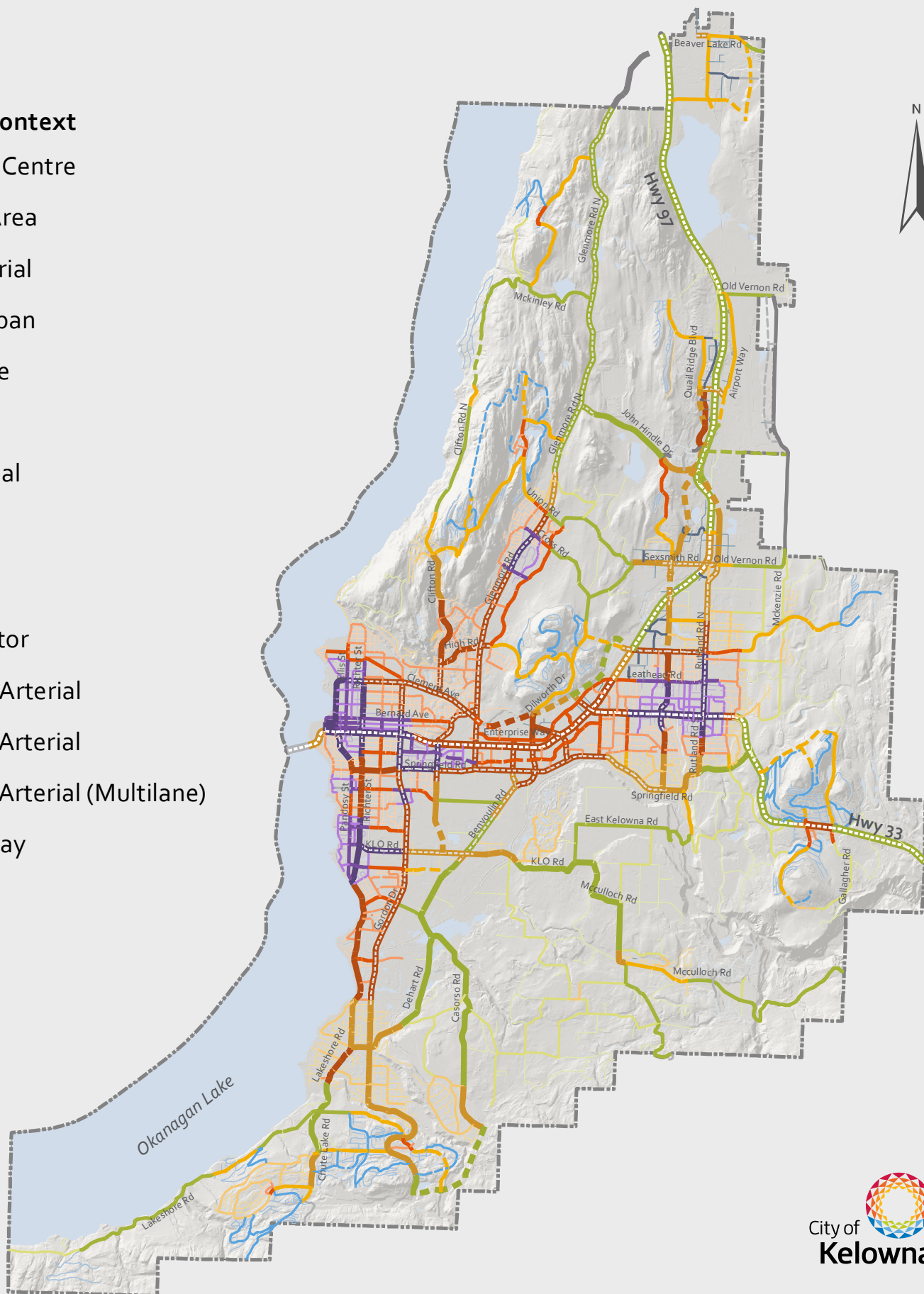








### Land Use Context

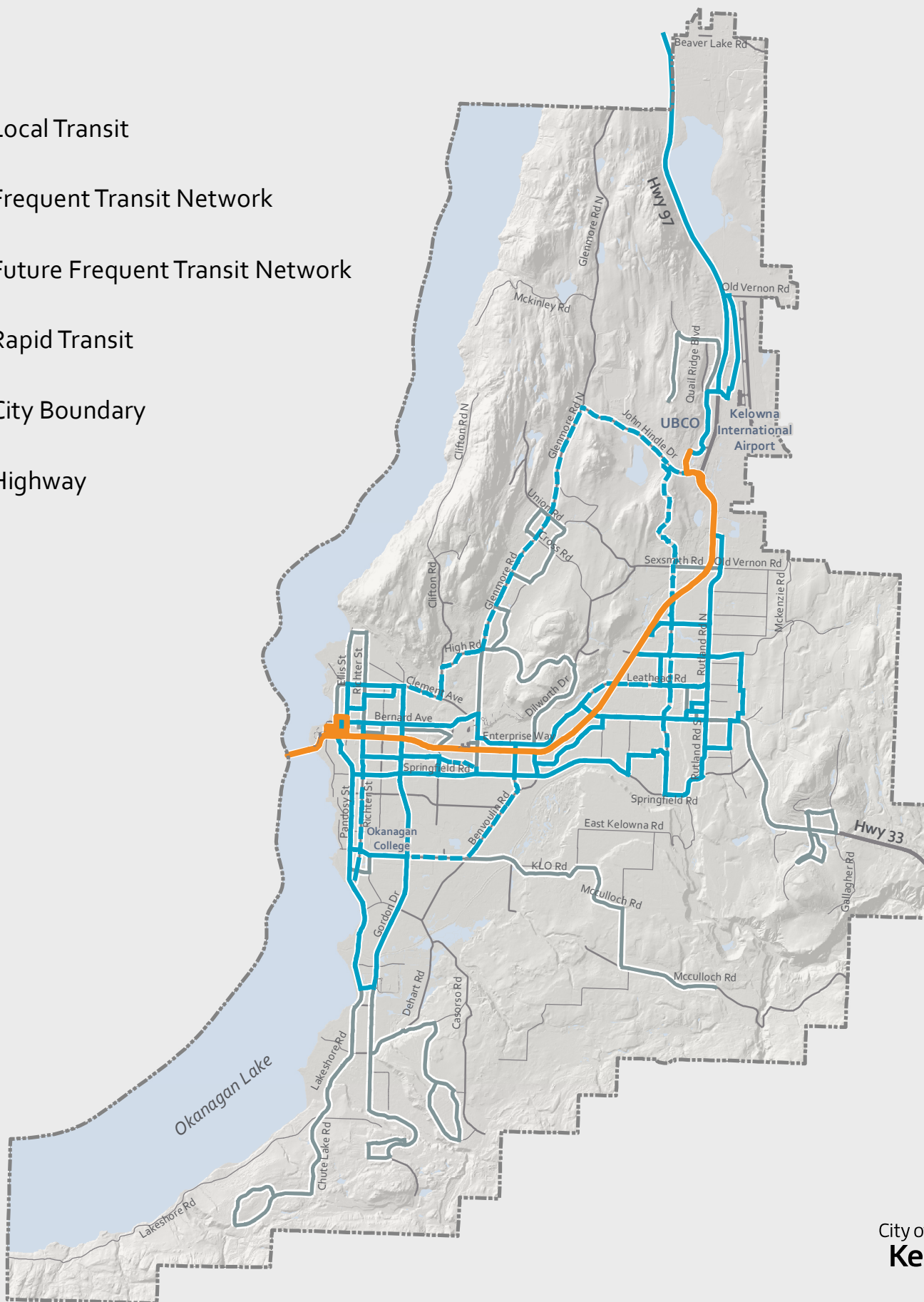
- Urban Centre
- Core Area
- Industrial
- Suburban
- Hillside
- Rural
- External







### Road Class

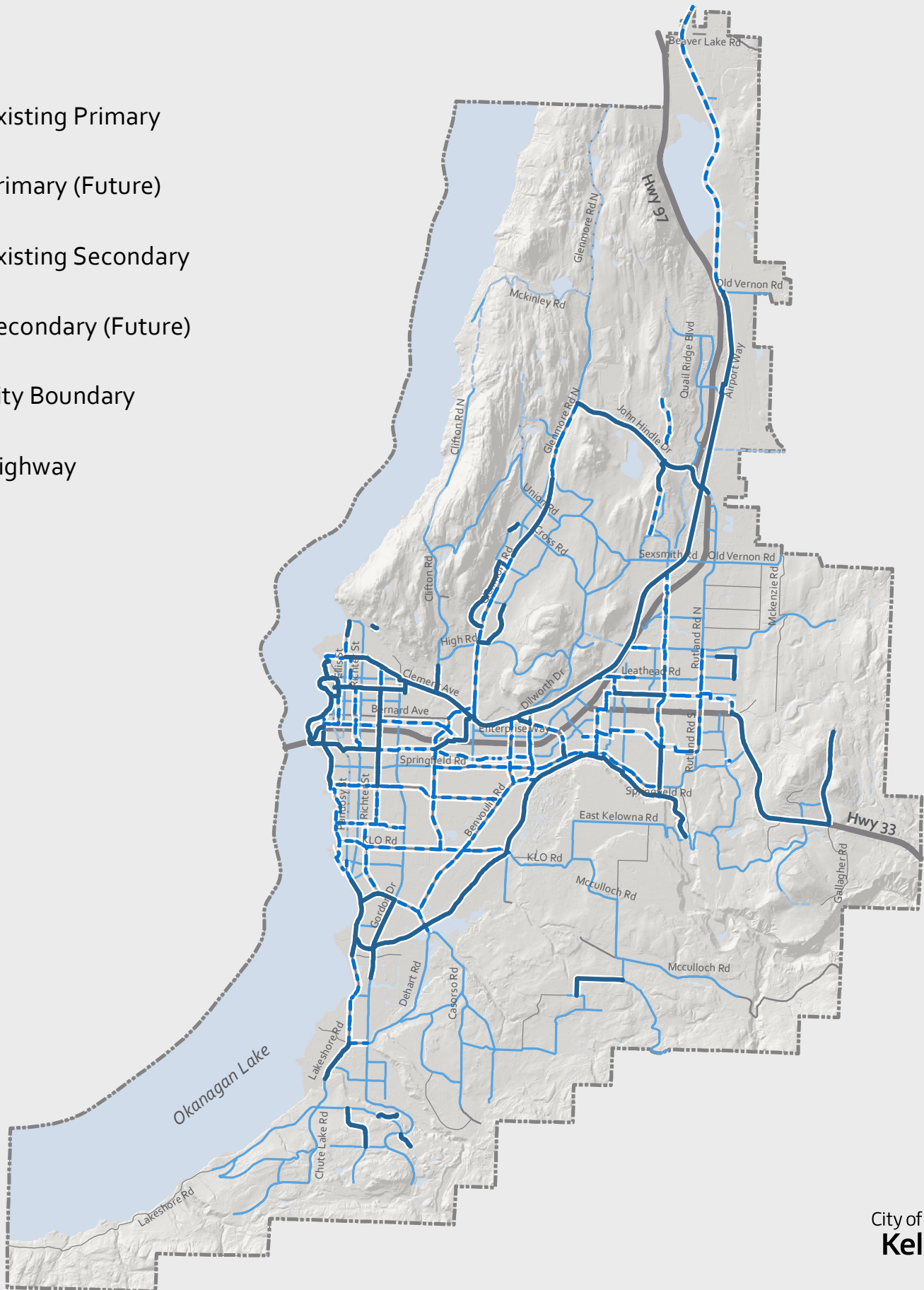
- Local
- Collector
- Minor Arterial
- Major Arterial
- Major Arterial (Multilane)
- Highway



-  Local Transit
-  Frequent Transit Network
-  Future Frequent Transit Network
-  Rapid Transit
-  City Boundary
-  Highway

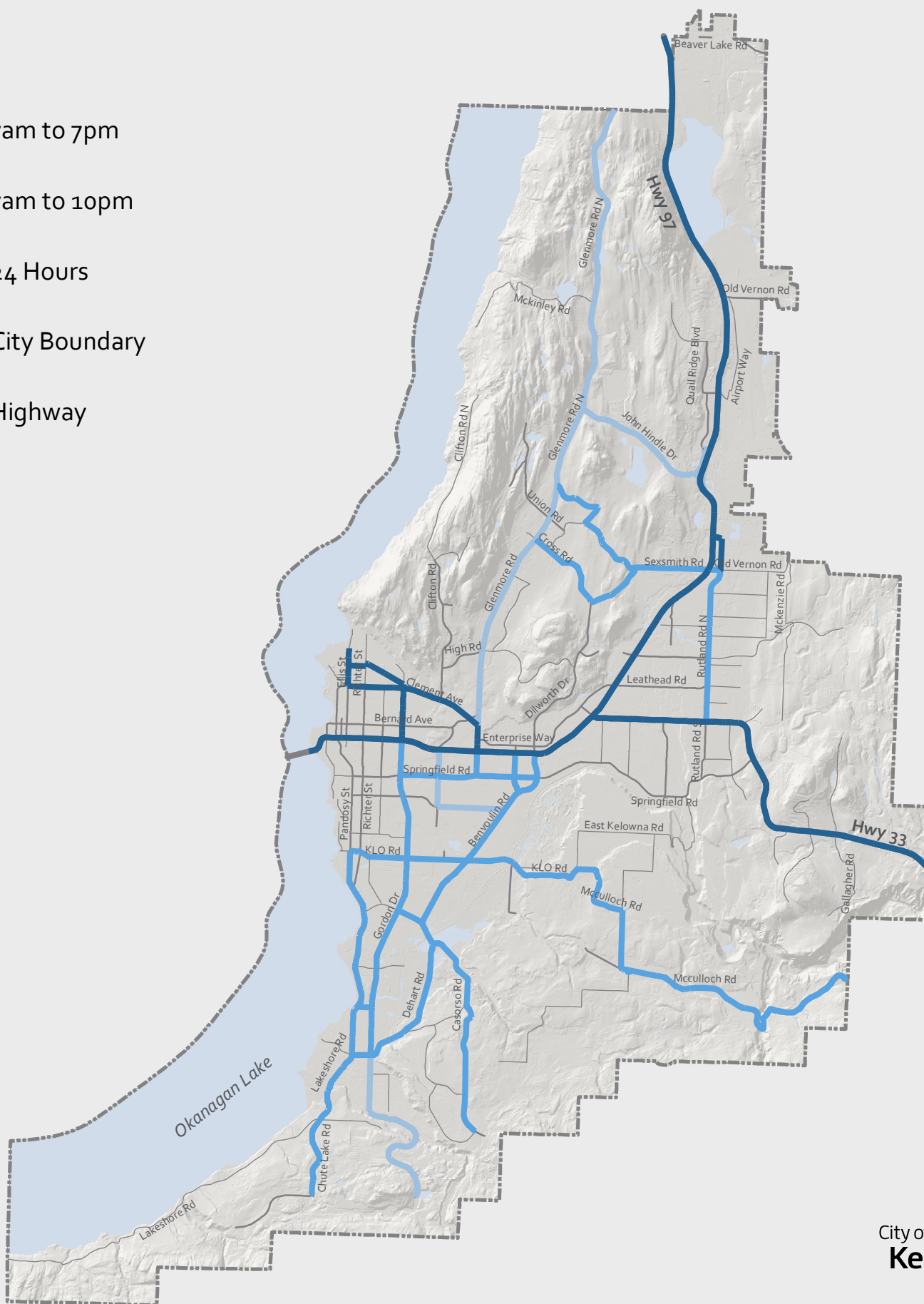


-  Existing Primary
-  Primary (Future)
-  Existing Secondary
-  Secondary (Future)
-  City Boundary
-  Highway





- 7am to 7pm
- 7am to 10pm
- 24 Hours
- City Boundary
- Highway





### Within 20 Years

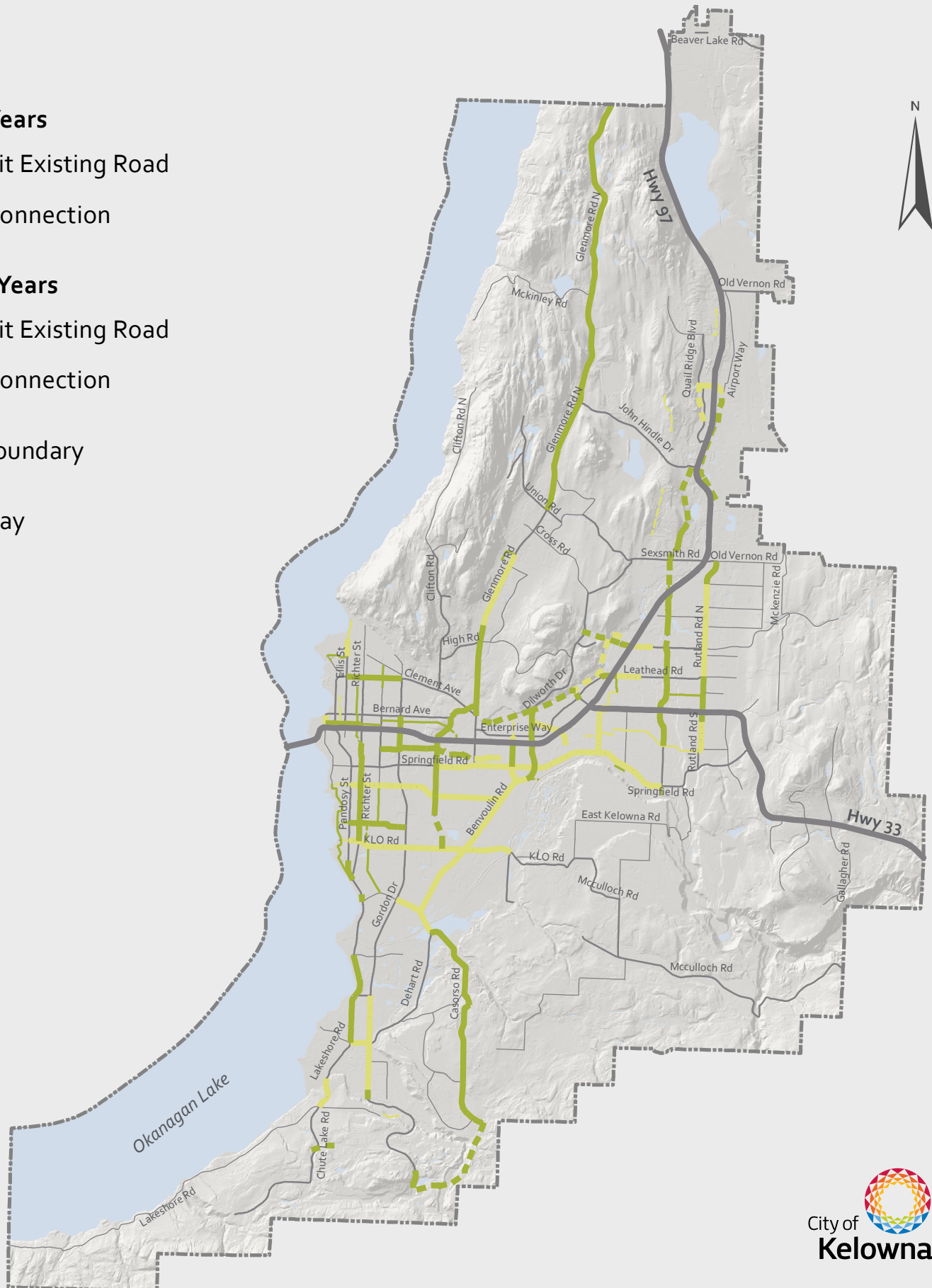
- Retrofit Existing Road
- - - New Connection

### Beyond 20 Years




- Retrofit Existing Road
- - - New Connection

City Boundary




Highway






### Water Supply Areas

-  Existing / Future Glenmore-Ellison Improvement District
-  Existing / Future Black Mountain Irrigation District
-  Existing / Future City of Kelowna
-  Existing / Future City (Agreement with Lake Country)
-  Rutland Waterworks District



### City DCC Upgrades

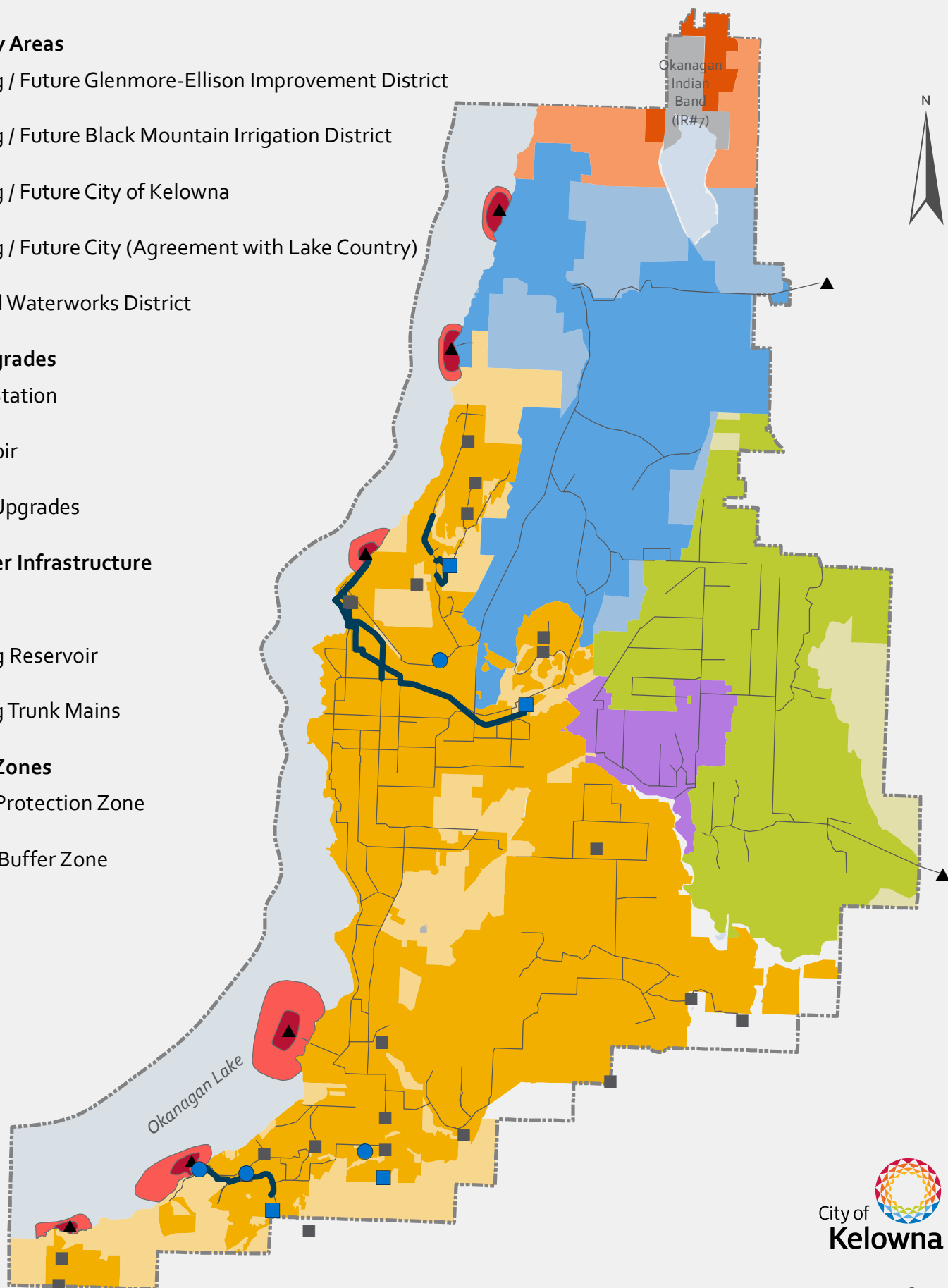
-  Pump Station
-  Reservoir
-  Trunk Upgrades

### Existing Water Infrastructure

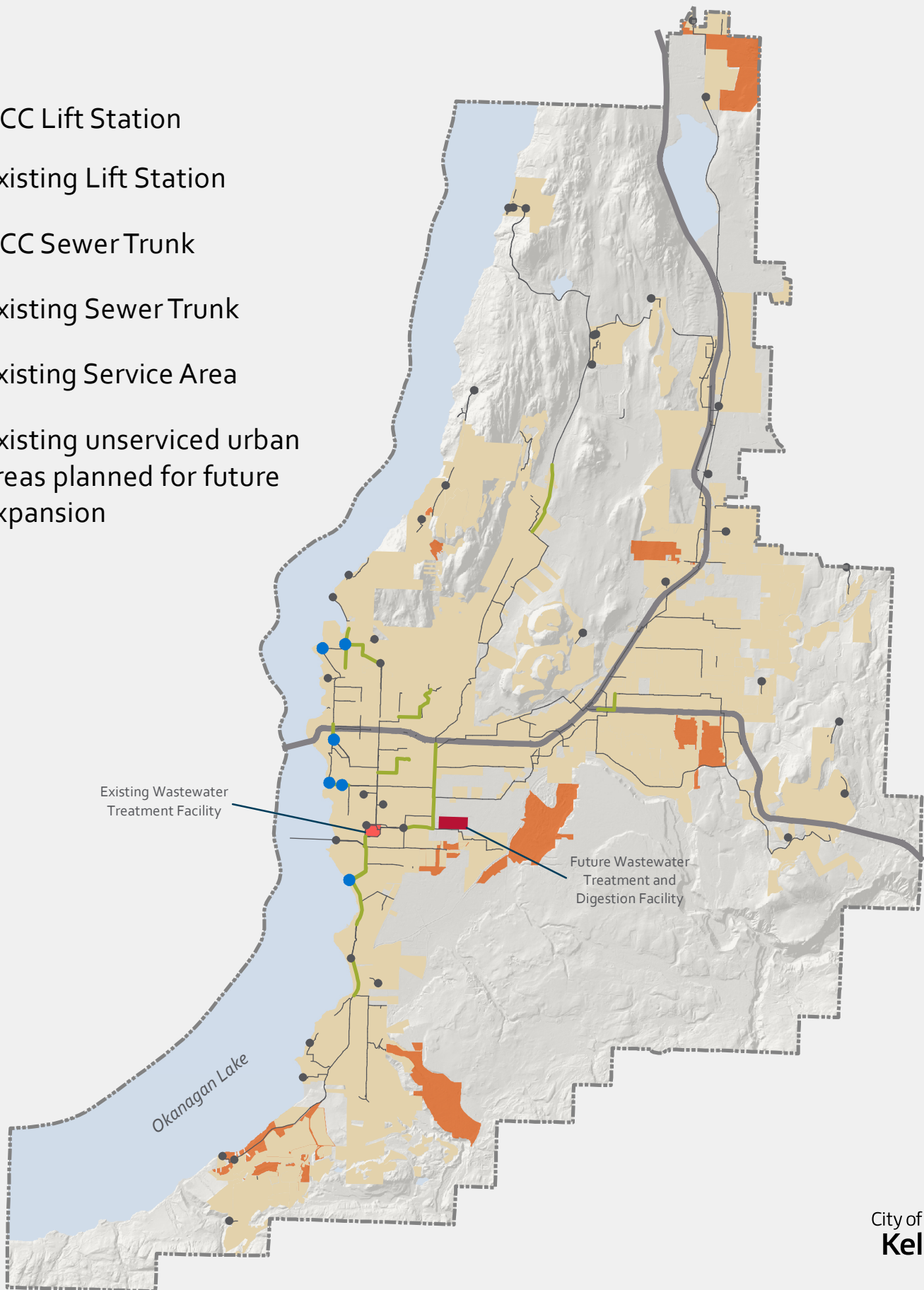
-  Intake
-  Existing Reservoir
-  Existing Trunk Mains

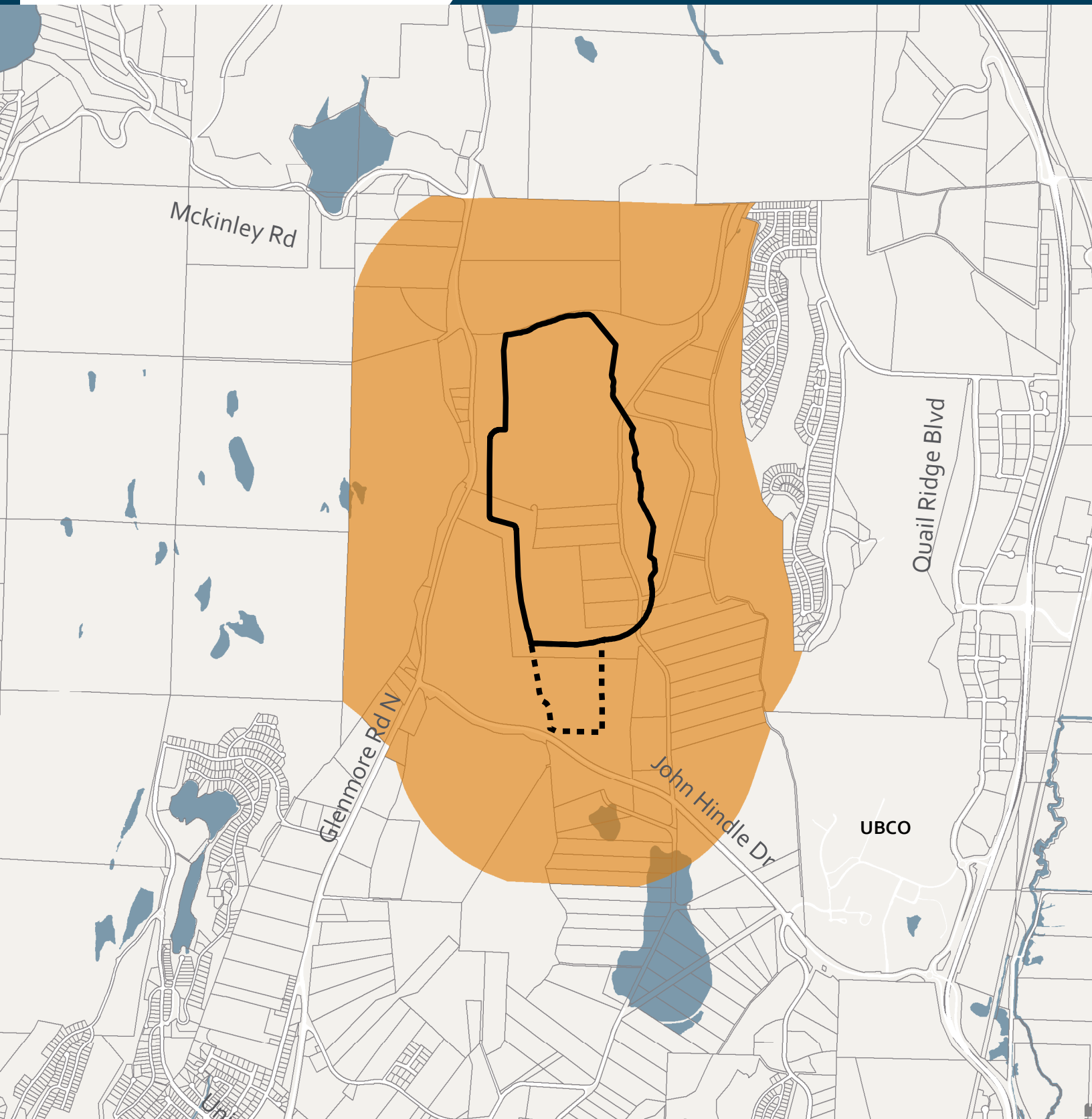
### Lake Intake Zones

-  Intake Protection Zone
-  5 Hour Buffer Zone



- DCC Lift Station
- Existing Lift Station
- DCC Sewer Trunk
- Existing Sewer Trunk
- Existing Service Area
- Existing unserviced urban areas planned for future expansion





Orange Zoning Restriction Buffer

Dashed Line Compost Area

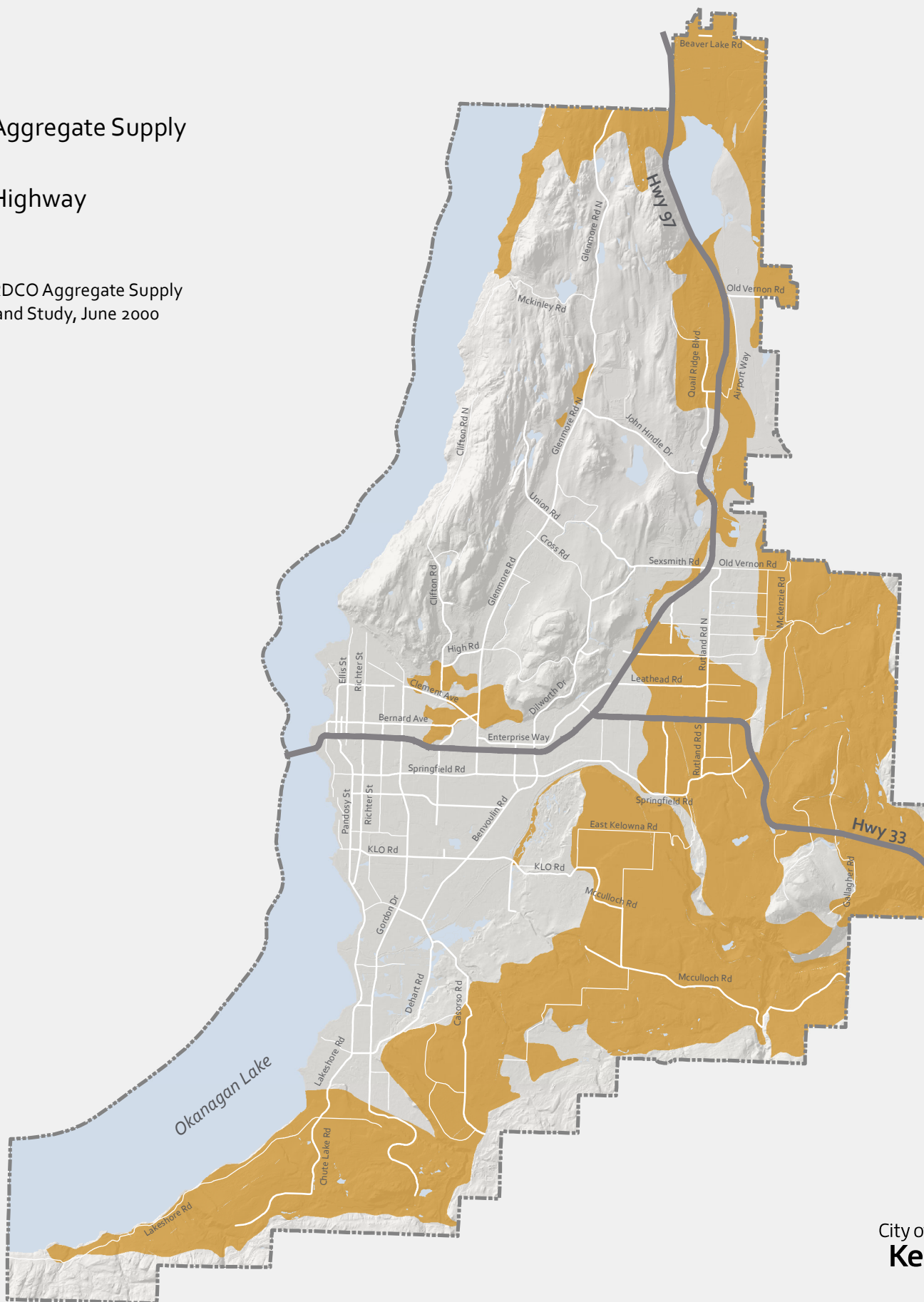
Thick Black Line Ultimate Waste Fill Limit

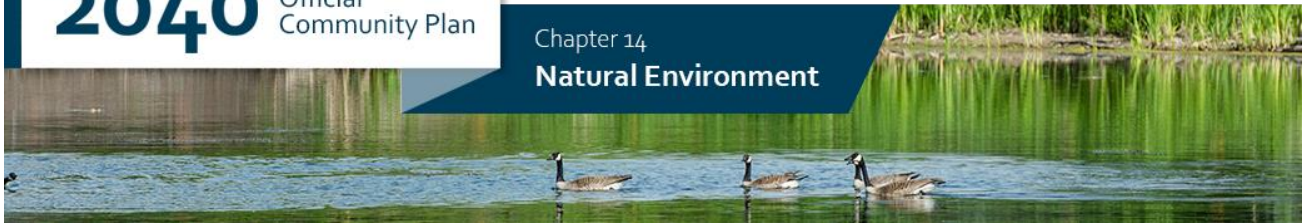


Aggregate Supply

Highway

Source : RDCO Aggregate Supply and Demand Study, June 2000





Kelowna's natural environment is a cornerstone of Kelowna's identity, supporting the community's health, economy, and livability. Okanagan Lake, 27 creeks, 200 wetlands, and our natural areas provide habitat for a wide variety of plants and animals, including several species at risk. These areas provide clean air and water, healthy soils, rainwater interception, soil stability and temperature regulation, as well as outstanding recreational opportunities. Conserving and restoring our natural environment also helps reduce our vulnerability and increase our resilience to climate change. In addition to the host of other **ecosystem services** they provide, these natural assets can significantly reduce greenhouse gas emissions through carbon sequestration and can help our community adapt to the impacts of extreme weather, such as drought and flooding.

Kelowna's natural environment has been significantly modified by human activity and urbanization over the past century. To ensure our remaining natural environment continues to provide benefits for future generations, the City must prioritize the protection and enhancement of natural habitat, water and air resources and maintain local biodiversity. As our community grows, a comprehensive approach must be taken, integrating environmental considerations into planning and development decisions to avoid impacts on our sensitive ecosystems. Extraordinary vigilance is required to maintain the aesthetic, cultural, and functional value of our natural environment.

### **Objective 14.1. Promote strategies that reduce local air pollution and people's exposure to air pollutants.**

- Policy 14.1.1. Motor Vehicle Use and Air Quality.** Promote land uses that reduce reliance on motor vehicles. Restrict land uses and activities that require idling such as new drive through developments.
- Policy 14.1.2. Land Uses and Point Sources of Air Pollution.** Encourage land uses that accommodate vulnerable populations (e.g. seniors, children, people with health challenges) to locate away from major point sources of air pollution, such as industry. If not feasible, consider building design features that will reduce exposure, such as placement of air intakes or additional air filtration.
- Policy 14.1.3. Active Transportation and Air Pollution.** Design **Active Transportation Corridors** to reduce exposure to exhaust pollutants from motor vehicles or traffic related air pollution by considering routes, physical separation, or vegetation to filter pollutants from congested roadways.

### **Objective 14.2. Protect and expand a healthy and viable urban forest.**

- Policy 14.2.1. Urban Forest as Green Infrastructure.** Manage the **urban forest** as **green infrastructure** to enhance **ecosystem services** such as ecosystem connectivity, mitigate greenhouse gas

emissions, reduce the **urban heat island effect**, provide rainwater interception and infiltration, improve air quality, maintain biodiversity and support public health and quality of life.

- Policy 14.2.2.** **Kelowna's Tree Canopy.** Strengthen and expand a healthy and diverse **urban forest**, as per the City's *Urban Forest Strategy*, with tree canopy targets of
- 12% within the **Urban Centres**;
  - 20% within the **Core Area**; and
  - 25% for the rest of the City (**Gateway, Suburban Neighbourhoods** and **Rural Lands** combined).

- Policy 14.2.3.** **Plant Selection.** Encourage the use of species of plants well-adapted to Kelowna on public and private property to increase overall **tree canopy coverage**. With a preference for plants native to the area, select plants that are drought-tolerant, pest-resistant, FireSmart®, are compatible with urban development and are adapted to the specific site conditions today and for a changing climate.

- Policy 14.2.4.** **Right Tree in the Right Location.** Emphasize "right tree in the right location" to help ensure that trees will not have to be removed due to future conflicts with utility wires, building foundations, etc.

- Policy 14.2.5.** **Significant Tree Protection.** Develop tree protection and planting measures to protect indigenous, heritage, **significant** and wildlife trees to:
- Maximize retention of existing trees on development sites; and
  - Protect trees and roots during street and building work.

- Policy 14.2.6.** **Trees in Development.** Maximize the retention of existing vegetation and prioritize the planting of new vegetation through development approval and major construction and infrastructure projects.

- Policy 14.2.7.** **Urban Forest and Habitat Connectivity.** Connect different habitats using the **urban forest** along boulevards, backyards, parks and **riparian areas**.

**Objective 14.3. Preserve Okanagan Lake for its environmental, traditional, cultural, spiritual, and recreational values.**

- Policy 14.3.1.** **Okanagan Lake Ecosystem Health.** Preserve the ecosystem health of Okanagan Lake, recognizing the ecosystem functions it provides to all local species, not just humans. Encourage stewardship of the lake for future generations.

- Policy 14.3.2.** **Natural Shoreline Conservation.** Conserve the natural **shoreline** of Okanagan Lake to preserve areas of archaeological and cultural significance, shore spawning fish habitat, wetlands, stream corridors, **steep slopes**, rock outcrops, cliffs, **species at risk**, and to maintain natural ecosystem processes that sustain local flora and fauna.

- Policy 14.3.3.** **Foreshore Structures.** Ensure structures that obstruct public access along the foreshore are brought into compliance with current regulations prior to the approval of an upland development application.

- Policy 14.3.4.** **Shoreline Erosion Protection.** Where possible, use **green infrastructure** and natural asset management to protect the foreshore during flooding (e.g. expanded **riparian**

areas, stabilize foreshore with natural materials, etc.). Avoid **hard armoring shoreline** with retaining walls.

**Policy 14.3.5.** **Okanagan Lake Water Quality.** Protect the water quality of Okanagan Lake by managing activities in upland source water areas to reduce pollutants entering the Lake.

**Objective 14.4. Preserve and enhance biodiversity and landscape diversity, integrating and connecting ecological networks through the city.**

**Policy 14.4.1.** **Ecosystem Level Planning.** Use an **ecosystem level approach** to ecological planning and management to ensure the ongoing function of **environmentally sensitive areas** (ESA), establishment and/or retention of **ecosystem connectivity corridors** and the preservation of **species at risk**.

**Policy 14.4.2.** **Ecosystem Connectivity Corridors.** Maintain and improve biodiversity through the establishment and preservation of **ecosystem connectivity corridors** for habitat connectivity, migration, and the continuation of viable populations by:

- Discouraging development or land uses that will have a negative impact on properties that intersect with the Okanagan Mountain to Kalamalka Lake Provincial Park Ecosystem Connectivity Corridor as identified on Map 14.1;
- Discouraging development or land uses that will have a negative impact on properties that intersect with the Knox Mountain Ridge Ecosystem Connectivity Corridor as identified on Map 14.1;
- Encouraging the provincial government to incorporate transportation corridors that allow for wildlife movement at key locations; and
- Conserving and enhancing ecosystem connectivity through parks, open spaces and **riparian areas**.

**Policy 14.4.3.** **Natural Riparian Areas and Watercourses.** Preserve **riparian areas** and watercourses in their natural state and link them with upland natural areas to develop a connected network of natural areas throughout Kelowna.

**Policy 14.4.4.** **Critical Habitat Restoration.** On City-owned properties, investigate opportunities to restore native ecosystems.

**Policy 14.4.5.** **Species and Habitats at Risk.** Protect, manage, enhance and restore ecosystems and **species at risk** defined by the federal Species at Risk Act and/or provincially Red and Blue ranked species. Balance the protection of locally rare species with those that are less rare but ecologically valuable.

**Policy 14.4.6.** **Culturally Significant Vegetation.** Look for opportunities to preserve areas with culturally significant **syilx/Okanagan** plants and ecology such as bitterroot, siya, and birch.

**Policy 14.4.7.** **Stewardship of Environmentally Sensitive Areas.** Encourage landowners to protect, preserve, and enhance **environmentally sensitive areas** on private property through conservation tools such as conservation covenants, land trusts, and eco-gifting.

**Policy 14.4.8.** **Environmentally Friendly Pesticide Alternatives.** Discourage the use of chemical fertilizers, pesticides and herbicides for cosmetic purposes and instead promote the use of environmentally friendly alternatives in order to protect water resources and adjacent ecosystems.



**Policy 14.4.9. Natural Viewscape.** Collaborate with the Regional District of Central Okanagan, neighbouring communities, First Nations and senior levels of government to protect the natural viewscape of the Central Okanagan.

**Objective 14.5. Protect and restore environmentally sensitive areas from development impacts.**

**Policy 14.5.1. Development Design in Environmentally Sensitive Areas.** Design new development to prioritize protection of **environmentally sensitive areas** as identified in Map 21.1 Natural Environment Development Permit area. Design the development to not disturb natural ecosystems, preserve environmentally sensitive features, adapt to natural topography and to avoid overall environmental impact. For those developments also in a Wildfire Development Permit Area (Map 20.2), ensure the development is also designed to minimize wildfire risk.

**Policy 14.5.2. Native Vegetation Retention.** Maximize the retention of existing **native vegetation** and restore **native vegetation** wherever possible during site development in **environmentally sensitive areas** as identified in Map 21.1 Natural Environment Development Permit area to enhance **ecosystem services**, maintain biodiversity and minimize erosion and runoff. In Wildfire Development Permit Areas (Map 20.2) vegetation loss may be necessary as recommended by a qualified professional, to minimize risk.

**Policy 14.5.3. Environmentally Sensitive Area Protection Tools.** Protect and preserve **environmentally sensitive areas** using one or more of the following measures at the time of development:

- Dedicating land as a City park or natural area and managed to prioritize their sensitive features in balance with public use;
- Returning to Crown Land;
- Placing a covenant for conservation purposes with the City, the Province and/or a nongovernmental organization (e.g. Central Okanagan Land Trust) eligible to hold Conservation Covenants;
- Incentivizing development within **PGB** (e.g. density transfer, cluster housing, etc.) that will facilitate the protection of all or significant portions of **ESAs**;
- Protecting of **ESAs** or portions of **ESAs** as amenity contributions when new development requires a change to zoning that increases density over present zoning within **PGB**; and
- Ensuring setbacks on adjacent developments are adequate to maintain the integrity of the **ESA** and to minimize hazards created at the interface between natural areas and development.

**Policy 14.5.4. Voluntary Environmentally Sensitive Area Protection.** When an owner of land offers voluntary protection of an **ESA**, consider allowing increased density on the balance of the subject property by including the dedicated area in the density calculation; transferring density to another property; trading land; purchasing land; offering grants-in-aid; or granting tax exemptions.




**Policy 14.5.5. Site Density Calculations.** Allow the owner(s) of land affected by dedications for environmental protection to use the original site area in computing density and floor area ratios and minimum area for development or subdivisions purposes.

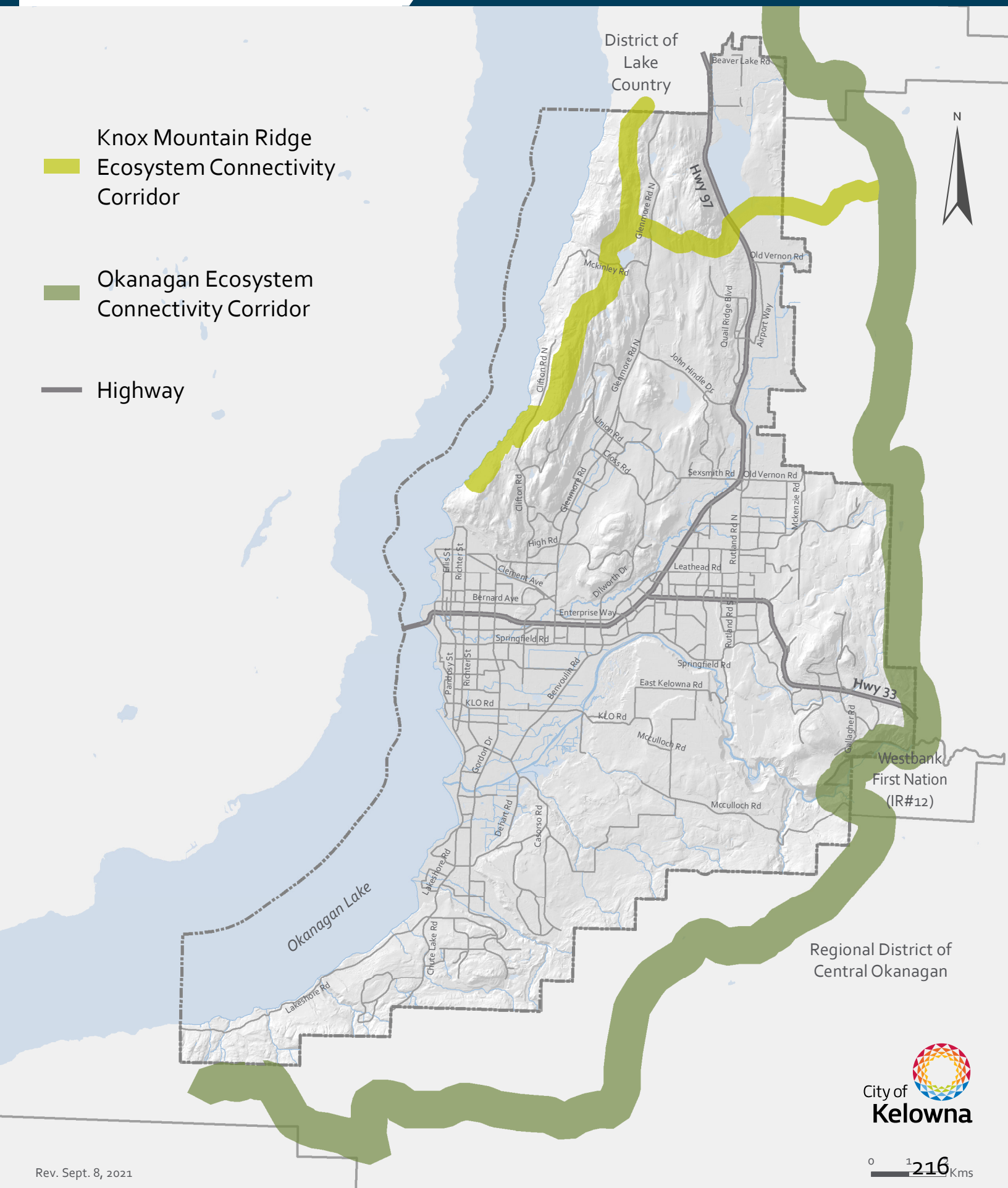
- Policy 14.5.6. Riparian Area Restoration.** Restore negatively impacted **riparian areas** prior to subdivision or rezoning approval.
- Policy 14.5.7. No Net Loss of Terrestrial Habitat.** Require land use and development projects to have “**no net loss**” of natural ecosystems and their functions as determined through environmental assessment for those properties identified on the Natural Environment Development Permit Map 21.1. In the long term the City will strive for a net gain in overall productivity of terrestrial habitats.
- Policy 14.5.8. No Net Loss of Aquatic Habitat Productivity.** Require land use and development projects to have “**no net loss**” of aquatic habitat productivity, based on the principle of the Department of Fisheries and Oceans “**no net loss**” policy, as determined through environmental assessment for those properties identified on the Natural Environment Development Permit Map 21.1. In the long term the City will strive for a net gain in overall productivity of aquatic habitats.
- Policy 14.5.9. Habitat Management Hierarchy.** Ensure the following sequence of management actions for all public or private projects be adhered to, in areas identified in Natural Environment Development Permit Map 21.1, to achieve the “**no net loss/net gain**” principle of ESA’s:
- AVOID impacts to habitat through appropriate project siting and design;
  - MITIGATE minor or temporary impacts by minimizing impacts, and repairing and restoring damaged habitats to their former state or better;
  - COMPENSATE only when residual, permanent loss of habitat is unavoidable, acceptable and compensable. Habitat compensation proposals will not be accepted as a trade-off for incomplete on-site **mitigation** where effective **mitigation** efforts are feasible. Development proponents are responsible for proving that all measures to avoid or mitigate potential habitat impacts have been exhausted prior to proposing habitat compensation measures on or off-site.
- Policy 14.5.10. Varying Riparian Management Area Requirements.** Retain the option to vary the width of Riparian Management Areas to accommodate the maximum retention of desirable natural vegetation and wildlife habitat, ground formations, and water features through a “**no net loss**” approach.
- Policy 14.5.11. Environmentally Sensitive Area Linkages.** Ensure that development activity does not compromise the ecological function of **environmentally sensitive areas** and maintains the integrity of plant and wildlife corridors.
- Policy 14.5.12. Transportation Environmental Impacts.** Reduce the impacts of transportation infrastructure on the natural environment by:
- Reducing runoff through infiltration and retention using **green infrastructure** practices as low impact development controls;
  - Capturing pollutants and sediments from storm water runoff before they enter the natural environment;
  - Planting **native vegetation** along streets and pathways;
  - Providing wildlife passages at key locations; and
  - Modifying road layouts and alignments, where feasible, to protect **environmentally sensitive areas**.

- Policy 14.5.13. Reduce Light and Noise Pollution.** Encourage development to buffer along adjacent **environmentally sensitive areas** to reduce light and noise pollution that may negatively affect wildlife.

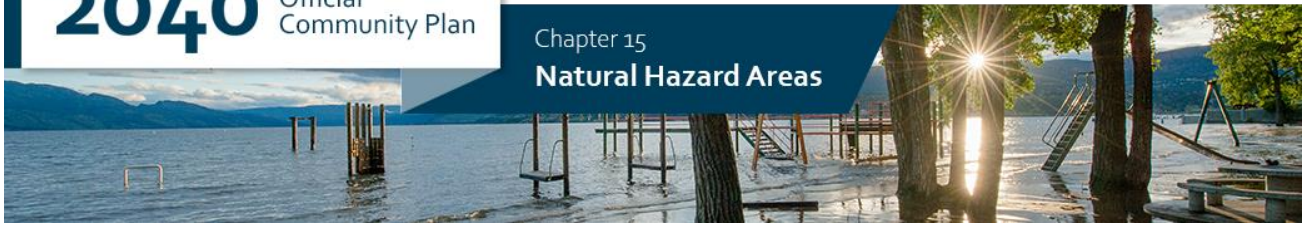
## **Objective 14.6. Provide compensation for unavoidable habitat losses.**

- Policy 14.6.1. Compensating for Unavoidable Habitat Loss.** When compensation for loss of habitat is necessary and acceptable, implement the following guidelines in making habitat compensation decisions:
- On-site compensation (e.g. in or near the same location as the area being impacted) is preferred over off-site compensation, particularly when sufficient space is available and there is adequate biophysical capacity on the site to create or enhance similar habitat. In some instances, off-site compensation may result in greater ecological benefits to the overall watershed, habitat type, species or community;
  - When it is deemed necessary or appropriate, off-site compensation should occur within the same watershed or ecological unit as the area being impacted; and
  - 'Like-for-like' compensation is preferred over replacing lost habitat with a different type of habitat. However, replacing with unlike habitat may be preferable in cases when the replacement habitat will have higher productivity and/or will address a limiting factor within the natural system affected.
- Policy 14.6.2. Compensation Ratio.** When compensation for loss of habitat is necessary and acceptable, require a **compensation ratio** (area of replacement habitat to area of lost habitat) that accounts for factors such as:
- Time lags in achieving habitat replacement;
  - Risk associated with the success of compensation measures;
  - The relative significance of the impacted habitat (e.g. does it support threatened, endangered and / or economically important species?);
  - Whether compensation is occurring on-site or off-site; and
  - Whether the replacement habitat is of the same type as the lost habitat.
- Policy 14.6.3. Mission Creek Aquatic Habitat Compensation Bank.** The Mission Creek Aquatic Habitat Bank may only be used to compensate for unavoidable losses to aquatic habitat. Guidelines for use of the Bank address factors including application criteria, geographical area, project priorities and costs, and method of estimating compensation contributions.
- Policy 14.6.4. Compensation Bank Use.** When compensation is required to address harmful alteration, disruption or destruction of fish habitat (HADD) under the federal Fisheries Act, the ability to contribute to the Mission Creek Compensation Bank as a compensation option will be at the discretion of senior government fisheries agencies. Contribution to the Bank for non-HADD related compensation proposals will be at the discretion of the City with input from senior agencies, as needed.

-  Knox Mountain Ridge Ecosystem Connectivity Corridor
-  Okanagan Ecosystem Connectivity Corridor
-  Highway







Our lakes, streams, mountains, and valleys are some of the defining features of Kelowna. This unique natural landscape not only supports plant and animal species but is a major draw for people to live in our community. The natural features that contribute to Kelowna's beauty, however, can also pose significant risk from natural hazards. **Steep slopes** and ravines associated with our valleys and hillsides can be vulnerable to slope instability, landslides, and rock falls. Areas along our 27 creeks and the Okanagan Lake foreshore areas can be susceptible to flooding. Finally, wildfires are a natural part of Kelowna's wildland ecosystem, however, the proximity of developed lands and to forests and grassed slopes results in a wildfire interface hazard for many areas of the community.

Kelowna is already experiencing the impacts of climate change, and as global temperatures continue to rise, the risk associated with some hazards will be heightened. Increased precipitation and more intense storms will increase the risk of flooding and slope instability, particularly during the spring. Further, with the projected increasingly dry conditions and hotter days, the likelihood of being impacted by wildfire events is expected to increase.

Development in areas prone to natural hazards requires special consideration. Focusing on risk reduction at the interface between communities and the natural environment is necessary to minimize threats to personal safety and property while ensuring protection of our **sensitive ecosystems**.

### **Objective 15.1. Reduce wildfire risk to health and safety of the public, property and infrastructure.**

- Policy 15.1.1. Design Subdivisions to Reduce Wildfire Risk.** Incorporate wildfire hazard reduction considerations in subdivision design.
- Policy 15.1.2. Access and Egress.** Improve access and egress to neighbourhoods at risk of wildfire as identified in Map 20.2: Wildfire Development Permit Area.
- Policy 15.1.3. Use FireSmart® Principles.** Encourage property-owners to use FireSmart® principles on their properties.
- Policy 15.1.4. Manage Forest Fuels.** Use a combination of new and conventional technologies and traditional **syilx/Okanagan** knowledge to manage forest fuels in accordance with a changing climate to reduce wildfire risk.
- Policy 15.1.5. Wildfire Fuel Modification.** For properties to be transferred to the City that are located within a Wildfire Hazard Area, as identified in Map 20.2., require wildfire fuel modification to be completed prior to the transfer to a level deemed acceptable by a qualified professional in a wildfire hazard assessment.

**Objective 15.2. Design and locate development to reduce risks associated with steep slopes.**

- Policy 15.2.1. Steep Slopes.** Restrict development on **steep slopes**. These areas should be retained as natural open space, either public or private.
- Policy 15.2.2. Access Through Steep Slopes.** Avoid roads (public or private) through +30 per cent slope areas. Consider allowing only when a qualified professional can demonstrate the road will be sensitively integrated with the natural environment (visual and aesthetic impacts minimized) and will present no hazards to persons or property, environmental threats or unreasonable servicing or maintenance challenges.
- Policy 15.2.3. Design Development to Avoid Areas of Steep Slopes.** For properties identified in Map 20.1: Hazardous Condition Development Permit Area, design the development to lessen site disturbance and avoid areas of steeper slopes. For those developments that are also in a Wildfire Development Permit Areas (Map 20.2), ensure the development is designed to minimize wildfire risk.
- Policy 15.2.4. Retain Existing Vegetation.** Maximize the retention of existing **native vegetation** during site development on **steep slopes** to enhance ecological services, minimize erosion and runoff, enhance ecological services and reduce visual and aesthetic impacts. In Wildfire Development Permit Areas (Map 20.2), some vegetation may need to be removed to reduce fuel loads as recommended by a qualified professional.
- Policy 15.2.5. Locate Developments Away from Top of Slopes.** Set back development from the top of ridgelines, cliffs and ravines to minimize the impact on environment and risk to development as outlined in Chapter 20: Development Permit Areas (Hazardous Condition Development Permit Guidelines).
- Policy 15.2.6. Retaining Walls in Steep Slope Areas.** In areas of **steep slopes**, when necessary, design and construct retaining walls to minimize visual and aesthetic impacts and to reduce the impacts on existing adjoining neighbourhoods and the environment.

**Objective 15.3. Design and locate development to reduce risks associated with soil and rock substrate.**

- Policy 15.3.1. Hydro-geologically Sensitive Areas.** Reduce or eliminate irrigation water use in areas where limited or no infiltration capacity exists based on hydro-geological assessments of sensitive areas. An assessment of potential ground and surface water seepage may be required as part of any subdivision on hillside lands in excess of 20 per cent slopes.
- Policy 15.3.2. Sediment Control.** Use erosion control mechanisms during construction of all developments to minimize the flow of sediment into the surrounding environment.

**Objective 15.4. Reduce flood risk to health and safety, infrastructure, property and natural assets.**

- Policy 15.4.1. Balanced flood protection approach.** Take a balanced and holistic approach to flood protection through the consideration of:
- Flood protection needs;

- Improvements to water quality;
- Ecosystem habitat objectives; and
- Localized goals.

- Policy 15.4.2.** **Developing in Floodplains.** Where development is already located in a floodplain, or zoning permits new development in these areas, as identified in Map 20.1: Hazardous Condition Development Permit Area or along any watercourse, the future construction of, addition to, or alteration of a building or structure should be constructed to minimize impacts of future flooding as well as meet Natural Environment Development Permit Guidelines. Development that minimizes threat to life and property, such as agriculture, parks or greenspace is preferred.
- Policy 15.4.3.** **Maintain Flood Data.** Maintain up to date flood data to understand the risk to the community and where necessary consult local Indigenous organizations for expertise and oral historical data.
- Policy 15.4.4.** **Retrofit Critical Infrastructure.** Continue to retrofit critical infrastructure (airport, roads, bridges, sewer) within the floodplain to withstand increased frequency and intensity of flood events.
- Policy 15.4.5.** **Repurpose public infrastructure during disruptions.** Repurpose public infrastructure (e.g. roads, parks, trails) during seasonal flood events to minimize flood impacts that may disrupt City services.
- Policy 15.4.6.** **Improve flood resiliency.** Work together with the public, agricultural community, and other stakeholders to improve flood resiliency for those properties located within the floodplain.



The Official Community Plan is a living document that provides direction on how Kelowna will evolve to 2040. While policies and decisions should be consistent with the **Pillars, Growth Strategy**, objectives and the policies of the Plan, the Official Community Plan should be recognized as a flexible and adaptable document. Amendments to the plan from time to time are expected during its 20 year life to ensure that it adapts to a changing context.

**Objective 16.1. Ensure that land use decisions are consistent with the direction of the Official Community Plan.**

**Policy 16.1.1. OCP Consistency.** Ensure future City plans, policies and bylaws prepared following adoption of the 2040 Official Community Plan take direction from and are consistent with the Plan. In addition, plans, policies and bylaws adopted prior to the Official Community Plan should be updated and amended to be consistent with it over time.

**Policy 16.1.2. Official Community Plan Amendment Evaluation.** Evaluate applications for amendments to the Official Community Plan based on how they are consistent with the OCP **Pillars** and the **Growth Strategy**, as outlined in *Chapter 1: The Big Picture* to determine how the proposed amendment meets the Plan's vision and relationship to *Imagine Kelowna*.

**Policy 16.1.3. Official Community Plan Amendment Process.** Consider the scale of the impact of a proposed OCP amendment when determining application processes and opportunities for consultation as outlined in Section 475 of the *Local Government Act*. Examples of differing scales may include (from smallest anticipated impact to greatest anticipated impact):

- Minor amendments to improve clarity and understanding of the Official Community Plan;
- Text amendments that do not include amendments to the Future Land Use Map (Map 3.1);
- Amendments to the Future Land Use Map (Map 3.1);
- Amendments to the Growth Strategy Districts; and
- Comprehensive plan updates.

**Policy 16.1.4. Development Approval Information.** Pursuant to Section 485.1 of the *Local Government Act*, the entire City of Kelowna is designated as a Development Approval Information Area in order to guide and support new development that contributes to the goals and objectives of the Official Community Plan. The Divisional Director of Planning and Development Services, or designate, may require development approval information pursuant to that Section. The conditions that justify this designation are as follows:

- Kelowna is a rapidly growing community and this growth will impact neighbourhoods, businesses, service provision and infrastructure. Information may be required to assess impacts on nearby and adjacent development, including shadowing, noise, visual impacts and scale, impacts on community services, such as parks, schools and



protective services, socio-economic impacts, and impacts on the transportation and utility network and infrastructure.

- Kelowna's landscape includes hillsides, floodplains, wildfire interface areas and other unique landscapes. Information may be required to assess impacts on these landscapes and to protect people, property and infrastructure.
- Kelowna is home to many sensitive terrestrial and aquatic ecosystems, a valley-wide airshed, agricultural lands and water bodies, including Okanagan Lake. Information may be required to guide and inform protection of this land, water and air.
- Kelowna is located in the traditional, ancestral and unceded territory of the **syilx/Okanagan** people, who have lived here since time immemorial. As such, the area is home to many important heritage assets. Settlement of the area by non-indigenous residents has also provided the city with many heritage assets. Information may be required to identify heritage value of these assets, including but not limited to landscapes, archaeological sites, buildings and properties, and to guide their protection and conservation.

**Policy 16.1.5. Requirement to Obtain a Development Permit.** Within a development permit area, a development permit must be obtained before undertaking certain activities, such as subdividing land or constructing, adding to, or altering a building or specifications, unless specifically exempted. The triggers for the development permit requirement vary slightly by development permit area. Chapters 18 through 23 specify the triggers and available exemptions.

**Policy 16.1.6. Multiple Development Permits.** Where land is subject to more than one Development Permit designation, development will be subject to the requirements of all applicable development permit guidelines.

**Policy 16.1.7. Density Bonusing.** Consider the use of density bonusing provisions as outlined in the *Local Government Act* in exchange for the provision or conservation of an amenity and for the provision of **affordable** or **special needs housing**.

## **Objective 16.2. Coordinate Growth Strategy implementation with supplementary plans.**

The Official Community Plan provides a high level **Growth Strategy** as well as a series of objectives and policies to guide the City's development. However, **supplementary plans** that address specific topics or areas are required to provide more detailed policy or regulatory guidance.

The Official Community Plan was developed in conjunction with the Transportation Master Plan and the 2040 Infrastructure Plan to ensure that the OCP's vision is able to become a reality. Together all three of these plans provide direction on how Kelowna will grow through to 2040, ultimately meeting *Imagine Kelowna*. As such, detailed direction for transportation network implementation should be guided by the Transportation Master Plan. The 2040 Infrastructure Plan should provide guidance for the delivery of utility infrastructure during the life of the plan.

The Official Community Plan is also guided by **supplementary plans**, such as the *Civic Precinct Plan* and the *Capri-Landmark Urban Centre Plan*, for example. These **supplementary plans** provide more detailed policy guidance for specific neighbourhoods and can include, but are not limited to, **Urban Centre Plans, Area Redevelopment Plans** and **Area Structure Plans**. New **supplementary plans** are expected during the life of the Official Community Plan, as outlined in Figure 16.1, and upon their endorsement from Council, the Official Community Plan will be amended to reflect the endorsed **supplementary plan**.

- Policy 16.2.1.** **Supplementary Plans.** Supplement the directions provided in the Official Community Plan with those provided in the Transportation Master Plan, the 2040 Infrastructure Plan and other **supplementary plans**.
- Policy 16.2.2.** **Review of Supplementary Plans.** Undertake regular reviews of supplementary plans to ensure compliance with relevant policies and regulations.

### **Objective 16.3. Strategically deliver on implementation actions.**

The Official Community Plan sets the direction for how Kelowna will grow and evolve to 2040. However, putting the plan into action will require significant efforts beyond its adoption by Council. Other City plans, bylaws, policies and programs will need to be updated to reflect the direction of the 2040 OCP. At the same time, more detailed **supplementary plans** and studies will need to be undertaken to provide detailed policy direction in certain areas.

This section outlines the key implementation actions that are required during the life of the plan ensure that it meets the vision outlined in the **Growth Strategy**, the **Pillars** and ultimately, *Imagine Kelowna*.

Many of these implementation actions reflect Kelowna's shift towards a more urban future, one that is inherently more complex and interconnected. For instance, urban development and redevelopment – a central focus of this OCP – occurs in the context of existing neighbourhoods, emphasizing the need to balance the interests of existing residents with the broader need to accommodate sustainable growth. The City will need to adapt to managing growth in these contexts by developing new approaches, standards and systems, and by dedicating resources, both existing and new, to where they are most impactful.

- Policy 16.3.1.** **OCP Implementation Actions.** Use *Figure 16.1: Implementation Actions* and Map 16.1 to guide the timing and resourcing of OCP implementation actions, with due recognition of available budget and other work planning considerations.
- Policy 16.3.2.** **Neighbourhood Planning Prioritization.** Consider prioritization of neighbourhood planning actions based on the following:
- Expected level of development activity, including large scale projects that necessitate City direction on infrastructure and growth strategy alignment;
  - Need for community amenities;
  - Need to define civic investment priorities; and
  - Age of existing neighbourhood plan (if any).
- Policy 16.3.3.** **Regional, Indigenous and Community Partners.** Continue to foster relationships and partner with the Regional District of Central Okanagan, Westbank First Nation, Okanagan Indian Band, neighbouring municipalities, post-secondary institutions and other key community partners to effectively deliver on implementation actions.

**Table 16.1: Implementation Actions**

ST = Short Term (0-4 years following OCP adoption)

LT = Long Term (5 – 10 years following OCP adoption)

O = Ongoing actions throughout OCP lifespan

#	Action	Associated Objective or Policy	Action Type	Timing
<b>Environment, Energy &amp; Climate</b>				
1	Develop an Anti-Idling Bylaw	14.1.1. Motor vehicle use and air quality	Bylaw Update	ST
2	Implement and update the Air Quality Strategy	14.1.1. Motor vehicle use and air quality	Strategy / Program	LT
3	Implement the Community Climate Action Plan	12.1 Design the community to be more resilient to a changing climate	Implement existing plans	O
4	Develop a Climate Action and Resiliency Strategy	12.1 Design the community to be more resilient to a changing climate	Strategy / Program	ST
5	Partner with stakeholders to develop an Okanagan Lake Management Plan	14.3.1 Okanagan Lake ecosystem health	Plan development	ST
6	Develop and implement strategies to monitor changes in tree canopy coverage and to <b>sensitive ecosystems</b> .	16.4 Ensure the Official Community Plan responds to emerging trends, opportunities and risks.	Strategy / Program	ST
7	Identify and implement tools to protect <b>ecosystem connectivity corridors</b> .	14.4.2. Ecosystem connectivity corridors.	Strategy / Program	ST
8	Update and implement the Urban Forestry Strategy	14.2 Protect and expand a healthy and viable <b>urban forest</b>	Strategy / Program	ST
9	Implement and update the <b>Energy Step Code</b> Strategy for new construction	12.4.1. <b>Energy Step Code</b> 12.4.2. Energy efficient design	Strategy / Program	ST
10	Develop a Landscape Standards and Maintenance Bylaw	4.3, 5.5. Protect and increase greenery.	Bylaw Update	ST
11	Develop a Private Tree Protection Bylaw	14.2. Protect and expand a healthy <b>urban forest</b> .	Bylaw Update	ST
12	Update the Heritage and <b>Significant Tree</b> Inventory	14.2. Protect and expand a healthy <b>urban forest</b> .	Inventory	LT
13	Develop a Community <b>Energy Retrofit</b> Strategy	12.4.2. Energy efficient design	Strategy / Program	ST
14	Implement the Corporate Energy and GHG Emissions Plan	12.5. Improve energy efficiency and reduce operational greenhouse gas emissions	Implement existing plans	O

15	Implement the Community Low Carbon Mobility Strategy: Electric Vehicles and E-Bikes	12.7.2. Electric mobility.	Implement existing plans	O
16	Explore options to encourage on-site green infrastructure in development	12.8 Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate.	Strategy / Program	LT
<b>Urban Centre &amp; Local Area Planning</b>				
17	Develop a Rutland Urban Centre Plan	4.7. Focus new development in Rutland strategically to create a new high-density hub to support improved services and amenities.	Plan development	ST
18	Develop a Pandosy Urban Centre Plan	4.6. Support infill and redevelopment to promote housing diversity and enhanced services and amenities in the Pandosy Urban Centre.	Plan development	ST
19	Develop a Midtown Urban Centre Plan	4.8. Support modest residential development to transition Midtown into a transit-supportive neighbourhood.	Plan development	LT
20	Develop a North End Neighbourhood Plan	5.8.3. North End Industrial Lands	Plan development	ST
21	Develop a Residential Infill Strategy	5.3 Design residential infill to be sensitive to neighbourhood context.	Strategy / Program	ST
22	Implement the Capri Landmark Urban Centre Plan	4.5.1. Capri Landmark Urban Centre Plan	Implement existing plans	O
23	Develop an Okanagan Rail Trail Land Use Plan	13.8 Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.	Plan development	LT
24	Complete the Pandosy/Richter Corridor Study	5.2. Focus residential density along <b>Transit Supportive Corridors.</b>	Strategy / Program	ST
25	Develop a Terms of Reference to guide developer-initiated Area Redevelopment Plans.	5.3.3. Strategic Density.	Process Change	LT
26	Undertake a North Glenmore Sector Development Study to inform future OCP update processes.	16.4.2. Plan Review and Refinement	Strategy / Program	LT
27	Develop a Hall Road Neighbourhood Plan	8.4.4. Consideration of Serviced Areas.	Plan development	LT
<b>Parks &amp; Placemaking</b>				
28	Develop a Parks Master Plan	10.3. Ensure parks reflect their unique natural and cultural context.	Plan development	ST
29	Develop a "Parks on Streets" Policy	10.2.2. Parks on Streets	Strategy / Program	ST
30	Develop an Alternative Parks Policies Framework	4.1.10, 5.4.4. Public Space for Future Development	Process Change	ST
31	Investigate tools to create an Okanagan Lake Waterfront Park Habitat Balance Strategy.	10.4.8 Waterfront park development	Strategy / Program	ST



Land Development & Management				
32	Update the Development Application Review Process	16.1.1. OCP Consistency.	Process Change	O
33	Update the Subdivision, Development and Servicing Bylaw	16.1.1. OCP Consistency.	Bylaw Update	ST
34	Update the Zoning Bylaw	16.1.1. OCP Consistency.	Bylaw Update	ST
35	Update the Revitalization Tax Exemption Bylaw	4.4.7. Downtown Revitalization Tax Exemption 4.7.6. Rutland Revitalization Tax Exemption	Strategy / Program	ST
36	Implement the Wildfire Protection Plan	15.1. Reduce wildfire risk to health and safety of the public, property and infrastructure.	Implement existing plans	O
37	Update Council Policy No. 247 Hierarchy of Plans	16.1.1 OCP Consistency	Process Change	ST
38	Implement the Agriculture Plan	Objective 6.7 and 8.1. Protect and preserve agricultural land and its capability.	Implement existing plans	O
39	Monitor and report on OCP outcomes.	16.4.1. OCP Indicators Report	Strategy / Program	O
Housing and Community Well-being				
40	Develop an <b>Equity</b> Strategy	9.1.2 <b>Equity</b> Analysis and Strategy	Strategy / Program	ST
41	Develop Housing Needs Assessments to inform future OCP updates	16.4.3. Housing Needs Assessments	Strategy / Program	O
42	Develop a Tenant Assistance Policy	4.13.3, 5.12.3., 6.10.4. Tenant Assistance.	Strategy / Program	ST
43	Develop Rental Housing Retention or Replacement Regulations	4.14.1, 5.13.1. Protection of Existing Rental Stock.	Strategy / Program	ST
44	Complete the Social Planning Framework	9.1. Incorporate <b>equity</b> into planning decisions and resource allocation in our community.	Strategy / Program	ST
45	Complete and implement the Healthy City Strategy	9.3. Develop diverse partnerships to advance complex social planning issues and increase community wellbeing.	Strategy / Program	O
46	Establish location criteria for shelters and safety net supports for people experiencing homelessness.	4.2.2, 5.4.2. <b>Safety Net Supports and Services.</b>	Strategy / Program	ST
Arts, Culture and Heritage				
47	Update the Heritage Strategy	11.1.2. Heritage Strategy	Strategy / Program	LT
48	Update the Heritage Conservation Area Design Guidelines	11.1.2 Heritage Strategy	Strategy / Program	LT
49	Establish a Heritage Impact Assessment Terms of Reference	11.2. Identify, conserve and protect historic places.	Process Change	LT
50	Expand the Heritage Register to include archaeological sites, landscapes, structure and cemeteries.	11.2.3. Kelowna Heritage Register expansion.	Strategy / Program	LT
51	Explore opportunities to encourage heritage building retrofits and energy efficiency upgrades	11.2.7. Heritage retrofits	Strategy / Program	ST

52	Implement the Cultural Plan	Various	Implement existing plans	O
53	Implement the Cultural Facilities Master Plan	Various	Implement existing plans	O
<b>Transportation</b>				
54	Implement the Transportation Master Plan	16.2.1. Supplementary plans.	Implement existing plans	O
55	Complete a Local / Neighbourhood Streets Pilot Program	5.16. Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on.	Strategy / Program	ST
56	Develop a Transportation Safety Strategy	4.17. Create urban streets that are attractive to live, work and shop on. 5.16. 7.9. Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on. 6.15. Maintain safe roads that support agricultural uses.	Plan development	ST
57	Update the Pedestrian and Bicycle Master Plan	16.2.1. Supplementary plans.	Plan development	ST
58	Develop an Accessibility Transition Plan	4.17. Create urban streets that are attractive to live, work and shop on. 5.16, 6.15, 7.9., Create neighbourhood streets that are safe and comfortable for people to walk, bike and play on.	Plan development	ST
59	Develop a Curbside Management Plan	4.18, 5.18. Manage curb space to reflect a range of community benefit.	Plan development	ST
60	Undertake a Goods Movement Study	6.11.7. Highway 97.	Plan development	ST
61	Update the Cash In Lieu of Parking Bylaw	4.19.3, 5.19.3. Leverage Cash-in-Lieu.	Strategy / Program	ST
<b>Infrastructure and Servicing</b>				
62	Develop 2040 Infrastructure Plan	16.2.1. Supplementary plans.	Implement existing plans	O
63	Develop a Water Conservation Plan	13.4. Provide a secure supply of water. 13.5. Protect the supply of high-quality drinking water.	Plan development	ST
64	Develop an Agricultural Water Demand Management Plan	13.4.4. Water Availability for Agriculture.	Plan development	LT
65	Develop a Water Shortage Management Plan	13.4. Provide a secure supply of water. 13.5. Protect the supply of high-quality drinking water.	Plan development	ST
66	Establish an annual capital plan prioritization matrix to ensure capital investments align with OCP	13.1.1. Infrastructure Prioritization.	Process Change	ST
67	Identify floodplain areas and develop policies to minimize flood risk	15.4. Reduce flood risk to health and safety, infrastructure, property and natural assets.	Plan development	ST

68	Identify new funding tools to support infrastructure and facilitate growth.	13.2.3. Infrastructure and facility funding tools.	Strategy / Program	LT
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#### **Objective 16.4. Ensure the Official Community Plan responds to emerging trends, opportunities, and risks.**

Communities must be resilient and adaptive in the face of a changing world, and the documents that guide their growth must be reviewed and updated regularly to ensure that they are responding to emerging trends, risks and opportunities. This makes a robust monitoring and evaluation program critical to the successful implementation of the 2040 OCP. Monitoring provides Staff and Council with the information needed to respond to the evolving context of the community and to determine whether the community is taking steps forward to realize the 2040 OCP **Pillars**. The **Pillars** offer insight as to how both internal processes at City Hall as well as broader community efforts are aligning with the key directions of the 2040 OCP. The process of implementing the Official Community Plan requires ongoing commitment, action and course corrections to operationalize the Plan in the community and within the City's corporate processes.

The indicators for monitoring of the 2040 OCP should consider the following criteria:

- **Meaningful:** Does the indicator align well with the 2040 OCP **Pillars** and key objectives?
- **Outcome-oriented:** Does the indicator provide an understanding of results and offer insight as to what is happening on the ground in the community and within the City?
- **Available:** Does the City have access to the data sources on an annual basis, or in some cases is the data available through the Census?










The monitoring of the 2040 OCP is an important activity that will require on-going commitment with two different types of reports: annual reporting and more comprehensive five-year reports. The annual reporting will rely on data sources that are available annually such as development patterns, activity and City investment to provide a general understanding of performance on key indicators. The annual report will also include a short narrative around performance of the indicators.

The five-year report will be the more comprehensive monitoring report, relying on a mix of both annual data sources and census data. This report will provide a greater level of analysis and tell a larger story around the performance of the indicators and the degree to which the City is advancing the OCP **Pillars**. The five-year reports will provide more substantive analysis of trends that may be impacting the indicator and provide recommendations for how policy and regulations could be adapted to influence the performance of key indicators moving forward.

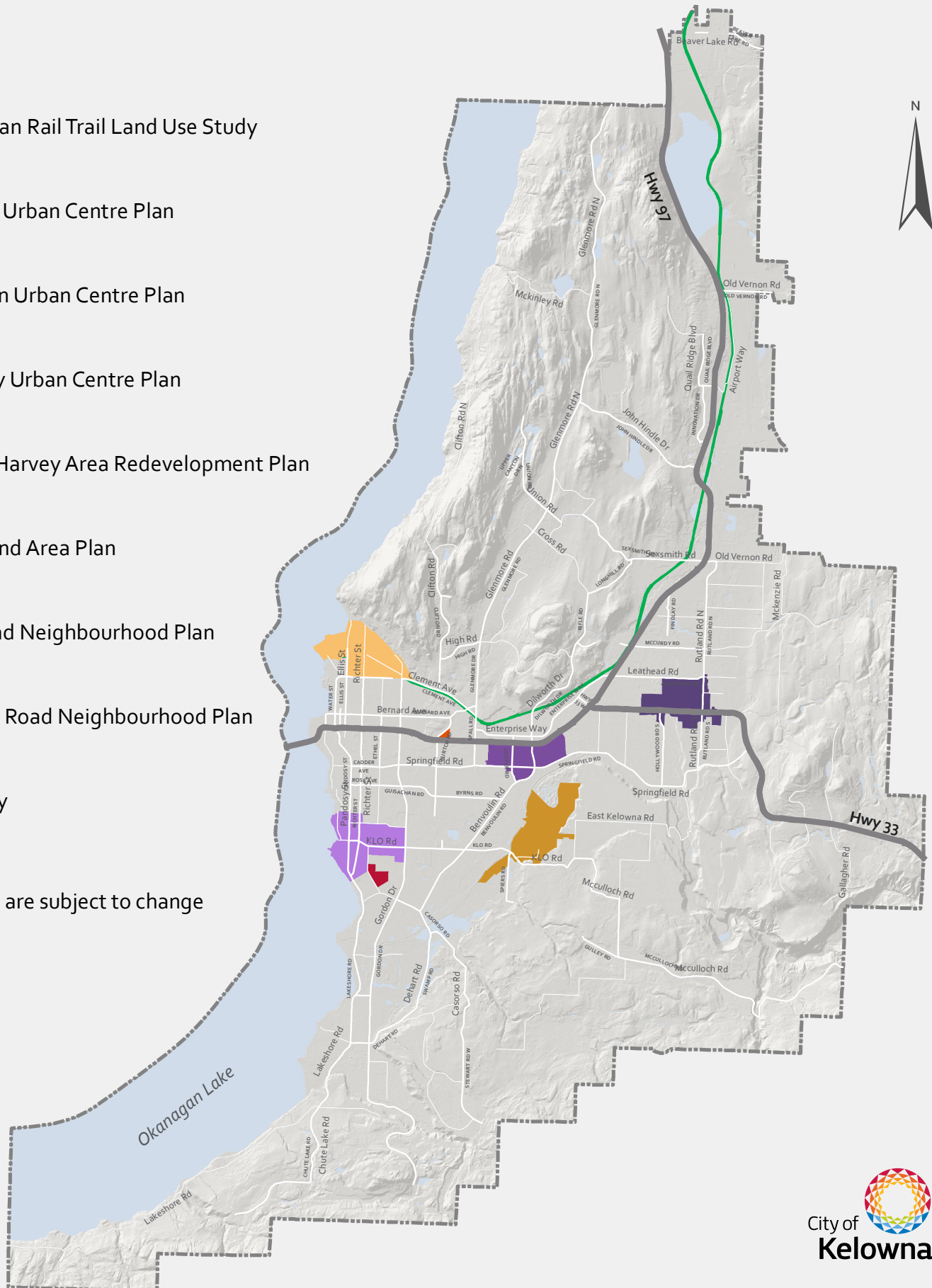
**Policy 16.4.1. OCP Indicators Report.** Develop a process to monitor the outcomes of the OCP, including the delivery of both an annual and a five-year report to Council.

**Policy 16.4.2. Plan Review and Refinement.** Following regular reviews of the OCP indicators, explore actions that inform refinements to the Official Community Plan and/or inform future plan updates, such as Housing Needs Assessments and additional area planning initiatives, for example.

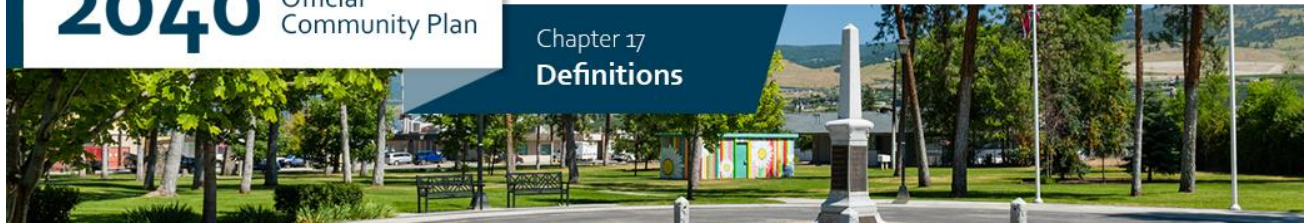
**Policy 16.4.3. Housing Needs Assessments.** To ensure that the **Growth Strategy** continues to support onboarding of a diverse housing supply, undertake housing needs assessments to inform scheduled Official Community Plan updates. Work with the Regional District of Central Okanagan, other municipalities and First Nations to address shared housing objectives.

-  Okanagan Rail Trail Land Use Study
-  Rutland Urban Centre Plan
-  Midtown Urban Centre Plan
-  Pandosy Urban Centre Plan
-  Burtch/Harvey Area Redevelopment Plan
-  North End Area Plan
-  Hall Road Neighbourhood Plan
-  Casorso Road Neighbourhood Plan
-  Highway

Area boundaries are subject to change







Term	Definition
<b>Active Transportation Corridor</b>	A corridor that is prioritized for safe and convenient use by human-powered (active) modes of transportation, such as walking and biking. Active Transportation Corridors can consist of independent pathways, or protected paths integrated into roads.
<b>Adaptive Capacity</b>	The ability of a system to adjust to change, moderate potential damage, take advantage of opportunities, and cope with the consequences .
<b>Adaptive Management</b>	A systemic process for continually improving management policies and practices by learning from the outcomes of previously employed policies and practices
<b>Affordable Housing</b>	Housing that costs less than 30% of a household's before-tax income.
<b>Agricultural Land Commission (ALC)</b>	An autonomous administrative tribunal, independent of the provincial government, that is responsible for administering the <b>ALC</b> Act and its regulations with its goal as the preservation of agricultural land and the encouragement of farming in the <b>ALR</b> .
<b>Agricultural Land Reserve (ALR)</b>	Land, including Crown Land, that has been defined as being suitable for farm use and has been designated for protection under the provisions of the Agricultural Land Commission Act. The ALR is a provincial zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are restricted.
<b>Agricultural Lands</b>	Agricultural lands include the following: -lands situated in the <b>ALR</b> ; or -lands less than 30% slope with a future land use designation of Rural Agricultural and Resource and zoned for agriculture.
<b>Agriculture Structures</b>	Those buildings or structures used for agriculture or intensive impact agriculture, but does not include buildings or structures for alcohol production facilities, home based business, kennels or farm retail sales stands.
<b>Agri-Tourism</b>	Activities that are defined as agri-tourism in the Agricultural Land Reserve Use Regulation.
<b>Airport Zoning Regulations</b>	Zoning Regulations for Kelowna International Airport enacted by the Government of Canada. These regulations apply to all the lands, lands under water including public road allowances, adjacent to or in the vicinity of the Airport. The extent of these lands is described in Part II of the Transport Canada Zoning Regulations and comprises the YLW Obstacle Limitation Surface Area.

**Area Redevelopment Plan**

Area Redevelopment Plans are supplementary plans undertaken for developed areas of the City where there are existing services and the area is experiencing pressures for redevelopment or infill development that would significantly increase building height or density beyond existing zoning.

**Area Structure Plan**

Designated within an Official Community Plan, an Area Structure Plan (ASP) is a form of intermediate plan that results in a clear plan for the development of identified lands in a manner consistent with City policies, bylaws and standards. ASPs deliver a greater level of technical detail than an OCP, but less detail than a Rezoning, Subdivision or Development Permit. ASPs are typically prepared by one or more landowners or their representatives.

**Arterial Road**

A road that is designed to facilitate the movement of people or goods over longer distances in the city, as outlined in Map 13.1 and the Transportation Master Plan.

**Auto Oriented Uses**

Uses that typically require auto-oriented design and a significant amount of space dedicated for on-site parking and loading.

**Build Back Better**

A phrase popularized during the COVID-19 pandemic that refers to the opportunity to focus economic recovery efforts away from environmentally destructive investment patterns and towards triggering investments and societal changes that will both reduce the likelihood of future shocks and improve our **resilience** to those shocks when they do occur, whether from disease or environmental degradation. At the heart of this approach is the transition to more inclusive, more resilient societies with net-zero greenhouse gas (GHG) emissions and much reduced impacts on natural environment.

**Bunkhouse  
Accommodation**

A building, often with bunk beds, offering basic sleeping accommodations for workers.

**Car Dependent**

Refers to transportation and land use patterns that necessitate the use of cars for most, if not all, daily trips.

**Child Care Centre**

An establishment licensed as required under the *Community Care and Assisted Living Act* intended to provide care, educational services, and supervision for children.

**Civic Street**

A street located in an Urban Centre where civic uses in addition to commercial uses are required at grade.

**Climate Mitigation**

The process of reducing or sequestering greenhouse gas emissions to limit future climate change .

**Compensation Ratio**

In the context of no net loss, the replacement area of natural habitat or increase in the productivity of existing habitat compared to the natural pre-developed area in order to maintain those habitats affected by human activity.

**Continuum of Health**

Integrated system of health care that follows a patient through time or through a range of services. The goal is to offer a more comprehensive patient care.

**Core Area**

One of the five Growth Strategy Districts. The Core Area includes neighbourhoods that are adjacent to and connecting the 5 **Urban Centres** within the central part of the City, as well as some Regional Commercial and industrial lands. The Core Area will provide a wide variety of housing forms,

	focusing primarily on ground-oriented housing, such as smaller homes, house-plexes and row housing, along with low rise apartments along key corridors.
<b>Crime Prevention through Environmental Design (CPTED)</b>	The physical aspects of design to reduce crime (i.e. street lighting, building orientation).
<b>Culturally Appropriate Food</b>	Foods that are a core part of culture and identity.
<b>Displacement</b>	The departure of people from their homes and / or neighbourhood due to social and economic changes to that neighbourhood, typically as a result of redevelopment.
<b>Displacement Risks</b>	Factors that increase the risk of marginalized populations being displaced from their homes and/or neighbourhood.
<b>Drift Fencing</b>	Fencing, typically constructed of cloth or plastic, that is used to direct turtles, snakes and small mammals to an underground road crossing.
<b>Ecosystem Connectivity Corridor</b>	A linked network of natural areas through which wildlife and ecosystem processes can move, flow, and interact. Maintaining ecosystem connectivity is crucial for supporting ecological processes that sustain our wildlife and human populations.
<b>Ecosystem Level Approach</b>	An integrated approach that recognizes the full array of interactions within an ecosystem, including humans, rather than considering single issues, species or ecosystem services in isolation.
<b>Ecosystem Services</b>	The benefits arising from the ecological functions of healthy ecosystems. Such benefits accrue to all living organisms, including animals and plants, rather than to humans alone. Examples of ecosystem services include purification of air and water, maintenance of biodiversity, decomposition of wastes, soil and vegetation generation and renewal, pollination of crops and natural vegetation, groundwater recharge, seed dispersal, <b>climate mitigation</b> , and aesthetically pleasing landscape
<b>Employment Areas</b>	Areas of significant employment density. These areas include <b>Urban Centres</b> , Kelowna General Hospital, the University of British Columbia (Okanagan Campus) and Kelowna International Airport.
<b>End-of-Trip Facilities</b>	Typically consisting of provisions such as secure bike storage, showers and change rooms, end of trip facilities are dedicated facilities that support people using active modes of transportation to travel to their destination rather than driving or taking public transportation.
<b>Energy Benchmarking</b>	A way to measure energy performance of a building over time, relative to other similar buildings, or to modeled simulations of a reference building built to a specific standard (such as an energy code). The overall goal is to inform and motivate performance to encourage improvement.
<b>Energy Labelling</b>	The energy performance of a building that allows comparison of a building's performance to a benchmark and other buildings.
<b>Energy Retrofit</b>	An improvement to an existing building's energy system with the objective of reducing energy usage and/or GHG emissions. They can range from quick

	modifications like sealing windows to complete replacements of the major systems that heat and cool a building.
<b>Energy Step Code</b>	A provincial policy that aims to create healthier, more efficient and more comfortable buildings through increasingly stringent performance “steps”, with the overarching goal of having all new construction be net-zero energy ready by 2032. A building's performance must be proven through whole building energy modelling and on-site airtightness testing. Local governments have the authority to implement whichever step(s) suitable to their respective community.
<b>Environmentally Sensitive Area (ESA)</b>	Those parcels of land that already have, or with restoration or enhancement could become natural features. These features contribute to the retention and/or creation of wildlife habitat, soil stability, water retention or recharge, vegetative cover and similar vital ecological functions. Environmentally sensitive areas range in size from small patches to extensive landscape features. They can include rare or common habitats, plants and animals. Environmentally sensitive areas may overlap hazardous condition areas.
<b>Equity</b>	Equity is the fair distribution of opportunities, power, and resources to meet the needs of all people, regardless of age, ability, gender, culture or background. To foster equity, local governments should redistribute the resources to those who need it most in order to reduce inequities.
<b>Equity-Seeking Groups</b>	Equity-seeking groups are those that experience barriers to equal access, opportunities and resources due to disadvantage and discrimination and actively seek social justice and reparation. This marginalization could be created by attitudinal, historic, social and environmental barriers based on age, ethnicity, ability, economic status, gender, nationality, race, sexual orientation and transgender status, etc. Individuals can experience intersectional marginalization by identifying with more than one equity-seeking group.
<b>Factor of Safety</b>	An expression of how much stronger a system is than it needs to be for an intended load.
<b>Farm Help Housing</b>	Dwellings, both temporary and permanent, used to accommodate farm worker(s) who support the farm operation.
<b>Farm Unit</b>	One or more contiguous, or non-contiguous parcels, that may be owned, rented or leased, within City limits, which forms and is managed as a single farm.
<b>Floor Area Ratio</b>	A method of measuring density that compares the floor area of a building in relation to the size of the property it is located on. The <b>Zoning Bylaw</b> provides a more detailed definition to Floor Area Ratio used by the City of Kelowna.
<b>Frequent Transit Network</b>	A network of transit corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening.
<b>Gateway</b>	One of the five Growth Strategy Districts. The Gateway includes major employment destinations such as the University of British Columbia Okanagan campus, Kelowna International Airport and major industrial employment lands.



<b>Gentrification</b>	A process of changing the characteristic of a neighbourhood that contributes to the displacement of the current residents through the influx of more affluent residents and businesses.
<b>Green Infrastructure</b>	Enhanced and engineered ecological assets designed to mimic and maintain connectivity with natural systems. By integrating ecological principles, green infrastructure techniques aim to deviate from natural processes as little as possible, delivering social and economic benefits, and building resiliency to the pressures of climate change.
<b>Ground-Oriented</b>	Buildings typically three storeys or lower that offer individual entrances to residential units without the use of shared corridors, lobbies or hallways. Examples, include four-plexes and rowhousing.
<b>Growth Scenario</b>	The allocation of future residential units by areas, including a split between units in the <b>Urban Centres/Core Area</b> and the <b>Gateway/Suburban Neighbourhoods/Rural Lands</b> districts, and the split by single/two housing and multi-unit housing.
<b>Growth Strategy</b>	An illustration of the major land use directions that the 2040 Official Community Plan will be taking to create the city envisioned in the Pillars and in <i>Imagine Kelowna</i> . It consists of five <b>Growth Strategy Districts</b> in the city. Each district has its own role in realizing the vision outlined in the <b>Growth Strategy</b> and in supporting the pillars and the Imagine Kelowna vision.
<b>Growth Strategy District</b>	One of the five districts within the City that frames the OCP's Growth Strategy: <b>Urban Centres, Core Area, Gateway, Suburban Neighbourhoods and Rural Lands</b> . Each district includes a distinct set of objectives and policies that applies only to that district.
<b>Hard Armoring</b>	Hard protective structures such as vertical rock or concrete walls to protect the <b>shoreline</b> from reduce erosion. Soft armouring, on the other hand involves the use of nature-based management techniques to control erosion, but can also improve water quality and enhance habitat.
<b>Heat Wave/Extreme Heat</b>	A period with more than three consecutive day of maximum temperatures at or above 32 degrees Celsius .
<b>Height Cliffs</b>	Situations where the height of one building is significantly taller than an adjacent building.
<b>High Density</b>	Residential and/or commercial development that advances the development of neighbourhoods that achieve between 150-250 combined residents and jobs per hectare.
<b>High Street</b>	A street located in an Urban Centre where retail commercial uses are required at grade and where the City would target the greatest emphasis on creating a high quality, pedestrian oriented public realm.
<b>High-Rise Buildings</b>	Buildings higher than 12 storeys.
<b>Higher Capacity Transit</b>	Public transit that often has an exclusive right-of-way and has vehicles that make fewer stops, travel at higher speeds, provide more frequent service and carry more people than typical local bus service.
<b>Higher Capacity Transit Station</b>	A designated stop or station that serves high frequency limited stop transit service.
<b>Historic Context Statement</b>	An analytical framework for identifying and evaluating resources by providing focusing on and concisely explaining what aspects of geography,

	<p>history and culture significantly shaped the physical development of a community or region's land use patterns and built environment over time, what important property types were associated with those developments, why they are important, and what characteristics they need to have to be considered an important representation of their type and context.</p>
<b>House-plex</b>	<p>A term used to refer to various configurations of attached housing units configured to resemble the scale and massing of a single detached dwelling. Typical examples include duplexes, tri-plexes and four-plexes.</p>
<b>Inclusive Community</b>	<p>A community that is welcoming and accepting of people of all backgrounds, cultures, lifestyles, ages and abilities that supports the pursuit of individual well-being</p>
<b>Industrial</b>	<p>Lands used primarily for the manufacturing, processing and transportation/warehousing of goods, also including wholesale trade, retail trade and professional/technical services.</p>
<b>Innovation Precinct</b>	<p>A transition area between the core of the UBC Okanagan campus and the adjacent industrial area to the north, running alongside Innovation Drive. The vision for the area is to foster innovative partnerships and collaborations between industrial businesses and ongoing research at the university.</p>
<b>Invasive Species</b>	<p>Any non-native species which has the potential to pose negative or detrimental impacts on humans, animals, or ecosystems.</p>
<b>Land Linking</b>	<p>A support for new farmers looking for land to connect with landowners interested in finding someone to farm their land.</p>
<b>Large Format Retail</b>	<p>Retail or wholesale commercial uses that include, but is not limited to supermarkets, home improvement stores or retail warehouses, that serve a regional catchment area and are greater than 3,000 m2 in size.</p>
<b>Large Office</b>	<p>Buildings that typically contain more than 1,000 m2 of office space.</p>
<b>Level 2 EV Chargers</b>	<p>Electric vehicle chargers that generally possess between 208-240 charging volts and a 12-80 amp circuit (like what an electric dryer or oven uses). Level 2 chargers can fully charge a batter electric vehicle in 4-8 hours, depending on the battery capacity.</p>
<b>Level 3 Direct Current Fast Chargers (DCFC)</b>	<p>Electric vehicle chargers that generally possesses between 208-600 charging volts and up to a 400 amp circuit using direct current (DC). Most Level 3 chargers provide a full charge in under an hour but are significantly more expensive than level 1 or level 2 chargers.</p>
<b>Local Food System</b>	<p>A food system in which food production, processing, distribution, consumption and waste management are integrated to enhance the environmental, economic, social and nutritional well-being of citizens.</p>
<b>Lot Trees</b>	<p>Trees planted on private property.</p>
<b>Low Density</b>	<p>Residential and/or commercial development that advances the development of neighbourhoods that achieve up to 30 combined residents and jobs per hectare.</p>
<b>Low Rise Building</b>	<p>Buildings lower than six storeys in height.</p>
<b>Medium Density</b>	<p>Residential and/or commercial development that advances the development of neighbourhoods that achieve between 30-60 combined residents and jobs per hectare.</p>

<b>Mid-Rise Buildings</b>	Buildings of between six and 12 storeys in height.
<b>Missing Middle</b>	A range of house-scale buildings with multiple units—compatible in scale and form with single-detached dwellings—located in a walkable neighborhood. Typical examples include house-plexes, bungalow courts, and courtyard apartments.
<b>Mitigation</b>	Actions taken during planning, design, construction and operation to alleviate potential adverse effects on natural habitats, and includes redesign or relocation of project components, timing of works, and methods of construction or operation which avoid or minimize changes to habitat attributes that affect its productive capacity.
<b>Mixed Residential Street</b>	A street located in an Urban Centre where both commercial or residential uses would be supported at grade with primarily residential uses being supported above grade.
<b>Mixed Street</b>	A street located in an Urban Centre where both commercial or residential uses would be supported at grade.
<b>Mobile Uses</b>	The delivery and sale of food and other products using a fleet of vehicles.
<b>Multiple Barrier Approach</b>	Taking into account potential threats to drinking water supply from the source to the consumer's tap and ensuring there are barriers in place to either eliminate the threats or minimize their impact.
<b>Native Vegetation</b>	Any plant indigenous to the Southern Interior British Columbia forests, grasslands, or wetlands, as recognized by the Province of BC.
<b>Net-Zero Energy Building</b>	Buildings that produce as much clean energy as they consume. They are up to 80 percent more energy efficient than a typical new building and use on-site (or near-site) renewable energy systems to produce the remaining energy they need.
<b>Net-Zero Energy Ready Building</b>	A building that has been designed and built to a level of performance such that it could, with the addition of solar panels or other renewable energy technologies, achieve net-zero energy performance.
<b>No Net Loss</b>	A principle that strives to balance unavoidable habitat, environment and resource losses with replacement of those items on a project by project basis so that further reductions may be prevented. Every effort must be made to avoid, minimize and restore the negative impacts on biodiversity, so that the damages resulting from human activities are balanced by equivalent or greater gains in habitat and biodiversity.
<b>Non-Farm Use</b>	Activities that may not be linked directly to agriculture and may or may not be permitted by the <b>Agricultural Land Commission</b> as outlined in the Agricultural Land Reserve Use Regulation.
<b>Parkettes</b>	Lands converted for active park use that are too small or unusually shaped to meet traditional active park dimensions. Parkettes are typically found in urban areas where space is at a premium.
<b>Parklet</b>	A small seating area or green space created as a public amenity on or alongside a sidewalk, often in a former on street parking space.

**Passive Recreational**

Recreational activities that do not require prepared facilities like sports fields or equipment and have minimal impacts on the site, such as trails in natural areas.

**People Capacity**

The ability of a street to move people using all modes of transportation, not just automobiles.

**Permanent Growth Boundary**

The boundary outside of which urban development is not supported. Lands within the Permanent Growth Boundary (PGB) are expected to develop and redevelop to higher intensity uses to accommodate the anticipated growth of the community to 2040, where lands outside of the PGB are not expected to see redevelopment pressure.

**Permeable Surface**

A variety of types of pavement, pavers and natural surfaces that allow for infiltration.

**Pillars**

The ten foundations of the 2040 OCP that outline how the OCP will meet the *Imagine Kelowna* vision.

**Purpose-Built Rental**

Buildings constructed for the purpose of providing dwelling units for rent, and not for sale.

**Rare Natural Plant Communities**

Plant communities that include the following:

1. Plant communities listed in the Identified Wildlife Guidebook (includes red-listed species affected by forest or range activities)
2. Plant communities listed as red or blue with the BC Conservation Data Centre;
3. Ecosystems identified by the regional agrologist or regional rare and endangered species specialist as being rare or significant; and
4. An ecosystem (site series or surrogate) that comprises less than 2% of the landscape unit and is not common in adjacent landscape units.

**Renewable Natural Gas**

Natural gas that is derived from biogas, which is produced from decomposing organic waste from landfills, agricultural waste and wastewater from treatment facilities. The biogas is captured and cleaned to create carbon neutral Renewable Natural Gas (also called biomethane).

**Rental Only Zoning**

Zoning that requires new housing in designated areas to have rental tenure exclusively. The intent of the rental only zoning or rental tenure zoning is to protect existing rental housing stock from redevelopment into ownership housing, and to promote the development of new rental tenure housing.

**Rental Replacement Obligations**

Obligations established by a municipality that require a developer seeking to demolish or otherwise redevelop an existing rental building(s) to replace the demolished rental tenure units, typically within a larger redevelopment of the site. Obligations may also extend to the relocation of the tenants residing in the building(s) being demolished.

**Residential Infill**

The addition of new housing units into existing residential neighbourhoods. Residential infill can take a wide variety of forms and intensities, from the modest intensification of an existing lot to larger redevelopments. Examples range from carriage homes and secondary suites, to duplexes, house-plexes, courtyard housing, row housing and low-rise apartments.

**Residential Street**

A street located in an Urban Centre where residential uses are required at grade with opportunities for limited commercial uses.

**Resilience**

The ability of a system and its component parts to anticipate, absorb, accommodate, or recover from sudden or unexpected changes .



**Retail Street**

Streets identified in Urban Centres that will require retail commercial uses at grade.

**Riparian Area**

The area adjacent to watercourses that supports the features, functions and conditions vital to the health and integrity of the watercourse, and which is to remain free of development.

**Riparian Management Area (RMA)**

A **riparian area** of sufficient width to include any significant natural attribute and adjacent ecosystem (e.g. vegetation, water features, fish and wildlife habitat, escarpments, terraces, steep valley sides and cliffs). An RMA is:

- Adjacent to a stream, links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream; and
- The size of which is determined in accordance with Table 1, Chapter 21 Natural Environment Development Permit Area.

**Rural Lands**

One of the five Growth Strategy Districts. Rural Lands are characterized by primarily rural and agricultural lands outside of the **Permanent Growth Boundary**.

**Safety Net Supports and Services**

Supports and services that provide temporary, short-term accommodation, food and supports for those living without homes. This includes emergency shelters and short-term supportive housing.

**Sensitive Ecosystem**

One of the seven ecosystem types that are ecologically fragile or are rare in the provincial landscape and are relatively unmodified by human influences. They are generalized groupings of ecosystems that share many characteristics, particularly ecological sensitivities, ecological processes, rarity, and wildlife habitat values. They include wetlands, **riparian areas**, old forests, grasslands, broadleaf woodlands, coniferous woodlands, and sparsely vegetated areas.

**Service Commercial**

Commercial uses that typically require significant onsite storage space and are often auto-oriented.

**Service Commercial Street**

A street in an Urban Centre along which **service commercial** uses should be encouraged.

**Shared Spaces**

A road with very low motor vehicle speeds and volumes in which the living environment dominates over the through movements. A shared space functions first as a meeting place, residence, playground, and pedestrian area. The road is shared among people walking, cycling, and driving.

**Shoreline**

The part of the shore between the high and low water marks.

**Significant Tree**

Any tree, on private or public property, that meets one or more of the following criteria and is not identified as an **invasive species**:

- Large trees with a trunk diameter of 45cm or greater measured 1 meter from the base;
- A tree listed as having heritage or cultural significance on a list approved by Council;
- Any tree that contributes significantly to the location due to few adjacent trees and/or limitations posed by surroundings; and/or
- A tree of locally rare species or unique character that enhances the diversity of the **urban forest**.

**Social Innovation**

New social practices that aim to meet social needs in a better way than the existing solutions. Examples include community development, health, education.

<b>Social Isolation</b>	State of complete or near-complete lack of contact between an individual and society.
<b>Specialty Retail</b>	A retail store that focuses on specific product categories, as opposed to a large number of different consumer goods categories.
<b>Species At Risk</b>	An extirpated, endangered, threatened species, or a species of special concern as identified by the provincial or federal government.
<b>Steep Slopes</b>	Lands in their natural state that have a slope angle of 30 per cent or greater for a minimum horizontal distance of 10 meters.
<b>Street Canyon</b>	A place where the street is flanked by buildings on both sides creating a canyon-like environment.
<b>Street Trees</b>	Trees located along a public street.
<b>Street Wall</b>	The front façade of a series of buildings that are built on or close to the street boundary. Street wall heights are usually established based on the width of the street and other factors in the local context to provide a comfortable feel to the streetscape.
<b>Suburban Neighbourhoods</b>	One of the five Growth Strategy Districts. Suburban Neighbourhoods are characterized by primarily lower density residential neighbourhoods within the <b>Permanent Growth Boundary</b> but outside of the <b>Core Area</b> and <b>Urban Centres</b> .
<b>Supplementary Plans</b>	Plans that are not part of, but inform the 2040 Official Community Plan, including Area Structure Plans, Area Redevelopment Plans, Urban Centre Plans, the Transportation Master Plan, and others.
<b>syilx/Okanagan</b>	The distinct and sovereign Indigenous inhabitants of Kelowna and surrounding region, today comprised of seven member communities: Westbank First Nation, the Okanagan Indian Band, the Osoyoos Indian Band, the Penticton Indian Band, the Upper Nicola Band, and the Upper and Lower Similkameen Indian Bands. The Colville Tribe in the United States is also part of the syilx/Okanagan nation.
<b>Transportation Demand Management (TDM)</b>	Information, encouragement and incentives that help people make decisions that reduce the demand on the transportation network.
<b>Temporary Farm Working Housing</b>	Dwellings to temporarily accommodate temporary farm worker(s), and is used to provide space for cooking, sanitary, living and sleeping.
<b>Transit Oriented</b>	Development that is carefully designed to maximize its proximity to nearby or adjacent transit service.
<b>Transit Supportive Corridor</b>	Streets that are identified to support a higher density and greater mix of uses in the Core Area that can be accommodated with and support increased transit service. See Chapter 3: Future Land Use.
<b>Underdevelopment</b>	Development that does not meet residential and/or employment density thresholds to support key goals and objectives for aspects of the OCP.
<b>Urban Agriculture</b>	The cultivation of a portion of a non-agricultural property for the production of food including fruits, vegetables, nuts and herbs for human consumption only.
<b>Urban Centre</b>	One of the five Growth Strategy Districts. There are five Urban Centres: Downtown, Pandosy, Capri Landmark, Rutland and Midtown.

**Urban Centre Plan**

A supplementary plan for an Urban Centre and, where appropriate, adjacent lands to provide more detailed policy guidance for each Urban Centre.

**Urban Forest**

The total collection of trees and their growing environments found within our communities and their surrounding areas. This can include treed environments in both public and privately owned lands and can be both cultivated and managed landscapes or completely natural areas. The urban forest refers to any tree within the City's boundary.

**Urban Forest Canopy**

The coverage of the canopy created by the **urban forest**, either across the entire City boundary or within a specific district or neighbourhood.

**Urban Heat Island Effect**

Closely packed buildings and paved surfaces in urban areas trap heat more effectively than natural ecosystems and rural areas, which are often shaded by trees and vegetation and cooled by evaporating moisture. In addition, urban areas also generate their own heat, which is released from sources such as furnaces, air conditioners, and vehicles.

**Urban Uses**

Land uses that traditionally rely on the provision of urban services, ranging from urban utilities to parks and transportation systems. Typical uses include urban and suburban residential, commercial, industrial and institutional. Non-urban uses are typically rural residential, agriculture and resource uses.

**Urban Utility Servicing**

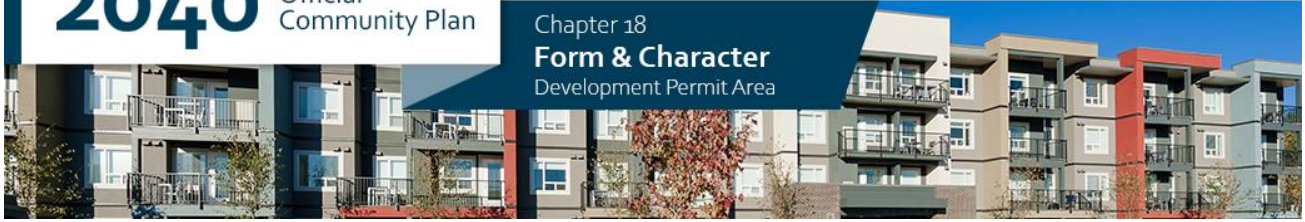
Refers to the provision of sanitary sewer, water and, where applicable, storm drainage services.

**Village Centre**

A secondary activity of hub of commercial and residential activity, as outlined in Chapter 3: Future Land Use.

**Zoning Bylaw**

The City of Kelowna's Zoning Bylaw, as amended or replaced from time to time.







# FORM & CHARACTER

## DEVELOPMENT PERMIT GUIDELINES

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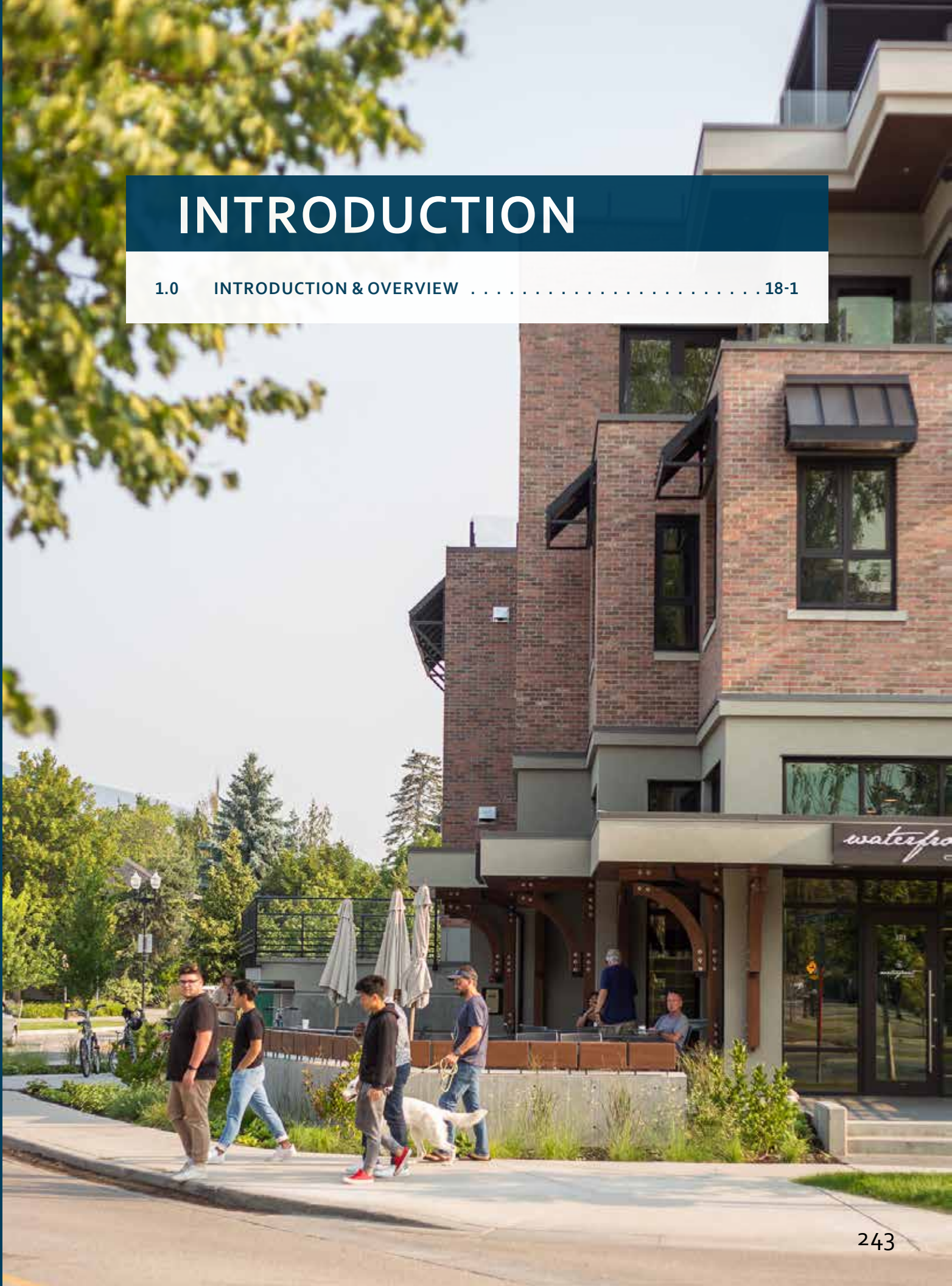
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# INTRODUCTION

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## 1.0

## INTRODUCTION &amp; OVERVIEW

## CATEGORY

Section 488(1)(d) of the Local Government Act allows for the establishment of objectives for revitalization of an area in which commercial use is permitted.

Section 488 (1)(e) of the Local Government Act allows for the establishment of objectives for the form and character of intensive residential development.

Section 488 (1)(f) of the Local Government Act allows for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

Section 488 (1)(h),(i),(j) of the Local Government Act allows for the establishment of objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.

## PROPERTIES AFFECTED

Unless exempted (see Exemptions Sections below), a development permit addressing design guidelines (see Guidelines Section below) must be approved for all properties that are currently, or become, zoned for multiple unit residential, commercial, health district, industrial, or zoned for institutional or comprehensive development containing multiple unit residential, commercial or industrial uses, as shown on Map 18.1 before:

- Construction of, addition to, or alteration of a building or structure.

Issuance of a general development permit for the site layout of a comprehensive or phased development project does not absolve applicants from the requirement for subsequent development permit(s) to address the form and character of individual buildings or environmental/hazardous conditions, or heritage conservation within the project site.

## JUSTIFICATION

The city is experiencing rapid growth and is anticipated to accommodate an additional 45,000 residents over the next 20 years. This, along with the introduction of new infill typologies to address redevelopment pressures, as well as increased focus from the City and community on design excellence and climate change resiliency, justify the application of Design Guidelines for building form and character, energy conservation, water conservation and greenhouse gas emissions reduction.

Taken together, these Design Guidelines are intended to achieve the following overarching objectives:

- Communicate the design expectations for residential, commercial, industrial, and mixed use projects;
- Facilitate the fair and consistent application of design objectives;
- Foster design excellence and enhance investment throughout the City by encouraging consistently high quality, safe, functional, and attractive development; and
- Encourage projects to be appropriate to the City's context and climate.

Incorporating these Guidelines into a project's design will encourage the creation of contextual and compatible architecture, high quality pedestrian realms, resilient and context-sensitive design, and will contribute to placemaking and design excellence in Kelowna.






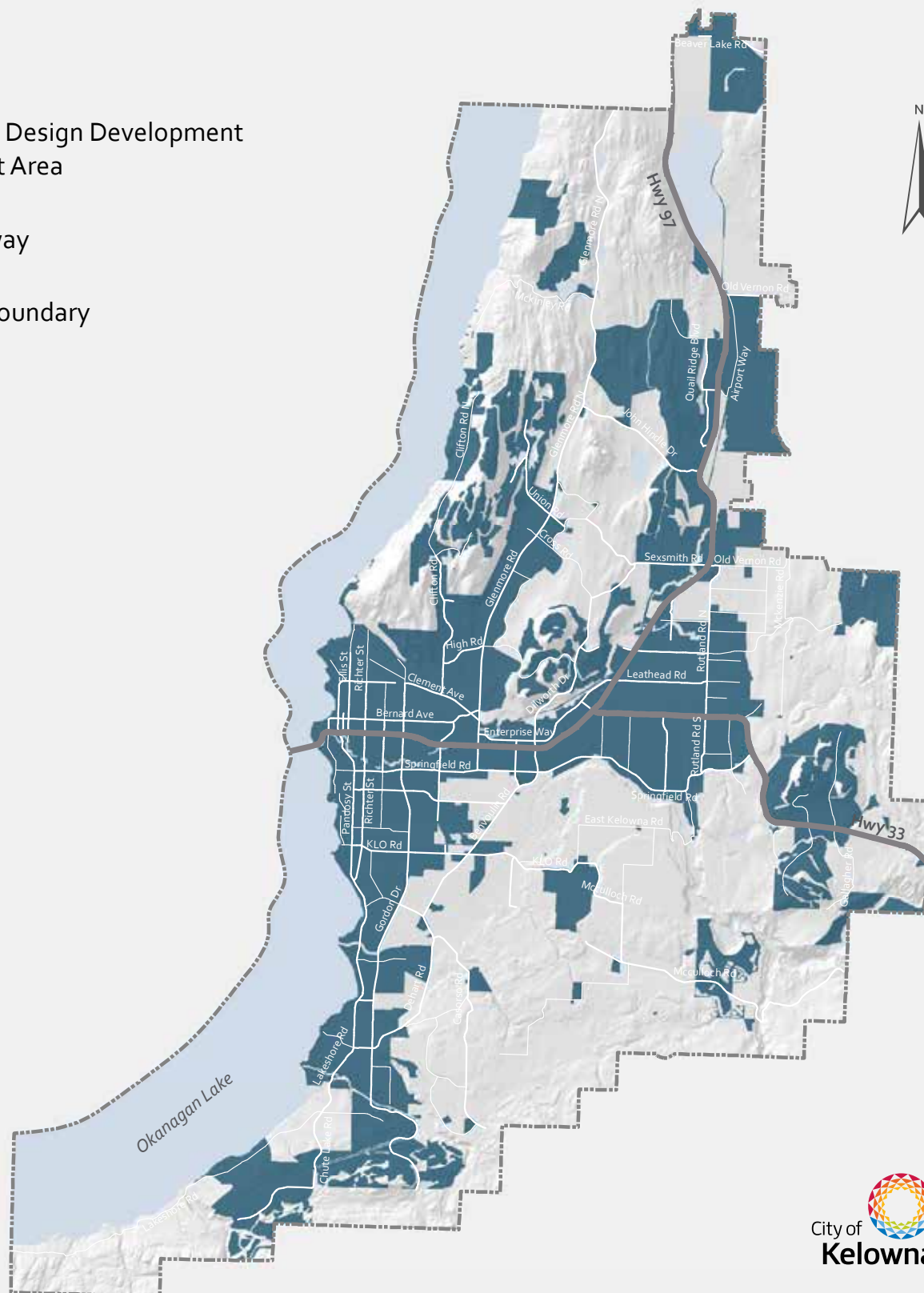


## EXEMPTIONS

A Form and Character Permit will not be required for:

- An addition or alteration to an existing principal building which will not be visible from an existing or future: adjacent public road right-of-way, adjacent park, adjacent residential, or adjacent agricultural zoned property, provided that the proposal requires no variance(s) from the Zoning Bylaw, and further, requires no approval from the appropriate provincial ministry or agency; or
- Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- Interior renovations; or
- Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and character; or
- Construction, addition or alteration to not exceed 30 sq. m. (323 sq ft) for a single storey accessory structure (4.5m in height) is proposed and where no variance(s) of the Zoning Bylaw are required; or
- Construction, addition or alteration to not exceed 45 sq. m. (484 sq ft) for a single storey accessory structure (4.5m in height) where the building is non-habitable space and where no variance(s) of the Zoning Bylaw are required.

-  Urban Design Development Permit Area
-  Highway
-  City Boundary



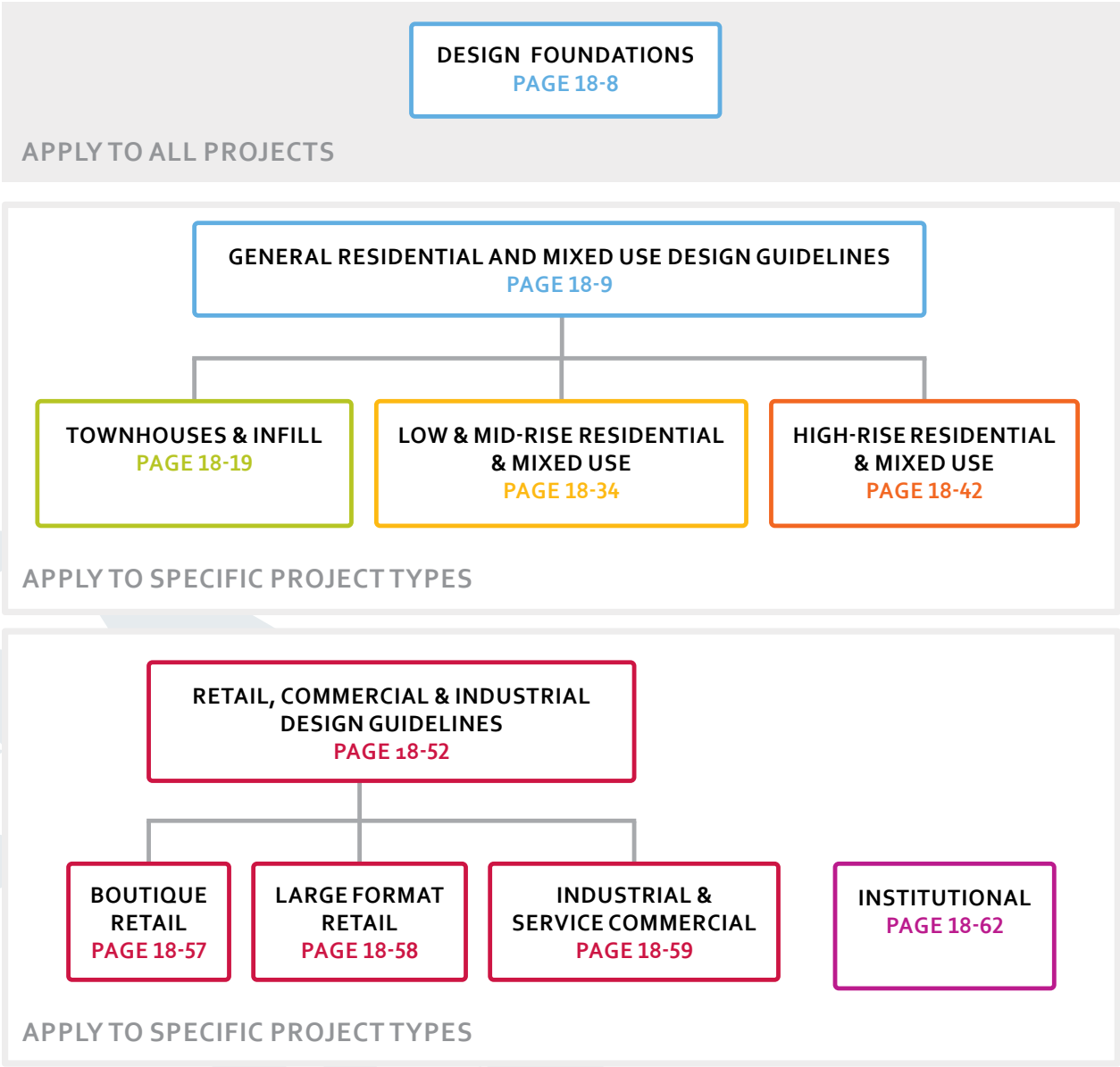
# ORGANIZATION OF THE CHAPTER

The chapter is organized in the following way:

- a. The **Design Foundations** (Page 18-8) apply to all projects and provide the overarching principles for supporting creativity, innovation and design excellence in Kelowna.
- b. The **General Residential and Mixed Use Guidelines** (Page 18-9) provide the key guidelines that all residential and mixed use projects should strive to achieve to support the Design Foundations.
  - » The General Guidelines are supplement by **typology-specific guidelines** (e.g., Townhouses & Infill on page 18-19, High-Rise Residential and Mixed-Use on page 18-42), which provide additional guidance with regard to form and character.
- c. Due to their unique design requirements, **Boutique and Large Format Retail** (pages 18-57 and 18-58), **Industrial & Service Commercial** (page 18-59), and **Institutional** (page 18-62) projects have their own standalone Guideline sections.

Applicants should read both the Design Foundations and the Guidelines associated with their specific building typology.

The structure of the document is summarized in the diagram below:



## ORGANIZATION OF THE CHAPTER (CONTINUED)

### Guideline Hierarchy

The Guidelines are structured to clearly communicate the design goals of the City, with Key Guidelines identified at the beginning of each section that must be followed in all projects, followed by supplemental guidelines to support design excellence in Kelowna.

More specifically:

- The feature images at the start of each section illustrate the core design outcomes that projects should achieve;
- The Key Guidelines below the feature images describe core strategies for achieving the City's desired design outcomes that projects must achieve; and
- The remaining Guidelines provide further detail on strategies for achieving well-designed buildings in Kelowna.

### SAMPLE KEY GUIDELINE FEATURE IMAGE

Section Title / Building Typology

Feature Image

Demonstrating the Key Guidelines.

Key Guidelines

The key design outcomes that projects need to achieve.

## 4.0 LOW & MID-RISE RESIDENTIAL & MIXED USE



### KEY GUIDELINES

In order to achieve the design goals of the City, all low and mid-rise residential and mixed use projects must:

- |  |  |
|--|--|
| <p><b>A</b> 4.1.0 a – Provide attractive and active human-scale amenities oriented towards public spaces at grade such as a frequent entries, weather protection, and outdoor seating areas (see 4.1.1 and 4.1.5).</p> <p><b>B</b> 4.1.0 b – Break up building mass by providing simple vertical and horizontal articulation of facades; e.g., step-backs, insets, projections, color and texture (see 4.1.6).</p> <p><b>C</b> 4.1.0 c – Ensure buildings have a front-to-back orientation to streets and open spaces with back-of-house uses located to the rear of buildings to minimize impacts on public open spaces (see 4.1.3).</p> <p><b>D</b> 4.1.0 d – Orient entries, windows, patios and balconies to face the fronting street. Ensure primary building entries are architecturally emphasized and directly accessible from the fronting public sidewalk (see 4.1.1).</p> | <p><b>E</b> 4.1.0 e – Maximize 'eyes on the street' by avoiding blank walls and providing direct lines of sight from windows and balconies to the sidewalk and adjacent public spaces (see 4.1.1 and 4.1.5).</p> <p><b>F</b> 4.1.0 f – Provide access to underground or above ground on-site parking from secondary streets or lanes (see 4.1.4).</p> <p><b>G</b> 4.1.0 g – When structured above grade parking is required due to the high water table, use store fronts or screening to mitigate visual impacts (see 4.1.4).</p> <p><b>H</b> 4.1.0 h – Integrate semi-private open space with the surrounding streetscape (see 4.1.5).</p> |
|--|--|

18-35



# ORGANIZATION OF THE CHAPTER (CONTINUED)

## Guideline Structure

The Guidelines are structured similarly in all sections to enhance usability. Key design objectives are presented as intent statements at the beginning of each section. Each intent statement is followed by a series of Guidelines which can be used to achieve the intent.

Each section includes:

- a. A **Guideline Topic** subheading;
- b. A **Design Intent** statement that states the goal of the Guidelines;
- c. The **Guidelines**, which outline strategies for achieving the design intent; and
- d. Supportive **illustrations and photos** that demonstrate Guideline concepts.

## SAMPLE GUIDELINE STRUCTURE

Guideline Topic  
Design Intent

What is to be achieved.

Guidelines

Strategies for achieving the design intent.

Illustrations and Precedent  
Photos

To illustrate strategies for achieving the design intent.

### 2.1.3 Site Planning

#### Design Intent

To site buildings to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety and accessibility; and to increase connectivity to the surrounding open space network.

#### Guidelines

- a. Site and design buildings to respond to unique site conditions and opportunities, such as oddly shaped lots, location at prominent intersections, framing of important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.
- b. Use Crime Prevention through Environmental Design (CPTED) principles to better ensure public safety through the use of appropriate lighting, visible entrances, opportunities for natural surveillance, and clear sight lines for pedestrians.

#### Relationship to Grade

- c. Limit the maximum grades on development sites to 30% (3:1).
- d. Design buildings for 'up-slope' and 'down-slope' conditions relative to the street by using strategies such as:
  - Stepping buildings along the slope, and locating building entrances at each step and away from parking access where possible;
  - Incorporating terracing to create usable open spaces around the building;
  - Using the slope for under-building parking and to screen service and utility areas (See Figure 5);
  - Designing buildings to access key views; and
  - Minimizing large retaining walls (retaining walls higher than 1m should be stepped and landscaped).

#### Connectivity

- e. Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network (See Figure 6).
- f. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.
- g. Apply universal accessibility principles to primary building entries, sidewalks, plazas, mid-block connections, lanes, and courtyards through the appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.

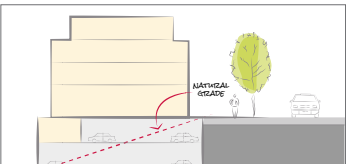


Figure 5: Use natural slope for under-building parking wherever possible (2.1.3 d).

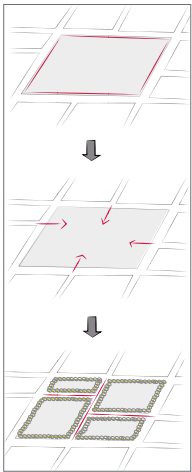


Figure 6: Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network (2.1.3 e).

# DESIGN FOUNDATIONS & GENERAL RESIDENTIAL AND MIXED USE

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# 2.0

# DESIGN FOUNDATIONS

Urban design is the comprehensive and cohesive combination of buildings, streets, and open spaces. Good urban design is primarily determined by the relationship between the public and private realm at the street level. Pedestrian-oriented and human-scaled streets, squares, and plazas are essential elements to the making of a functional, aesthetic, and vibrant place.

The Design Foundations below are applicable to all development projects and are the foundation for supporting creativity, innovation and design excellence in Kelowna.



## FACILITATE ACTIVE MOBILITY

Site and building design should ensure connectivity, safety and comfort for people walking and cycling, both within the site and to/ from the surrounding neighbourhood.



## USE PLACEMAKING TO STRENGTHEN NEIGHBOURHOOD IDENTITY

Development should contribute to a local sense of place by considering neighbourhood context, linkages, and future land uses at each scale of design – from site layout to landscaping to building details.



## CREATE LIVELY AND ATTRACTIVE STREETS & PUBLIC SPACES

Development should define and activate streets and public spaces to support their intended use and encourage human interaction.



## DESIGN BUILDINGS TO THE HUMAN SCALE

Buildings and site features should be designed to the human scale – optimized to be used by people and oriented towards pedestrian activity.



## STRIVE FOR DESIGN EXCELLENCE

Development projects should look beyond current trends and consider best practices and innovation for issues such as parking, energy efficiency, and building design to create a positive and lasting legacy.

## 2.1

## GENERAL RESIDENTIAL AND MIXED USE GUIDELINES

## OVERVIEW

The General Residential and Mixed Use Design Guidelines capture the key design strategies and elements that should be addressed in all new residential and mixed use projects in the City. They are premised on achieving the Design Foundations in section 2.0

and establish the basis for the more detailed typology-specific Guidelines in Sections 3 through 5. Both the General Design Guidelines and the specific Guidelines for residential and mixed use building projects apply to each project.



## KEY GUIDELINES

In order to achieve the design goals of the City, all residential and mixed use projects must:

- A** **2.1.0 a** – Design buildings to frame and activate streets and other open spaces to support walking and cycling, pedestrian comfort, and social interaction (see also 2.1.1 and 2.1.6).
- B** **2.1.0 b** – Incorporate high quality building, landscape, and streetscape design to support liveability, sustainability, and sense of place (see also 2.1.5).
- C** **2.1.0 c** – Ensure new buildings contribute positively to the envisioned future built form, while being responsive to positive aspects of the existing built environment and sensitive to the natural environment (see also 2.1.2 and 2.1.3).
- D** **2.1.0 d** – Provide usable open spaces on site that balance privacy and access and that increase pedestrian connectivity throughout the city (see also 2.1.3 and 2.1.5).
- E** **2.1.0 e** – Ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the public realm (see also 2.1.4).



## 2.1.1 Relationship to the Street

### Design Intent

To site and design buildings to positively frame and activate streets and public open spaces.

### Guidelines

- Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity (See Figure 1).
- On corner sites, orient building facades and entries to both fronting streets.
- Minimize the distance between the building and the sidewalk to create street definition and a sense of enclosure (See Figure 1).
- Locate and design windows, balconies, and street-level uses to create active frontages and 'eyes on the street', with additional glazing and articulation on primary building facades.
- Ensure main building entries are clearly visible with direct sight lines from the fronting street.
- Avoid blank, windowless walls along streets or other public open spaces.
- Avoid the use of roll down panels and/or window bars on retail and commercial frontages that face streets or other public open spaces.
- In general, establish a street wall along public street frontages to create a building height to street width ratio of 1:2, with a minimum ratio of 1:3 and a maximum ratio of 1:1.75 (See Figure 2).
  - Wider streets (e.g., transit corridors) can support greater streetwall heights compared to narrower streets (e.g., local streets);
  - The street wall does not include upper storeys that are set back from the primary frontage; and
  - A 1:1 building height to street width ratio is appropriate for a lane or mid-block connection condition provided the street wall height is no greater than 3 storeys.

## 2.1.2 Scale and Massing

### Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

### Guidelines

- Provide a transition in building height from taller to shorter buildings both within and adjacent to the site with consideration for future land use direction (See Figure 3).
- Break up the perceived mass of large buildings by incorporating visual breaks in facades (See Figure 4).
- Step back the upper storeys of buildings and arrange the massing and siting of buildings to:
  - Minimize shadowing on adjacent buildings as well as public and open spaces such as sidewalks, plazas, and courtyards (See Figure 4); and
  - Allow for sunlight onto the outdoor spaces of the majority of ground floor units during the winter solstice.

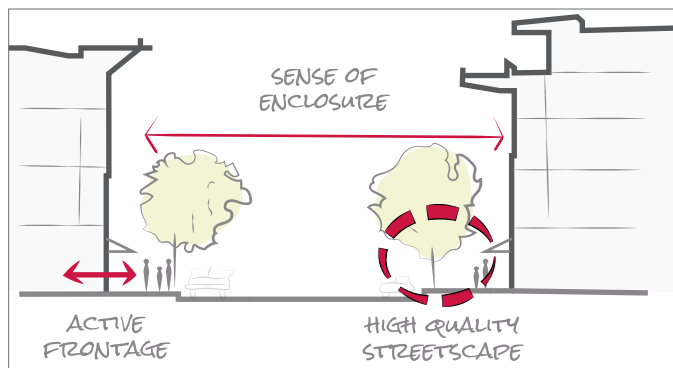


Figure 1: A sense of enclosure, transparent and active shop fronts, and high quality streetscape design are the key ingredients for great streets (2.1.1 a).

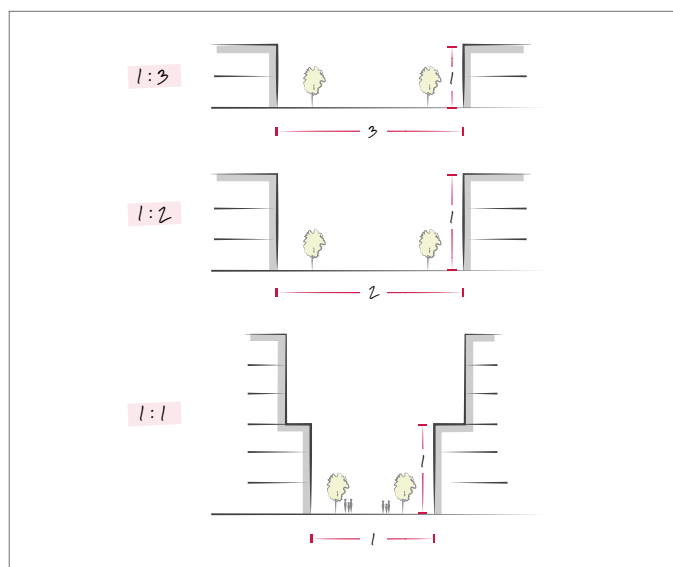


Figure 2: Illustrating different building height to street width ratios (2.1.1 h).

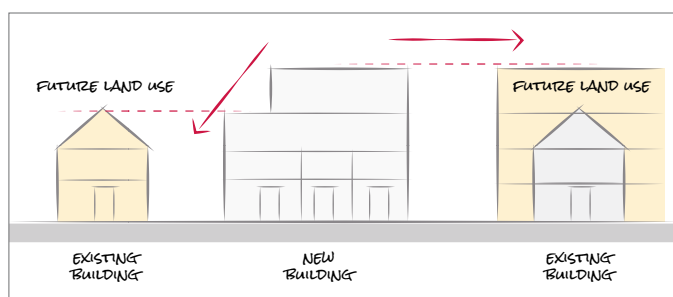


Figure 3: While considering future land use, stepping down building height can provide a sensitive transition in scale to adjacent buildings (2.1.2 a).

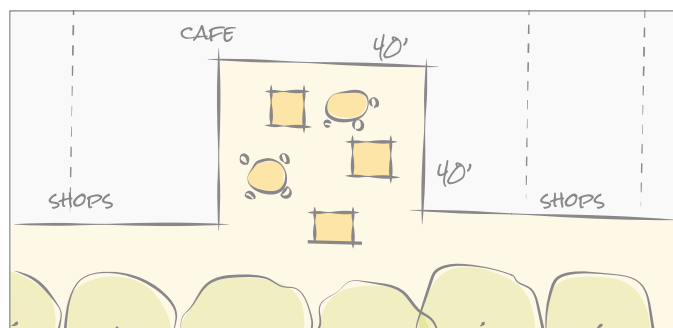


Figure 4: A courtyard can be used to break up the visual mass of large buildings (2.1.2 b).

## 2.1.3 Site Planning

### Design Intent

To site buildings to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety and accessibility; and to increase connectivity to the surrounding open space network.

### Guidelines

- a. Site and design buildings to respond to unique site conditions and opportunities, such as oddly shaped lots, location at prominent intersections, framing of important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.
- b. Use Crime Prevention through Environmental Design (CPTED) principles to better ensure public safety through the use of appropriate lighting, visible entrances, opportunities for natural surveillance, and clear sight lines for pedestrians.

### Relationship to Grade

- c. Limit the maximum grades on development sites to 30% (3:1).
- d. Design buildings for 'up-slope' and 'down-slope' conditions relative to the street by using strategies such as:
  - » Stepping buildings along the slope, and locating building entrances at each step and away from parking access where possible;
  - » Incorporating terracing to create usable open spaces around the building;
  - » Using the slope for under-building parking and to screen service and utility areas (See Figure 5);
  - » Designing buildings to access key views; and
  - » Minimizing large retaining walls (retaining walls higher than 1m should be stepped and landscaped).

### Connectivity

- e. Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network (See Figure 6).
- f. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.
- g. Apply universal accessibility principles to primary building entries, sidewalks, plazas, mid-block connections, lanes, and courtyards through the appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.

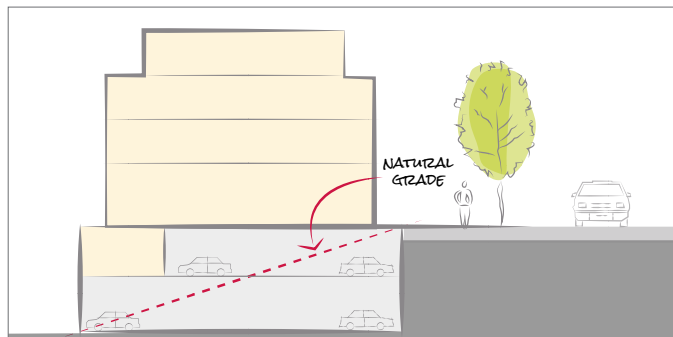


Figure 5: Use natural slope for under-building parking wherever possible (2.1.3 a).

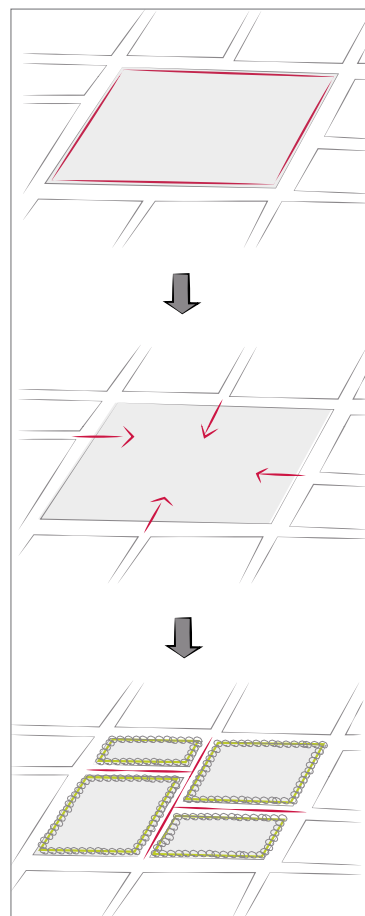


Figure 6: Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network (2.1.3 e).

## 2.1.4 Site Servicing, Access, and Parking

### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of the public realm.

### Guidelines

#### Site Servicing

- Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.
- Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.

#### Parking

- Avoid locating off-street parking between the front facade of a building and the fronting public street (See Figure 7).
- In general, accommodate off-street parking in one of the following ways, in order of preference:
  - » Underground (where the high water table allows);
  - » Parking in half-storey (where it is able to be accommodated to not negatively impact the street frontage);
  - » Garages or at-grade parking integrated into the building (located at the rear of the building); and
  - » Surface parking at in the rear, with access from the lane or secondary street wherever possible.
- Design parking areas to maximize rainwater infiltration through the use of permeable materials such as paving blocks, permeable concrete, or driveway planting strips.
- In cases where publicly visible parking is unavoidable, screen using strategies such as (See Figure 8):
  - » Landscaping;
  - » Trellises;
  - » Grillwork with climbing vines; or
  - » Other attractive screening with some visual permeability.
- Provide bicycle parking at accessible locations on site, including:
  - » Covered short-term parking in highly visible locations, such as near primary building entrances; and
  - » Secure long-term parking within the building or vehicular parking area.

#### Access

- Provide clear lines of sight at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.
- Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open spaces.
- Minimize negative impacts of parking ramps and entrances through treatments such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.

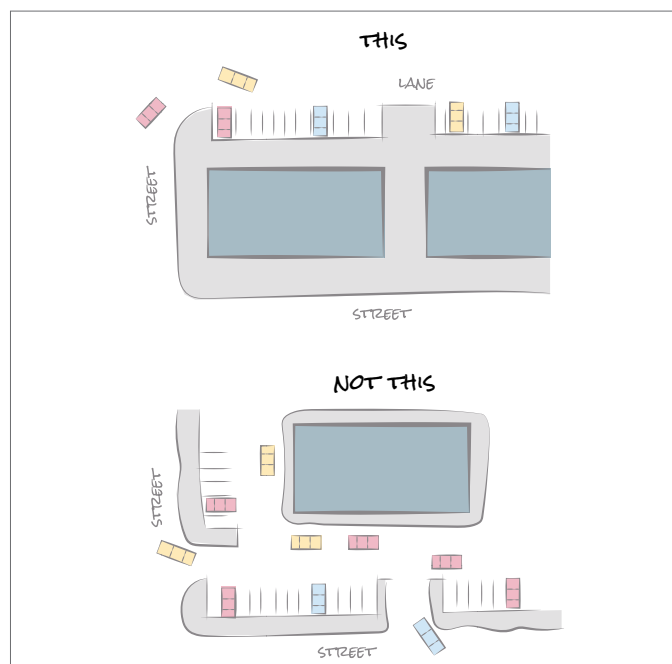


Figure 7: Locate off-street parking to the rear of the building wherever possible (2.1.4 c).



Figure 8: When provided at grade, screen or enclose parking to minimize view and impact on the public realm. (2.1.4 f).

## 2.1.5 Streetscapes, Landscapes and Public Realm Design

### Design Intent

To ensure the design of streets and open spaces creates visual interest, comfort, and safety for pedestrians and positively contributes to urban ecology and stormwater management.

### Guidelines

#### Landscape Planning

- a. Site buildings to protect mature trees, significant vegetation, and ecological features.
- b. Locate underground parkades, infrastructure, and other services to maximize soil volumes for in-ground plantings.
- c. Site trees, shrubs, and other landscaping appropriately to maintain sight lines and circulation (See Figure 9).
- d. Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.
- e. Ensure site planning and design achieves favourable microclimate outcomes through strategies such as:
  - » Locating outdoor spaces where they will receive ample sunlight throughout the year;
  - » Using materials and colors that minimize heat absorption;
  - » Planting both evergreen and deciduous trees to provide a balance of shading in the summer and solar access in the winter; and
  - » Using building mass, trees, and planting to buffer wind.

#### Landscape Materials

- f. Use landscaping materials that soften development and enhance the public realm (See Figure 10).
- g. Plant native and/or drought tolerant trees and plants suitable for the local climate.
- h. Select trees for long-term durability, climate and soil suitability, and compatibility with the site's specific urban conditions.



Figure 9: Site trees and other landscaping to maintain sight lines and circulation (2.1.5 c)



Figure 10: Use landscaping materials that soften development and enhance the public realm (2.1.5 f).



## Stormwater Management and Water Usage

- i. Design sites and landscapes to maintain pre-development flows through capture, infiltration, and filtration strategies, such as the use of rain gardens and permeable surfacing (*See Figure 11*).
- j. Design sites to minimize water use for irrigation by using strategies such as:
  - » Designing planting areas and tree pits to passively capture rainwater and stormwater run-off; and
  - » Using recycled water irrigation systems.

## Sustainable Materials and Furniture

- k. Create multi-functional landscape elements wherever possible, such as planting areas that also capture and filter stormwater or landscape features that users can interact with.
- l. Select materials and furnishings that reduce maintenance requirements and use materials and site furnishings that are sustainably sourced, re-purposed, or 100% recycled.

## Lighting and Wayfinding

- m. Use exterior lighting to complement the building and landscape design, while (*See Figure 12*):
  - » Minimizing light trespass onto adjacent properties;
  - » Using full cut-off lighting fixtures to minimize light pollution; and
  - » Maintaining lighting levels necessary for safety and visibility.
- n. Employ on-site wayfinding strategies that create attractive and appropriate signage for pedestrians, cyclists, and motorists using a 'family' of similar elements.



Figure 11: Design sites and landscapes to maintain pre-development flows using strategies such as rain gardens and permeable surfacing (2.1.5 i).



Figure 12: Use full cut-off exterior lighting to complement building and landscape design (2.1.5 m).

## 2.1.6 Building Articulation, Features, and Materials

### Design Intent

To enhance liveability, visual interest, identity, and sense of place through building form, architectural composition and materials.

### Guidelines

- a. Express a unified architectural concept that incorporates variation in facade treatments, while considering the impact of massing and articulation on energy performance (see 2.2.1). Strategies for achieving this include:
  - » Articulating facades by stepping back or extending forward a portion of the facade to create a series of intervals or breaks;
  - » Repeating window patterns on each step-back and extension interval;
  - » Providing a porch, patio, deck, covered entry, balcony and/or bay window for each interval;
  - » Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce each interval.
- b. Incorporate a range of architectural features and details into building facades to create visual interest, especially when approached by pedestrians.

Include architectural features such as:

- » Bay windows or balconies, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance (see 2.2.1);
- » Corner feature accents, such as turrets or cupolas;
- » Variations in roof height, shape and detailing;
- » Building entries; and
- » Canopies and overhangs.



*A low-rise building demonstrating a unified architectural concept with clear building intervals with balconies and repeating window patterns.*

## BUILDING ARTICULATION



This building demonstrates several guidelines related to building articulation and features (see 2.1.6 a - b), including:

- 1 Stepping back or extending forward a portion of the facade to create a series of intervals;
- 2 Repeating window patterns on each extension interval;
- 3 Providing a balcony at each interval; and
- 4 Providing a stepped roof to reinforce each interval.
- 5 Providing cornice details.

Include architectural details such as:

- » Masonry such as tiles, brick, and stone;
  - » Siding including score lines and varied materials to distinguish between floors;
  - » Articulation of columns and pilasters;
  - » Ornamental features and art work;
  - » Architectural lighting;
  - » Grills and railings;
  - » Substantial trim details and moldings / cornices; and
  - » Trellises, pergolas and arbors.
- c. Design buildings to ensure that adjacent residential properties have sufficient visual privacy (e.g. by locating windows to minimize overlook and direct sight lines into adjacent units), as well as protection from light trespass and noise.
  - d. Design buildings such that their form and architectural character reflect the buildings internal function and use.

#### Materials

- e. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades (*See Figure 13*).

#### Weather protection

- f. Provide weather protection such as awnings and canopies at primary building entries
- g. Place weather protection to reflect the building's architecture.

#### Signage

- h. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.
- i. Provide visible signage identifying building addresses at all entrances.



*Figure 13: Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades (2.1.6 d).*



# 2.2

## ACHIEVING HIGH PERFORMANCE

### Background

The BC Energy Step Code establishes measurable energy efficiency requirements for new construction, up to net-zero energy ready performance by the year 2032. Over time, and supported by ongoing industry engagement, the City of Kelowna intends to incrementally raise minimum energy performance to the highest levels of the Step Code in advance of 2032.

Changes to form and character are not required to meet the performance requirements of the Lower Steps of the Step Code, but may be required to meet the requirements of the Upper Steps of the Step Code. The Step Code is performance-based, which allows designers flexibility on how to balance project conditions and constraints (e.g., building code, urban design guidelines, site characteristics) in order to meet energy performance targets. The guidelines in this section are meant to provide guidance and flexibility so that designers are able to achieve high performance design alongside urban design best practices.

### 2.2.1 High Performance Buildings

#### Design Intent

To design buildings to reduce energy demand and maximize occupant health and comfort, while ensuring visual interest.

#### Guidelines

##### Simplified Massing

- Consider the impact of massing and articulation on energy performance, including consideration for strategies such as:
  - Designing buildings with a pure form, simplified massing and fewer complex junctions to minimize building envelope heat loss; and
  - Using articulation strategies for the building facade that are able to be done outside of the building thermal envelope.

##### Articulation

- Use simple shifts in massing and changes in exterior colors and textures to articulate facades.
- For larger buildings, consider targeting an overall window-to-wall ratio (WWR) of 40% to reduce heat gain and loss through the building envelope by increasing the area of insulated wall (See Figure 14). Additional considerations include:
  - Higher WWR ratios can be accommodated at grade to promote at-grade transparency while accommodating the 40% WWR in the building overall; and
  - Lower WWR ratios can be accommodated on north facing facades to account for lower solar gain potential.

##### Site Planning and Orientation

- Orient buildings to maximize solar access to adjacent streets and public spaces, while also considering optimizing for solar orientation to improve energy performance and occupant comfort.

For more details on designing buildings to meet Step Code performance requirements, including mechanical design, air tightness strategies, envelope details and other strategies that do not impact form and character, please see BC Housing's *BC Energy Step Code Design Guide*.

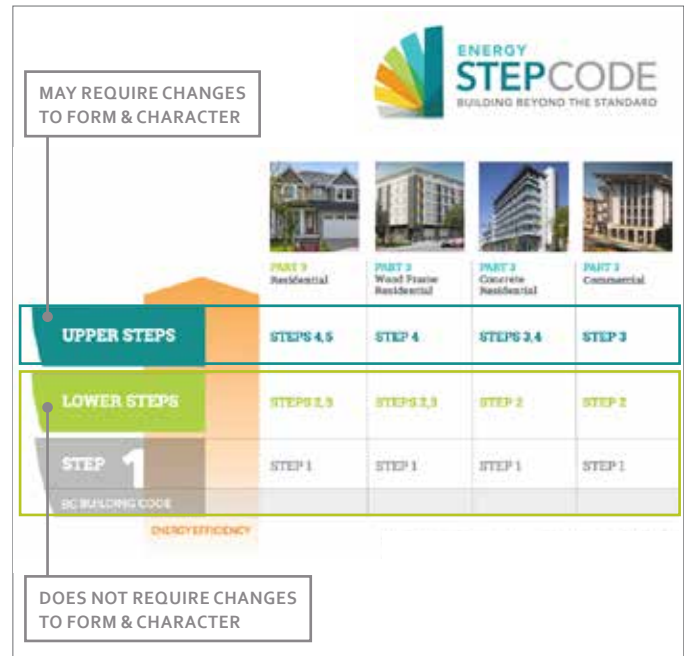


Figure 14: While retaining at-grade transparency, targeting lower window-to-wall ratios on building elevations can significantly reduce energy demand. As general guidance, designers targeting the Lower Steps of the Step Code should target no more than a 50% WWR and designers targeting the Upper Steps should target a WWR of less than 40% (2.2.1 c).



Figure 15: Example of a building with active frontage and low WWR above.



- e. Use appropriately designed exterior shading devices to block unwanted solar gains in warmer months while welcoming solar gains from lower winter sunlight. Additional considerations include (See Figure 16):
  - » Their use should be prioritized on southern elevations;
  - » Shading is not necessary on north-facing facades; and
  - » Vertical fins are a good strategy to use for blocking incoming summer sun on western elevations.

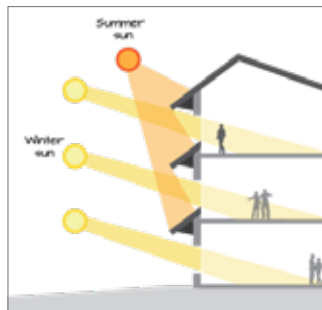


Figure 16: Exterior shading devices can be integrated into a building's southern elevation to block unwanted solar gains and keep indoor temperatures comfortable in warmer months (2.2.1 e).

### High Performance Building Envelope

- f. Use insulating materials and/or thermally broken building products to reduce building heat loss from thermal bridges such as concrete balconies and beams that run from the building's interior to exterior.

## WELL DESIGNED HIGH PERFORMANCE BUILDINGS

These precedent photos demonstrate best practices in high performance building design in common building typologies. All projects shown are designed to meet or exceed the equivalent performance requirements of the highest Step of the BC Energy Step Code.

Design professionals can use a wide variety of strategies – such as exterior colors, textures, and simple shifts in massing – to create aesthetically pleasing high performance buildings. Design principles such as achieving a strong relationship to the street and a unified architectural expression need not be sacrificed.

<span style="color: blue;">●</span> HIGH PERFORMANCE DESIGN STRATEGY	<span style="color: red;">●</span> ALIGNMENT WITH DESIGN PRINCIPLES
--	---



TOWNHOUSE

- 1 Simplified massing (see 2.2.1 a).
- 2 Low overall WWR (see 2.2.1 c).
- 3 Articulated individual units with semi-private outdoor space see 2.2.1 b).



MID-RISE RESIDENTIAL

- 1 Simplified massing (see 2.2.1 a).
- 2 Low overall WWR (see 2.2.1 c).
- 3 Use of color/materiality to enhance visual interest (see 2.2.1 b).



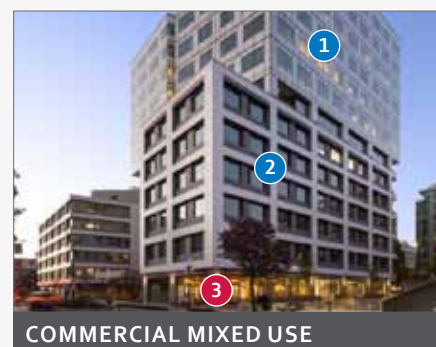
MID-RISE MIXED USE

- 1 Simplified massing (see 2.2.1 a).
- 2 Shading devices on south elevation (see 2.2.1 e).
- 3 Active frontage (>75% WWR) (see 2.2.1 c).



MID-RISE RESIDENTIAL

- 1 Simplified massing (see 2.2.1 a).
- 2 Low overall WWR (see 2.2.1 c).
- 3 Outdoor space on (thermally broken) balconies (see 2.2.1 f).



COMMERCIAL MIXED USE

- 1 Simplified massing (see 2.2.1 a).
- 2 Low overall WWR (see 2.2.1 c).
- 3 Active frontage (>75% WWR) (see 2.2.1 c).

# TOWNHOUSES & INFILL

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## TOWNHOUSE OVERVIEW

- Townhouse development in Kelowna typically occurs in one of two scenarios: infill development within an existing neighbourhood or large-scaled developments with an internal circulation network.
- Common design challenges include integrating well with the existing and planned future context and positively contributing to the streetscape.
- As a result, projects should create a strong relationship to the street and extend or connect with the existing and planned street and open space networks.

## GENERAL CHARACTERISTICS

- 2 to 3 storeys
- Shares side walls with neighbouring units
- Individual unit entrance with ground-oriented access

## INFILL OVERVIEW

- Ground-oriented infill typically consists of development on a single existing parcel that consists of 2 or more units and includes forms from single detached, duplex housing, semi-detached housing, triplex, and four plex housing.
- Common design challenges include integrating well with the existing and planned future context, protecting mature trees, and positively contributing to the streetscape.
- Projects should create a strong relationship to the street and should be designed in general context with the scale and massing of buildings in the neighbourhood.

## GENERAL CHARACTERISTICS

- 2 to 2 ½ storeys
- Varied building forms, sometimes with two forms on a single site
- May share 1 or 2 walls with neighbouring units
- Individual unit entrance with ground-oriented access



# 3.0 TOWNHOUSES



## KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

- A** **3.0.1 a** – Orient building entries, windows, patios, and balconies to face the fronting street, with the primary entry clearly visible and directly accessible from the sidewalk (see 3.1.1).
- B** **3.0.1 b** – Provide usable outdoor amenity spaces and generous and well-designed landscaped areas that offer privacy, screening, and attractive interfaces with streets and open spaces (see 3.1.4).
- C** **3.0.1 c** – Use building articulation, scaling, and setbacks to define individual units or intervals and to contribute to a consistent frontage pattern, pedestrian scale and rhythm along the fronting street (see 3.1.2 and 3.1.6).
- D** **3.0.1 d** – Locate and design buildings to maximize access to sunlight, increase privacy, and reinforce neighbourhood character (see 3.1.4 and 3.1.6).
- E** **3.0.1 e** – Provide access to parking from a secondary street or lane, wherever possible (see 3.1.5).

## 3.1

## TOWNHOUSE GUIDELINES

## 3.1.1 Relationship to the Street

## Design Intent

To site and design buildings to positively frame and activate streets and public open spaces, while providing a clearly-defined public-private transition zone.

## TOWNHOUSE



## Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design primary unit entrances to provide:
  - » A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop (See Figure 17);
  - » Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies;
  - » A sense of transition from the public to private realm by utilizing strategies such as changes in grade, decorative railings, and planters; and
  - » Punctuation, articulation and rhythm along the street.
- b. A maximum 1.2m height (e.g., 5-6 steps) is desired for front entryways or stoops. Exceptions can be made in cases where the water table requires this to be higher.
- c. In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.
- d. For buildings oriented perpendicularly to the street (e.g., 'shotgun' townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade (See Figure 18).
- e. For large townhouse projects (e.g., master planned communities with internal circulation pattern), guidelines 3.1.1 a-d apply for units facing strata roads as well as those units fronting onto public streets.

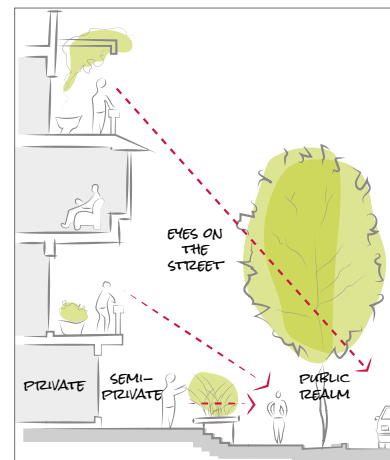


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).



Figure 18: In 'shotgun' townhouse projects, ensure that the end unit facing the street is a true street-oriented unit (3.1.1. d).



### 3.1.2 Scale and Massing

#### Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- Wherever possible, reflect the positive attributes of adjacent housing while integrating new higher density forms of housing as envisioned in the OCP.
- Scale and site buildings to establish consistent rhythm along the street by, for example, articulating individual units through integration of recessed entries, balconies, a change in materials and slight projection/recess in the facade.
- Limit the number of connected townhouse units to a maximum of 6 units before splitting into multiple buildings.
  - In larger townhouse developments (e.g., master planned communities with internal circulation pattern), integrate a large proportion of 4 unit townhouse buildings to create a finer grain of development and limit visual impacts.



Figure 19: An example of townhouses with clearly visible front doors fronting onto a publicly-accessible pedestrian pathway (3.1.3 d).

### 3.1.3 Site Planning

#### Design Intent

To site buildings to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety and accessibility; and to increase connectivity to the surrounding open space network.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- Gated or walled communities are not supported.
- For large townhouse projects, consider including communal amenity buildings.

#### Connectivity

- Provide pedestrian pathways on site to connect:
  - Main building entrances to public sidewalks and open spaces;
  - Visitor parking areas to building entrances; and
  - From the site to adjacent pedestrian/trail/cycling networks (where applicable).
- When pedestrian connections are provided on site, frame them with an active edge – with entrances and windows facing the path or lane (See Figure 19 & 20).

- e. For large townhouse projects (e.g., master planned communities with internal circulation pattern):
  - » Design the internal circulation pattern to be integrated with and connected to the existing and planned public street network.

#### Facing Distances and Setbacks

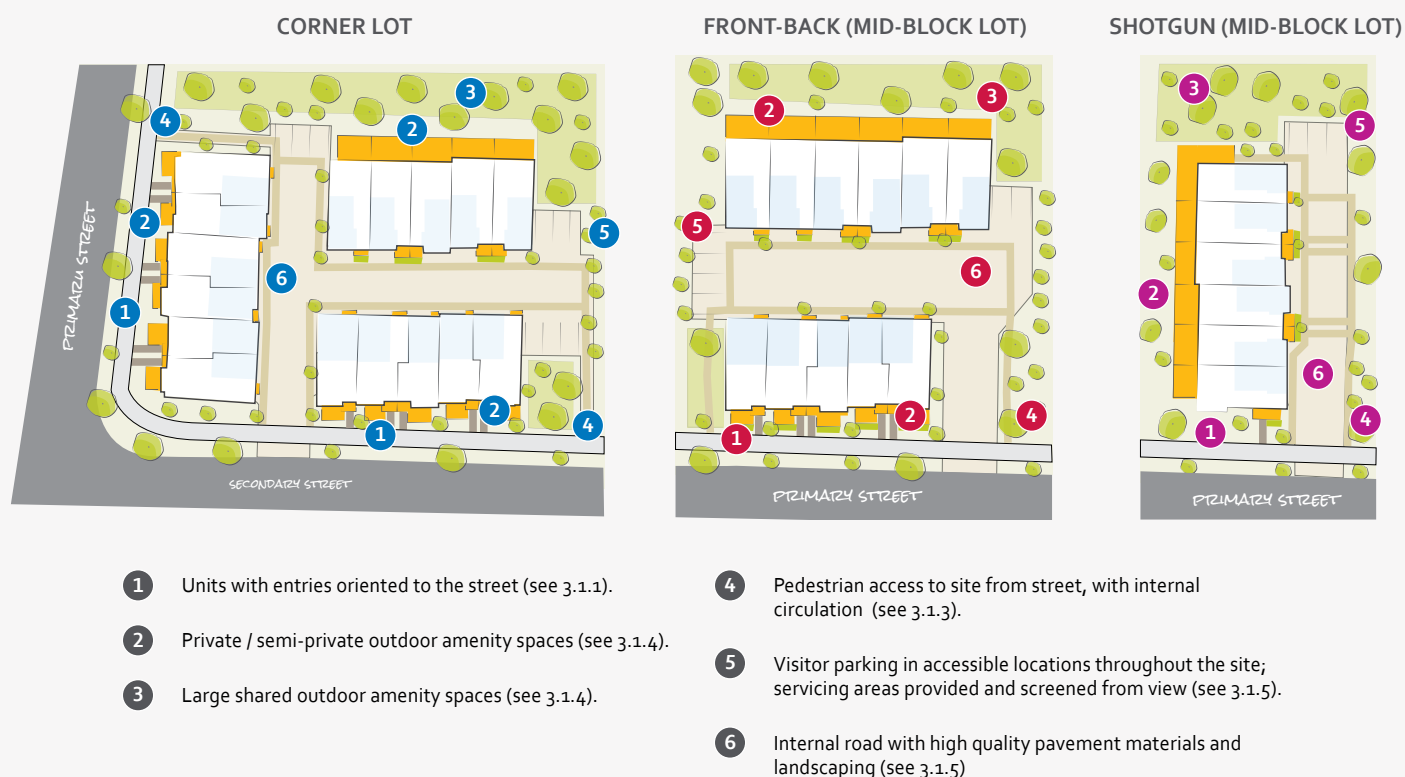
- f. Locate and design buildings to maintain access to sunlight, and reduce overlook between buildings and neighbouring properties.
- g. Separate facing buildings on site a minimum of 10-12m to provide ample spatial separation and access to sunlight.
- h. Limit building element projections, such as balconies, into setback areas, streets, and amenity areas to protect solar access.
- i. Front yard setbacks on internal roads should respond to the height of townhouses, with taller townhouses (e.g., 3 storeys) having greater setbacks to improve liveability and solar access.



Figure 20: Example of a mid-block connection through a townhouse site, with building entries facing onto the path (3.1.3 d).

## DEMONSTRATION PLANS – INFILL LOTS

The conceptual site plans on this page and the next demonstrate four common townhouse scenarios with a selection of guidelines to describe key areas for consideration. These plans are not intended to be a 'how to' for developing sites with similar characteristics, but rather to demonstrate how the guidelines accommodate townhouse developments on different types of sites.



### 3.1.4 Open Spaces

#### Design Intent

To design landscapes and open spaces that provide integrated, flexible, and accessible open space.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design all units to have easy access to useable private or semi-private outdoor amenity space (See Figure 20 & 21).
- b. Design front yards to include a path from the fronting street to the primary entry, landscaping, and semi-private outdoor amenity space.
- c. Avoid a 'rear yard' condition with undeveloped frontages along streets and open spaces.
- d. Design private outdoor amenity spaces to:
  - » Have access to sunlight;
  - » Have railing and/or fencing to help increase privacy; and
  - » Have landscaped areas to soften the interface with the street or open spaces.

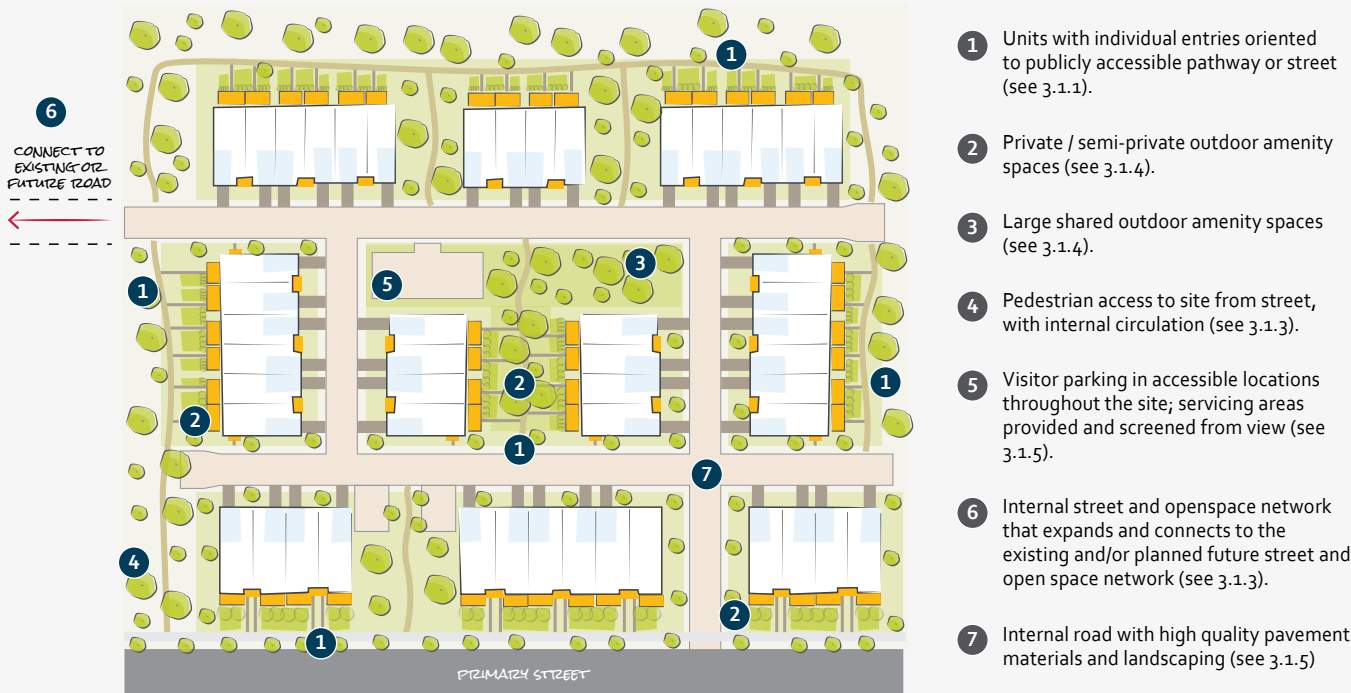


Figure 21: All units should have easy access to useable private or semi-private outdoor amenity space (3.1.4 a).

## DEMONSTRATION PLAN – LARGE TOWNHOUSE DEVELOPMENT

This demonstration plan is not intended to be a 'how to' for developing sites with similar characteristics, but rather to demonstrate how the guidelines accommodate townhouse developments on large sites. A master planning process is encouraged for townhouse development projects on large sites to ensure a comprehensive and cohesive design that connects and expands the existing and/or planned future context; responds sensitively to natural and ecological features; and achieves building and site design, features and amenities to support liveability and sustainability as per the DP design guidelines.

### LARGE TOWNHOUSE DEVELOPMENT



- e. Design front patios to:
  - » Provide an entrance to the unit; and
  - » Be raised a minimum of 0.6m and a maximum of 1.2m to create a semi-private transition zone.
- f. Design rooftop patios to (See Figure 22):
  - » Have parapets with railings;
  - » Minimize direct sight lines into nearby units; and
  - » Have access away from primary facades.
- g. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.
  - » Consider using balcony strategies to reduce the significant potential for heat loss through thermal bridge connections which could impact energy performance (see 2.2.1).
- h. Provide a minimum of 10% of the total site area to common outdoor amenity spaces that:
  - » Incorporate landscaping, seating, play space, and other elements that encourage gathering or recreation; and
  - » Avoid isolated, irregularly shaped areas or areas impacted by parking, mechanical equipment, or servicing areas.
- i. For large townhouse projects, provide generous shared outdoor amenity spaces integrating play spaces, gardening, storm water and other ecological features, pedestrian circulation, communal amenity buildings, and other communal uses.
- j. Design internal roadways to serve as additional shared space (e.g., vehicle access, pedestrian access, open space) using strategies such as:
  - » High-quality pavement materials (e.g., permeable pavers); and
  - » Providing useable spaces for sitting, gathering and playing.



Figure 22: Rooftop patios provide a unique private outdoor space, and should include parapets with railings (3.1.4 f).



Figure 23: Example of internal roadway designed with high quality pavement materials and strategic landscaping placement (3.1.5 a).

### 3.1.5 Site Servicing, Access, and Parking

#### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety, and attractiveness of streets, sidewalks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages, and break up long facades (See Figure 23).

#### Site Servicing

- b. Exceptions for locating waste collection out of public view can be made for well-designed waste collection systems such as Molok bins.

#### Parking

- c. Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets (See Figure 23).

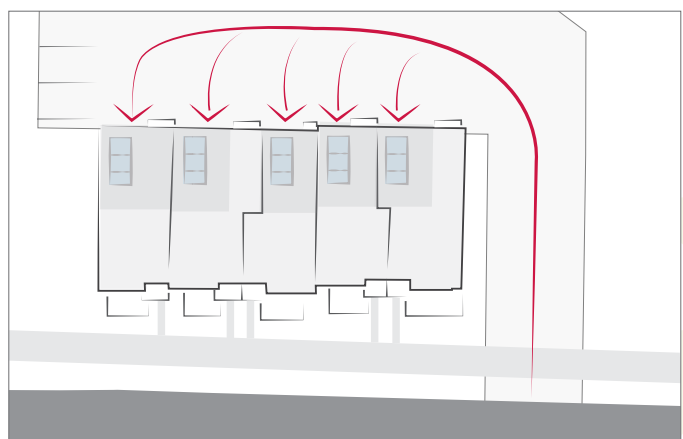


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).



- d. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.
- e. Front garages and driveway parking are acceptable in townhouses facing internal strata roads, with the following considerations:
  - » Architecturally integrate the parking into the building and provide weather protection to building entries; and
  - » Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the facade.
- f. Provide visitor parking in accessible locations throughout the site and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include:
  - » Distributed through the site adjacent to townhouse blocks; and
  - » Centralized parking, including integration with shared outdoor amenity space.
- c. Maintain privacy of units on site and on adjacent properties by minimizing overlook and direct sight lines from the building using strategies such as:
  - » Off-setting the location of windows in facing walls and locating doors and patios to minimize privacy concerns from direct sight lines;
  - » Use of clerestory windows;
  - » Use of landscaping or screening; and
  - » Use of setbacks and articulation of the building.
- d. In larger townhouse developments (e.g., master planned communities with internal circulation pattern), provide modest variation between different blocks of townhouse units, such as change in color, materiality, building and roof form.

#### Access

- g. Ensure that internal circulation for vehicles is designed to accommodate necessary turning radii and provides for logical and safe access and egress.
- h. For large townhouse projects (e.g., master planned communities with internal circulation pattern), a minimum of two access/egress points to the site is desired.
- i. Locate access points to minimize impact of headlights on building interiors.
- j. Design the internal circulation pattern and pedestrian and open space network to be integrated with and connected to the existing and planned public street and open space network.

### 3.1.6 Building Articulation, Features, and Materials

#### Design Intent

To enhance liveability, visual interest, and sense of place through building form, architectural composition, and materials.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design facades to articulate the individual units while reflecting positive attributes of neighbourhood character. Strategies for achieving this include (See Figure 25 & 26):
  - » Recessing or projecting facades to highlight the identity of individual units; and
  - » Using entrance features, roofline features, or other architectural elements.
- b. To maximize integration with the existing neighbourhood, design infill townhouses to:
  - » Incorporate design elements, proportions, and other characteristics found within the neighbourhood; and
  - » Use durable, quality materials similar or complementary to those found within the neighbourhood.

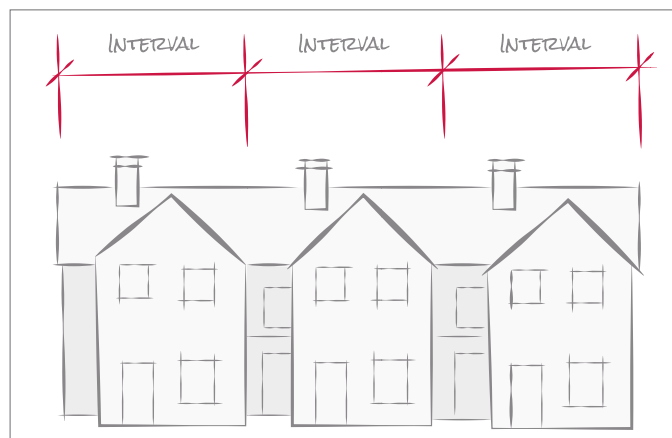


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).



Figure 26: Example of facades and entrance features designed to articulate individual units (3.1.6 a).

## 3.2 INFILL



### KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

- A** **3.2.1 a** Configure building massing to reflect the general scale of buildings in the surrounding area (see 3.3.2).
- B** **3.2.1 b** For each unit, provide well-designed, generous outdoor amenity spaces at grade that offer privacy and screening, as well as attractive interfaces with the street and open spaces (see 3.3.1).
- C** **3.2.1 c** Locate and design buildings to protect existing mature trees on-site (see 3.3.4).
- D** **3.2.1 d** Limit impermeable surfaces in landscaped areas and open spaces to maximize stormwater infiltration.
- E** **3.2.1 e** Use building articulation, scaling, and setbacks to define individual units in a way that is clearly oriented to pedestrians rather than to vehicles and that emphasizes connection to the street (see 3.3.1).
- F** **3.2.1 f** Orient building entries, windows, patios and balconies to face the fronting and flanking streets, with primary entries clearly visible and directly accessible from the sidewalk see (3.3.1).
- G** **3.2.1 g** Building design elements, details and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept (see 3.3.6).
- H** **3.2.1 h** Provide access to parking from a flanking street or lane, where available.

# 3.3

## INFILL GUIDELINES

### 3.3.1 Relationship to the Street

#### Design Intent

To site and design buildings to support a positive relationship to the street and public open spaces, while providing a clearly-defined public-private transition zone.

#### INFILL HOUSING



#### Guidelines

In addition to the strategies outlined in the General Residential Guidelines:

- Orient the primary façade of buildings to face the fronting street. In the case of lots with multiple frontages, buildings must also be oriented and designed to address flanking streets through architectural and landscape treatments including, but not limited to, front doors and windows (See Figure 27).
- Configure buildings so that a minimum of 50% of units facing streets. All units facing streets should have entries oriented towards, and be clearly accessible and visible from the street.
- Design primary unit entrances to provide:
  - » A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop (See Figure 28);
  - » Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies; and
  - » Punctuation, articulation and rhythm along the street.
- Use low fencing, landscaping and modest (max. of 0.6m) changes in grade to define a sense of transition from the public to the private realm (See Figure 28).
- Improve the “lanescape” by orienting units located towards the rear of the property to face laneways, and use building entrances, lighting, landscaping and materials to reinforce a safe and attractive public realm.



Figure 27: In the case of lots with multiple frontages, buildings must also be oriented and designed to address flanking streets (3.3.1 a).

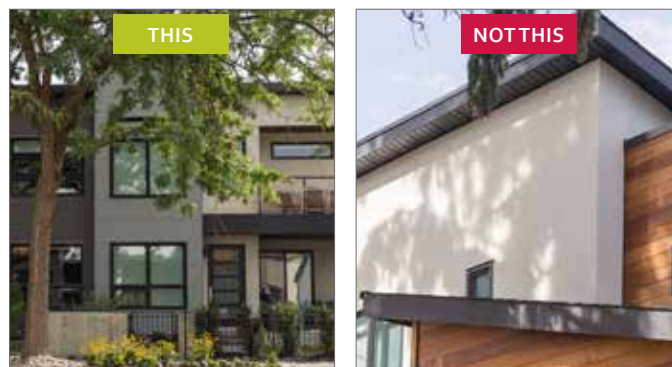


Figure 28: Front doors should be directly accessible via a walkway, porch and/or stoop, and front yards should incorporate complementary landscaping and modest fencing (3.3.1. c, d).



### 3.3.2 Scale and Massing

#### Design Intent

To ensure that buildings contribute positively to the neighbourhood context while providing opportunity for greater housing choice and diverse building forms.

#### Guidelines

In addition to the strategies outlined in the General Residential:

- Wherever possible, reflect the positive attributes of adjacent housing (e.g.: rooflines, front porches, entrance features) while integrating new, higher density housing forms.
- Use building height, scale and setbacks to reinforce a generally consistent street rhythm. Limit significant real or perceived height difference (i.e.: more than 1.5 storey difference) between new and existing development in the surrounding area (See Figure 29).
- Ensure that larger buildings break down their massing to reflect the scale of surrounding buildings by using sub-forms and façade articulation (See Figure 20).
- In buildings with more than one unit, articulate individual units through integration of recessed entries, balconies, materials and projection/recess in the façade. Avoid symmetrical units (See Figure 30).
- On sites with more than one building, ensure that buildings are distinct, but designed to achieve cohesive scale, massing and proportion



Figure 29: Use building height, scale and setbacks to limit height differences between new and existing development in the surrounding area (3.3.2 b).



Figure 30: Break down the massing of large buildings through articulation of individual units and avoid symmetry (3.3.2 c, d).

### 3.3.3 Site Planning

#### Design Intent

To site buildings to enhance liveability, privacy, safety, and accessibility; to increase connectivity to surrounding public spaces; and to contribute towards a healthy urban forest.

#### Guidelines

- Locate buildings on a site to:
  - » Protect mature trees, where possible;
  - » Maintain general consistency with established setbacks on primary and secondary streets, where possible;
  - » Maximize sunlight access to interior spaces and to outdoor amenity areas; and
  - » Avoid any required storm drainage infrastructure, such as rock pits.
- Provide pedestrian pathways on site to connect:
  - » Main unit entrances to public sidewalks and open spaces (minimum width of 1.2m, lit);
  - » Parking areas to unit entrances;
  - » From the site to adjacent pedestrian/trail/cycling networks, where applicable; and
  - » The common utility and water servicing location (See Figure 31).



Figure 31: Provide pedestrian pathways on site to connect sidewalks, open spaces, unit entrances, and parking areas (3.3.3 b).



- c. Where multiple buildings are located on a site, ensure that outdoor amenity space provided at grade between the buildings is generous and comfortable.
- d. Maintain privacy of units on site and on adjacent properties by minimizing overlook and direct sight lines from the building using strategies such as:
  - » Off-setting the location of windows in facing walls and locating doors and patios to minimize privacy concerns from direct sight lines;
  - » Use of clerestory windows;
  - » Use of landscaping or screening; and
  - » Use of setbacks and articulation of the building.

### 3.3.4 Open Spaces

#### Design Intent

To design landscapes and open spaces that enhance neighbourhood character, that provide high-quality outdoor living spaces that are useable year-round, and that provide a clear transition between the private and public realm.

#### Guidelines

In addition to the strategies outlined in the General Residential:

- a. Design all units to have easy and direct access to high-quality, private outdoor amenity space located at grade that are useable year-round.
- b. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages/areas, and break up long facades (See Figure 32).
- c. Design open spaces and landscaped areas to protect and to feature mature trees on site, where possible. Where mature trees cannot be protected or where there were no mature trees on site, ensure that adequate open spaces are provided that will allow shade trees to reach mature sizes.
- d. Design private outdoor amenity spaces to:
  - » Have access to sunlight;
  - » Offer privacy; and
  - » Have landscaped areas to soften the interface with the street or open spaces (See Figure 33).
- e. Design front patios to:
  - » Provide an entrance to the unit; and
  - » Create a semi-private transition zone using landscape plantings or material changes, or modest (max. 0.6m) grade changes (See Figure 33).
- f. Design rooftop patios to:
  - » Minimize direct sight lines into nearby units;
  - » Have access away from primary facades;
  - » Have parapets with railings; and
  - » Minimize the impact of rooftop accesses on the overall height and massing of a building.



Figure 32: Provide landscaping that frames building entrances, softens edges, screens parking, and breaks up long facades (3.3.4 b).



Figure 33: Provide usable outdoor, landscaped amenity spaces that create a transition zone from the street to private residential units (3.3.4 d, e).

- g. Maximize the use of permeable surfaces in all landscaped and open spaces. Discourage the use of impermeable surfaces, such as poured-in-place concrete.
- h. Design outdoor amenity areas so that they are not impacted by parking, mechanical equipment or servicing areas.
- i. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.
- j. Design internal driveways to serve as additional shared space using strategies such as:
  - » High-quality, permeable pavement materials (e.g.: interlocking, permeable pavers);
  - » Providing useable spaces for sitting, gathering and playing; and
  - » Providing landscaping that frames and defines pedestrian entrances and soften edges between buildings and hardscapes (See Figure 36).
- k. Encourage low (1.06m maximum), semi-transparent fencing or railings in the front yard to define the transition between public and private realms. Discourage tall hedges, opaque or tall fencing in the front yard which would limit public interface.

### 3.3.5 Site Servicing, Access, and Parking

#### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of streets, sidewalks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential Guidelines:

- a. Ensure that site layouts include provision for solid waste pick-up and bin storage that is enclosed or otherwise screened from view (See Figure 35).
- b. Locate mechanical equipment and site services, such as transformers and mailboxes, to minimize impacts on outdoor amenity areas through appropriate siting and screening.
- c. Ensure that all vehicle parking access is taken from the lane or secondary street, where available.
- d. Locate parking directly adjacent to street/lane access points to reduce or eliminate driveways, where possible.
- e. Support common parking areas or garages that eliminate the need to integrate parking into individual units. Where parking is not contained within a garage, ensure it is appropriately screened.
- f. Where vehicle access is only available via the primary street, ensure that vehicle parking is enclosed and integrated into one or more principal buildings on the site. Limit the visual impact of enclosed parking by using strategies such as recessing the garage from the rest of the façade.
- g. Ensure that internal circulation for vehicles is designed to accommodate necessary turning radii and provides for logical and safe access and egress.
- h. Locate access points and windows to minimize impact of headlights on building interiors.



Figure 34: Use permeable paving techniques for driveway areas, and soften paved areas by providing landscaping (3.3.4 j).

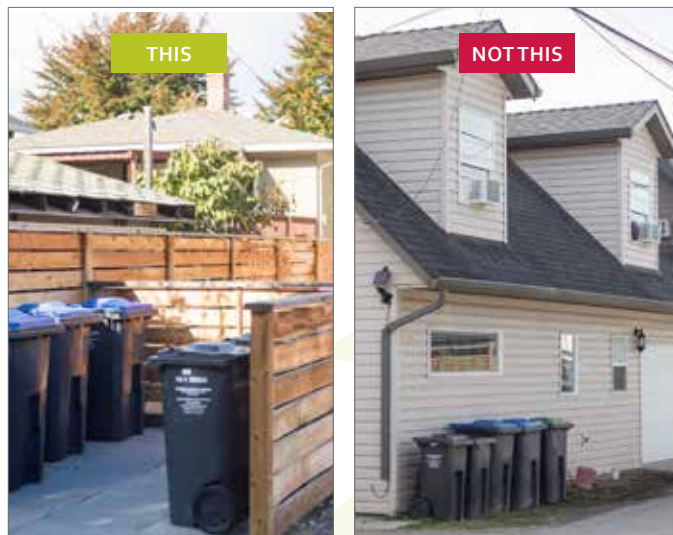


Figure 35: Ensure that site layouts include provision for solid waste pick-up and bin storage that is enclosed or otherwise screened from view (3.3.5. b).





Figure 36: Incorporate design elements, proportions, and materials found in the existing neighbourhood (3.3.6 b).

### 3.3.6 Building Articulation, Features, and Materials

#### Design Intent

To enhance liveability, neighbourhood character, visual interest and sense of place through building form, architectural composition, and materials.

#### Guidelines

In addition to the strategies outlined in the General Residential Guidelines:

- a. Design facades to articulate and differentiate the individual units (See Figure 37). Strategies for achieving this include:
  - » Recessing or projecting facades to highlight the identity of individual units; and
  - » Using entrance features, roofline features, or other architectural elements.
- b. To maximize integration with the existing neighbourhood, design infill houses to:
  - » Incorporate design elements, proportions, and other characteristics found within the neighbourhood; and
  - » Use durable, quality materials similar or complementary to those found within the neighbourhood (See Figure 26).
- c. Avoid blank walls by incorporating windows, and articulating the façade with recesses or projections, reinforced by building material changes and landscaping.
- d. Use increased ground floor height, entryway features, generous glazing, front porches and other architectural features to emphasize the ground floor as the highest design priority.
- e. On sites with multiple buildings, ensure that each building is unique, but tied together with the same architectural style and material palette.



Figure 37: Design facades to articulate individual units using entrance features, roofline features, and other architectural elements (3.3.6a).

- f. Use durable, low-maintenance materials that withstand the local climate (e.g.: wood, natural stone, masonry, metal panels, fibre cement siding, or approved alternatives). Vinyl siding, large areas of stucco, and imitation stone/rock are discouraged and should generally be avoided.
- g. Use warm, textured materials (e.g.: wood, masonry, stone) to provide contrast and to emphasize focal points (e.g.: entryways), particularly at grade (See Figure 28).
- h. A maximum of two cladding materials are recommended (See Figure 38).
- i. Changes in materials should incorporate appropriate trim and detailing and occur at significant changes in plane, including floor level changes and step backs.



Figure 38: Use up to two warm, textured cladding materials to provide contrast and emphasize focal points (3.3.6 g, h).

### 3.3.7 Subdivision Design

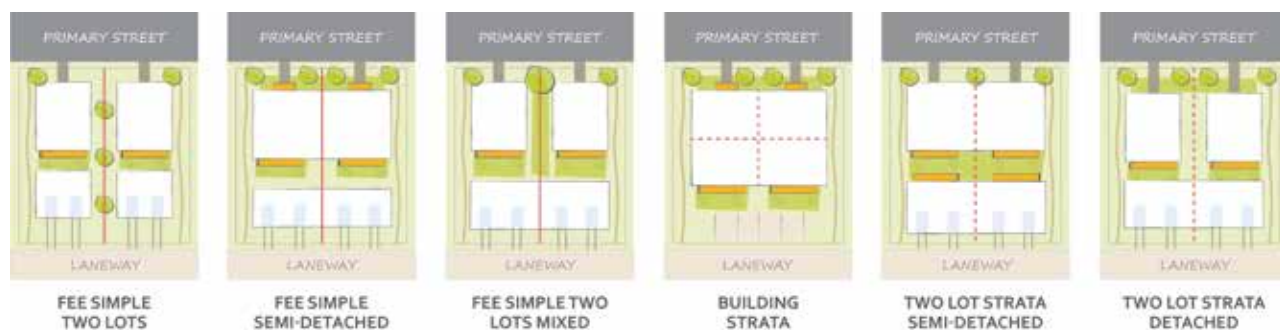
#### Design Intent

To provide a flexible approach to unit mix and tenure forms in small-scale infill development.

#### Guidelines

In addition to the strategies outlined in the General Residential Guidelines:

- Development Permits must be considered in conjunction with the architecture and design of future buildings on the site
- Permissible subdivision configurations include, but are not limited to, those shown in the diagram below.





# LOW & MID-RISE RESIDENTIAL & MIXED USE

4.0	LOW & MID-RISE RESIDENTIAL & MIXED USE . . . . .	18-35
4.1	GUIDELINES . . . . .	18-36

## OVERVIEW

- Low- and mid-rise residential and mixed use buildings are a common typology in Kelowna.
- Common design challenges include addressing the street with active uses and ground-oriented units and reducing the bulk and massing of larger buildings.
- As a result, projects should have a strong relationship to the street with a clear front-to-back orientation and provide vertical and horizontal articulation.

## GENERAL CHARACTERISTICS

- 3-4 storeys for low-rise buildings
- 5-12 storeys for mid-rise buildings
- A shared main entrance and secondary accesses to units within the building
- Ground-oriented residential units and/or commercial retail at-grade





## KEY GUIDELINES

In order to achieve the design goals of the City, all low and mid-rise residential and mixed use projects must:

- A** **4.1.0 a** – Provide attractive and active human-scale amenities oriented towards public spaces at grade such as a frequent entries, weather protection, and outdoor seating areas (see 4.1.1 and 4.1.5).
- B** **4.1.0 b** – Break up building mass by providing simple vertical and horizontal articulation of facades; e.g., step-backs, insets, projections, color and texture (see 4.1.6).
- C** **4.1.0 c** – Ensure buildings have a front-to-back orientation to streets and open spaces with back-of-house uses located to the rear of buildings to minimize impacts on public open spaces (see 4.1.3).
- D** **4.1.0 d** – Orient entries, windows, patios and balconies to face the fronting street. Ensure primary building entries are architecturally emphasized and directly accessible from the fronting public sidewalk (see 4.1.1).
- E** **4.1.0 e** – Maximize 'eyes on the street' by avoiding blank walls and providing direct lines of sight from windows and balconies to the sidewalk and adjacent public spaces (see 4.1.1 and 4.1.5).
- F** **4.1.0 f** – Provide access to underground or above ground on-site parking from secondary streets or lanes (see 4.1.4).
- G** **4.1.0 g** – When structured above grade parking is required due to the high water table, use store fronts or screening to mitigate visual impacts (see 4.1.4).
- H** **4.1.0 h** – Integrate semi-private open space with the surrounding streetscape (see 4.1.5).



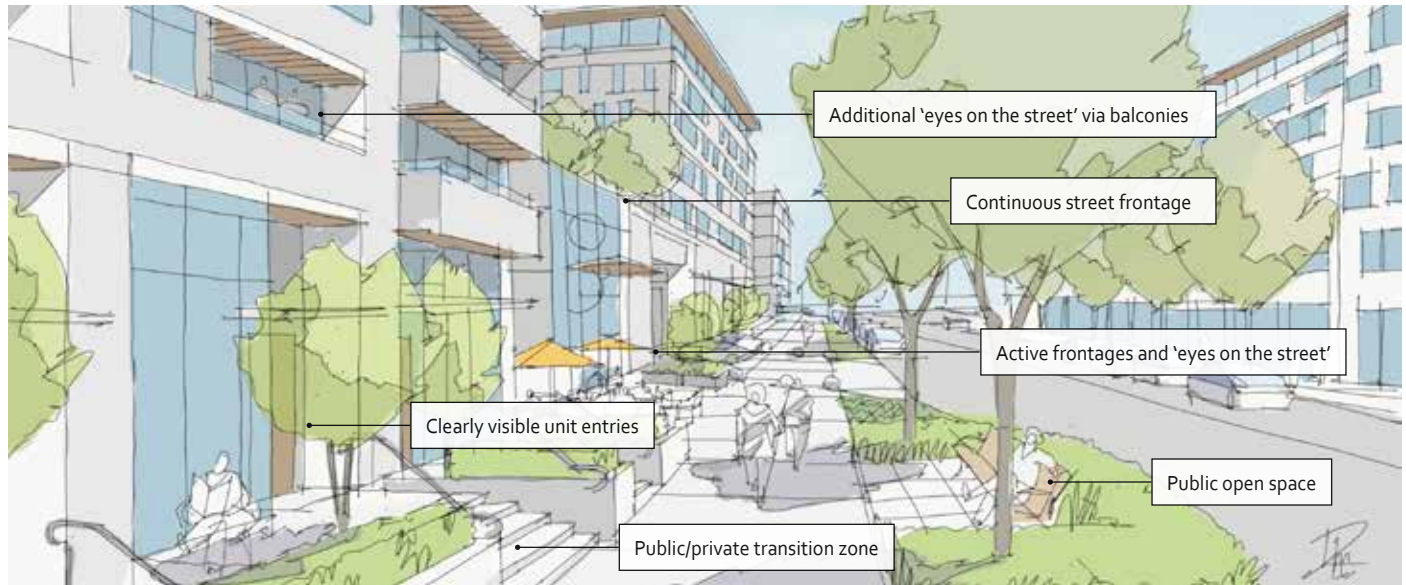
# 4.1 GUIDELINES

## 4.1.1 Relationship to the Street

### Design Intent

To site and design buildings to positively frame and activate streets and public open spaces.

## LOW & MID-RISE RESIDENTIAL & MIXED USE



### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Ensure lobbies and main building entries are clearly visible from the fronting street.
- b. Avoid blank walls at grade wherever possible by:
  - » Locating enclosed parking garages away from street frontages or public open spaces;
  - » Using ground-oriented units and entries or glazing to avoid creating dead frontages; and
  - » When unavoidable, screen blank walls with landscaping or incorporate a patio cafe or special materials to make them more visually interesting.

### Commercial and Mixed Use Buildings

- c. Ensure buildings have a continuous active and transparent retail frontage at grade to provide a visual connection between the public and private realm.
- d. Site buildings using a common 'build to' line at or near the front property line so that a continuous street frontage is maintained. Some variation (1-3m maximum) can be accommodated in ground level set backs to support pedestrian and retail activity by, for example, incorporating a recessed entryway, small entry plaza, or sidewalk cafe (See Figure 27).

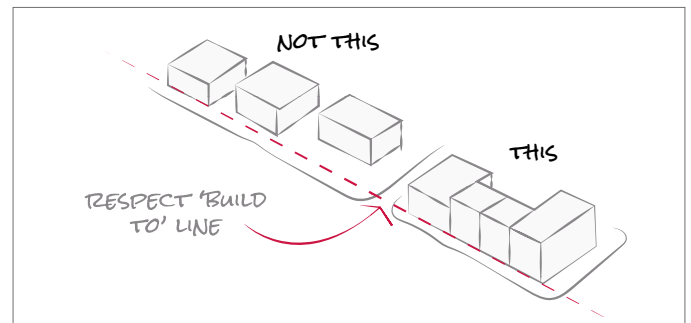


Figure 27: Site buildings with commercial frontages continuously using a common 'build to' line (4.1.1 d).



Figure 28: In mixed-use projects, incorporate frequent entrances into commercial street frontages (4.1.1 e).

## STREET INTERFACE

These conceptual elevation diagrams illustrate three common street interface scenarios for low and mid-rise mixed use and residential buildings.

### MIXED USE WITH GROUND LEVEL RETAIL

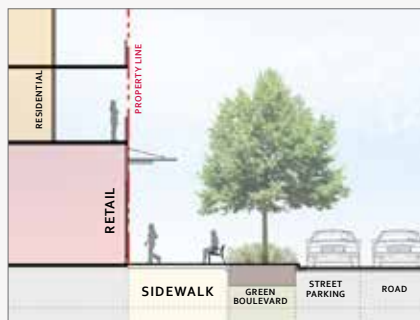


Figure 29

### RESIDENTIAL WITH UNDERGROUND PARKING

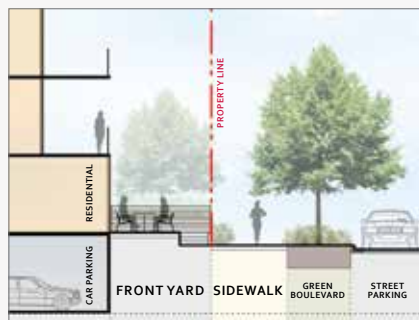


Figure 30

### RESIDENTIAL WITH HALF-UNDERGROUND PARKING

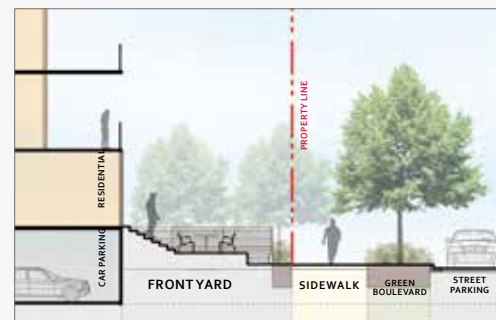


Figure 31

- e. Incorporate frequent entrances (every 15 m maximum) into commercial street frontages to create punctuation and rhythm along the street, visual interest, and support pedestrian activity (See Figure 28).

#### Residential and Mixed use Buildings

- f. Set back residential buildings on the ground floor between 3-5m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio.
  - » A maximum 1.2m height (e.g., 5-6 steps) is desired for front entryways.
  - » Exceptions can be made in cases where the water table requires this to be higher. In these cases, provide a larger patio and screen parking with ramps, stairs and landscaping.
- g. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.
- h. Site and orient buildings so that windows and balconies overlook public streets, parks, walkways, and shared amenity spaces while minimizing views into private residences.



Figure 32: Example of a raised residential frontage with semi private patios over half underground parking (see also Figure 31).

### 4.1.2 Scale and Massing

#### Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Residential building facades should have a maximum length of 60m. A length of 40m is preferred.
- b. Residential buildings should have a maximum width of 24m.



- c. Buildings over 40m in length should incorporate a significant horizontal and vertical break in the facade (See Figure 33).
  - » For commercial facades, incorporate a significant break at intervals of approximately 35m.

#### Seven to twelve storey buildings

- d. Buildings between seven and twelve storeys should:
  - » Incorporate a 2-3 storey podium at the base of the building (see 4.1.1 c-e for commercial interface guidelines and 4.1.1 f-i for residential interface guidelines);
  - » Incorporate a minimum 2m stepback in upper storeys, and more generous upper storey terraces facing south and west (See Figure 32); and,
  - » Have a minimum 30m building separation between primary building facades.
- e. Courtyards and mid-block connections within building sideyards should be a minimum of 6m wide.
- f. To support and promote the use of mass timber construction, exceptions to setbacks and podium design guidelines will be considered to accommodate unique design challenges and technical requirements.

### 4.1.3 Site Planning

#### Design Intent

To site buildings to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety and accessibility; and to increase connectivity to the surrounding open space network.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. On sloping sites, floor levels should step to follow natural grade and avoid the creation of blank walls.
- b. Site buildings to be parallel to the street and to have a distinct front-to-back orientation to public street and open spaces and to rear yards, parking, and/or interior court yards:
  - » Building sides that interface with streets, mid-block connections, and other open spaces (building fronts) should positively frame and activate streets and open spaces and support pedestrian activity (See Figure 35); and
  - » Building sides that are located away from open spaces (building backs) should be designed for private/shared outdoor spaces and vehicle access.

#### Connectivity

- c. Break up large buildings with mid-block connections which should be publicly-accessible wherever possible.
- d. Ground floors adjacent to mid-block connections should have entrances and windows facing the mid-block connection (See Figure 35).

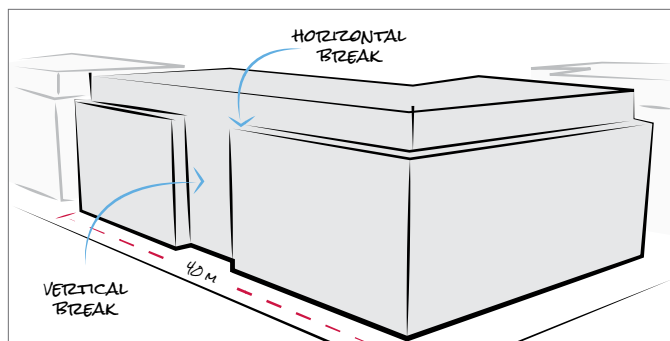


Figure 33: Buildings over 40m in length should incorporate a significant horizontal and vertical break in the facade (4.1.2 c).

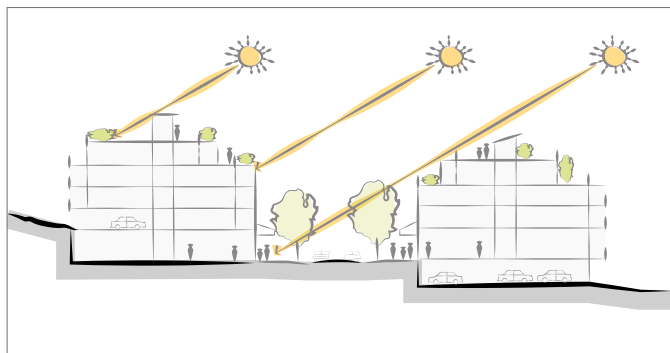


Figure 34: Upper storeys of buildings should step back to reduce visual impact and shadows on the public realm (4.1.2. d).



Figure 35: Example of a mid-block connection with seating, landscaping, and active frontages (4.1.3 b & d).

#### 4.1.4 Site Servicing, Access and Parking

##### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of the public realm.

##### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Vehicular access should be from the lane (See Figure 36). Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:
  - » Access is from a secondary street, where possible, or from the long face of the block;
  - » Impacts on pedestrians and the streetscape is minimized; and,
  - » There is no more than one curb cut per property.
- b. Above grade structure parking should only be provided in instances where the site or high water table does not allow for other parking forms and should be designed in accordance with 5.1.4 b.
- c. Buildings with ground floor residential may integrate half-storey underground parking to a maximum of 1.2m above grade, with the following considerations:
  - » Semi-private spaces should be located above to soften the edge and be at a comfortable distance from street activity; and,
  - » Where conditions such as the high water table do not allow for this condition, up to 2m is permitted, provided that entryways, stairs, landscaped terraces, and patios are integrated and that blank walls and barriers to accessibility are minimized (See Figure 31).



Figure 36: Provide access to parking from the lane or secondary street, and integrate vehicular entrances into the building (4.1.4 a).



Figure 37: Example of active uses at grade with public realm elements integrated in a front courtyard (4.1.5 a).

#### 4.1.5 Publicly-Accessible and Private Open Spaces

##### Design Intent

To design landscapes and open spaces to respond to an open space program that relates to its users and provides flexible, accessible open space.

##### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Integrate publicly accessible private spaces (e.g., private courtyards accessible and available to the public) with public open areas to create seamless, contiguous spaces (See Figure 37).
- b. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.

## Outdoor amenity areas

- c. Design plazas and urban parks to:
  - » Contain 'three edges' (e.g., building frontage on three sides) where possible and be sized to accommodate a variety of activities;
  - » Be animated with active uses at the ground level; and,
  - » Be located in sunny, south facing areas.
- d. Design internal courtyards to:
  - » Provide amenities such as play areas, barbecues, and outdoor seating where appropriate.
  - » Provide a balance of hardscape and softscape areas to meet the specific needs of surrounding residents and/or users.
- e. Design mid-block connections to include active frontages, seating and landscaping.

## Rooftop Amenity Spaces

- f. Design shared rooftop amenity spaces (such as outdoor recreation space and rooftop gardens on the top of a parkade; see *Figure 38*) to be accessible to residents and to ensure a balance of amenity and privacy by:
  - » Limiting sight lines from overlooking residential units to outdoor amenity space areas through the use of pergolas or covered areas where privacy is desired; and
  - » Controlling sight lines from the outdoor amenity space into adjacent or nearby residential units by using fencing, landscaping, or architectural screening.
- g. Reduce the heat island effect by including plants or designing a green roof, with the following considerations:
  - » Secure trees and tall shrubs to the roof deck; and
  - » Ensure soil depths and types are appropriate for proposed plants and ensure drainage is accommodated.

## 4.1.6 Building Articulation, Features & Materials

### Design Intent

To enhance liveability, visual interest, identity, and sense of place through building form, architectural composition, and materials.

### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Articulate building facades into intervals that are a maximum of 15m wide for mixed-use buildings and 20m wide for residential buildings. Strategies for articulating buildings should consider the potential impacts on energy performance (see 2.2.1), and include (*See Figure 39*):
  - » Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade;
  - » Repeating window patterns at intervals that correspond to extensions and step backs (articulation) in the building façade;
  - » Providing a porch, patio, deck, or covered entry for each interval;

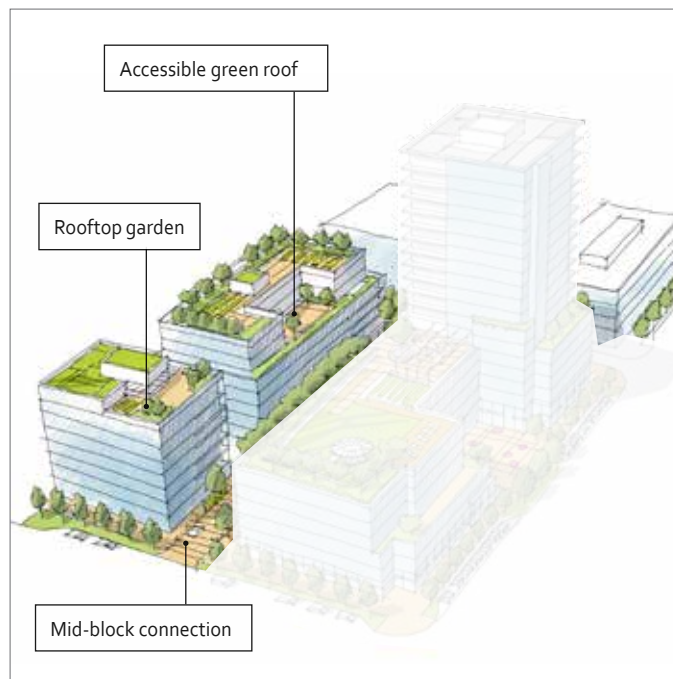


Figure 38: Examples of outdoor amenity space in a mid-rise building (4.1.5 f).



Figure 39: An example of breaking down a long building facade, using recesses to articulate the facade and allow shadows to add detail and variety (4.1.6 a).



- » Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance;
  - » Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval;
  - » Changing the materials with the change in building plane; and
  - » Provide a lighting fixture, trellis, tree, or other landscape feature within each interval.
- b. Break up the building mass by incorporating elements that define a building's base, middle and top.
  - c. Use an integrated, consistent range of materials and colors and provide variety by, for example, using accent colors (See Figure 40).
  - d. Articulate the facade using design elements that are inherent to the building as opposed to being decorative. For example, create depth in building facades by recessing window frames or partially recessing balconies to allow shadows to add detail and variety as a byproduct of massing.
  - e. Incorporate distinct architectural treatments for corner sites and highly visible buildings such as varying the roofline (See Figure 41), articulating the facade, adding pedestrian space, increasing the number and size of windows, and adding awnings and canopies.

#### Weather protection

- f. Provide weather protection (e.g. awnings, canopies, overhangs, etc.) along all commercial streets and plazas (See Figure 42), with particular attention to the following locations:
  - » Primary building entrances,
  - » Adjacent to bus zones and street corners where people wait for traffic lights;
  - » Over store fronts and display windows; and
  - » Any other areas where significant waiting or browsing by people occurs.
- g. Architecturally-integrate awnings, canopies, and overhangs to the building and incorporate architectural design features of buildings from which they are supported.
- h. Place and locate awnings and canopies to reflect the building's architecture and fenestration pattern.
- i. Place awnings and canopies to balance weather protection with daylight penetration. Avoid continuous opaque canopies that run the full length of facades.

#### Signage

- j. Provide attractive signage on commercial buildings that identifies uses and shops clearly but which is scaled to the pedestrian rather than the motorist. Some exceptions can be made for buildings located on highways and/or major arterials in alignment with the City's Sign Bylaw (See Figure 42).
- k. Avoid the following types of signage:
  - » Internally lit plastic box signs;
  - » Pylon (stand alone) signs; and
  - » Rooftop signs.
- l. Uniquely branded or colored signs are encouraged to help establish a special character to different neighbourhoods.



Figure 40: Example of the use of accent color to augment a simple and consistent material palette (4.1.6 c).



Figure 41: A residential building's roof form is stepped to break up the overall form (4.1.6 e).



Figure 42: Weather protection and clear signage should be provided along all commercial streets and plazas, and be architecturally-integrated to reflect the pattern of shop fronts and upper storey fenestration/articulation (4.1.6 f-j).



# HIGH RISE RESIDENTIAL & MIXED USE

5.0	HIGH RISE RESIDENTIAL & MIXED USE . . . . .	18-43
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## OVERVIEW

- High-rise buildings are increasingly common in Kelowna, including wholly residential, mixed use, and wholly commercial buildings.
- Common design challenges include reducing the mass of podiums and bulk of towers, reducing the visual and use impacts of above-grade structured parking, and having active frontages on the primary and secondary streets.
- As a result, these projects should have a strong relationship to the street with active frontages, break up the mass of podiums by providing vertical and horizontal articulation, and have slender towers with reduced floorplates.

## GENERAL CHARACTERISTICS

- 13+ storeys
- A shared main entrance and secondary accesses to units within the building
- Ground oriented residential units and/or commercial retail accessed at-grade

## 5.0

HIGH RISE  
RESIDENTIAL & MIXED USE

## KEY GUIDELINES

In order to achieve the design goals of the City, all high-rise residential and mixed use projects must:

- A** **5.1.0 a** – Provide a minimum first floor height of 4.5 m, and limit podium heights to 4 storeys (see 5.1.2).
- B** **5.1.0 b** – Design buildings to activate the street with transparent frontages and commercial, retail, and residential units accessible from the street (see 5.1.1).
- C** **5.1.0 c** – Provide access to parking and loading areas via laneways or secondary streets. Locate structured parking away from street frontages and use store fronts or screening to mitigate visual impacts of upper-storey parking (see 5.1.4).
- D** **5.1.0 d** – Site podiums to frame and activate the street. Site and design towers with appropriate separation (25m) and with slender and simple forms to limit privacy impacts and maximize sunlight access to streets and open spaces (see 5.1.3).
- E** **5.1.0 e** – Design buildings to balance a cohesive architectural look with a distinctly articulated podium, tower, and top (see 5.1.6).
- F** **5.1.0 f** – Break up podium mass by providing simple vertical and horizontal articulation of facades; e.g., stepping back or projecting forward a portion of the facade, using color and texture (see 5.1.6).
- G** **5.1.0 g** – Provide opportunities for mid-block connections, corner plazas, and other open spaces to increase pedestrian connectivity throughout the city (see 5.1.5).



# 5.1 GUIDELINES

## 5.1.1 Relationship to the Street

### Design Intent

To site and design buildings to positively frame and activate streets and public open spaces.

## HIGH RISE RESIDENTIAL & MIXED USE



### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design podiums to have transparent frontages to promote 'eyes on the street', using strategies such as (See Figure 43):
  - » Having continuous commercial and retail uses with windows and primary entrances facing the street; and
  - » Having ground-oriented residential units with windows and primary entrances facing the street.
- b. For buildings on corner sites with retail frontages, ensure there are active frontages on both facades by wrapping the primary retail facade to the secondary frontage. The primary facade can be emphasized by using higher quality materials and detailing and creating a more prominent entrance (See Figure 44).
- c. For residential podiums with townhouse frontages, refer to Section 3.1 for Guidelines for that portion of the building.
- d. Locate private, indoor amenity facilities such as bicycle storage along secondary street frontages as opposed to primary street frontages.
- e. Blank walls over 5 m in length along a commercial frontage are strongly discouraged and should be avoided.

### Building Address and Access

- f. Use architectural and landscape features to create well-defined, clearly visible, and universally accessible primary building entrances (See Figure 46). Additionally:



Figure 43: Frequent and transparent entrances into commercial frontages along the street creates visual interest, provides 'eyes on the street' and improves the pedestrian experience (5.1.1 a).



Figure 44: Example of active podium frontage with retail wrapping from primary (left) to secondary (right) frontages (5.1.1 b).

- » Differentiate between residential and commercial entrances;
- » Design lobby entryways to ensure they are well-defined and visually emphasized in the facade;
- » For retail frontages, provide small format retail storefronts with frequent entrances and a minimum depth of 10 m; and
- » Locate main building entries close to transit stops.

#### Sidewalk Interface

- Design the streetscape fronting buildings to have defined zones as follows (See Figure 45):
  - » Frontage zone next to the building that may include patios, seating, or space for pedestrians to access building entrances;
  - » Pedestrian zone that accommodates pedestrians walking along the sidewalk;
  - » Furnishing / planting zone that provides space for street trees, landscaping, seating and lighting; and
  - » Edge zone that provides a buffer from moving bicycles and vehicles.
- Provide a generous sidewalk width and space for streetscape amenities such as street trees, benches & patios (See Figure 47).



Figure 45: The sidewalk interface can be broken down into four zones, all of which have a role in supporting walkability, social interaction, and strong retail accessibility and visibility (5.1.1. g).

## ACHIEVING AN ACTIVE STREETScape AND STRONG RELATIONSHIP TO THE STREET

These conceptual diagrams demonstrate a selection of guidelines to describe key areas for consideration for achieving a strong relationship to the street and active streetscapes in high-rise buildings.

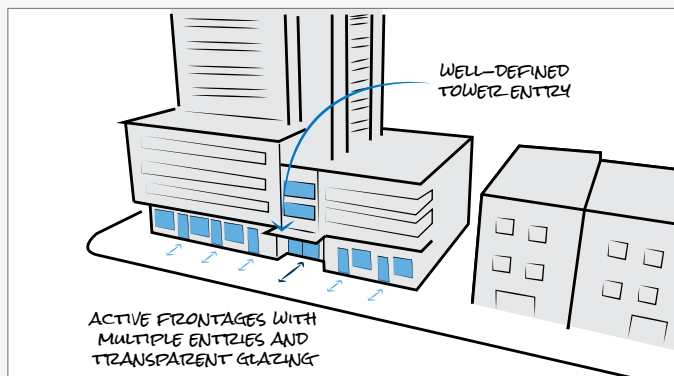


Figure 46: Create well-defined, clearly visible, and universally accessible primary building entrances (5.1.1 f).

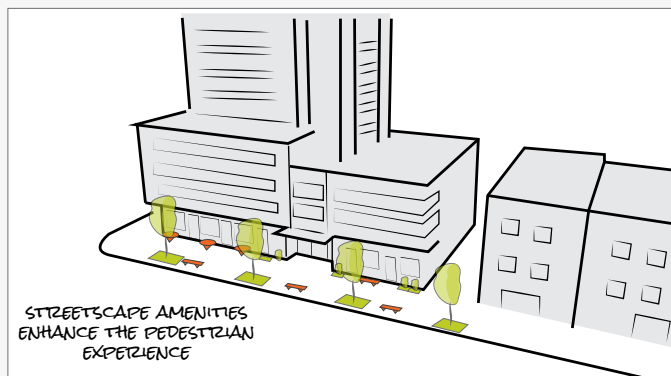


Figure 47: Provide streetscape amenities such as street trees, landscaping, seating and lighting to enhance the pedestrian experience (5.1.1 h).

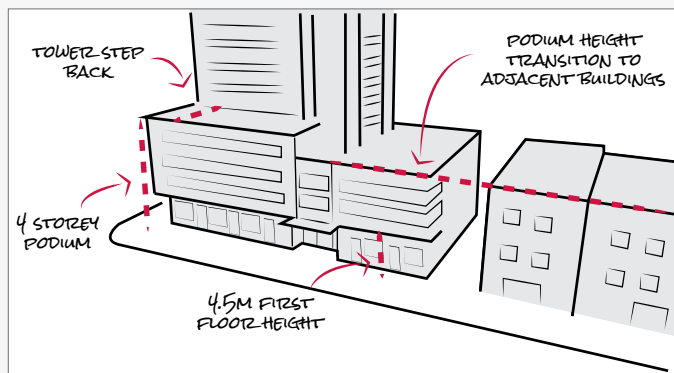


Figure 48: Vary the height and form of the podium to respect and respond to the height of the existing and envisioned future context on neighbouring sites as well as the adjacent street width. (see 5.1.2 a, b & d).

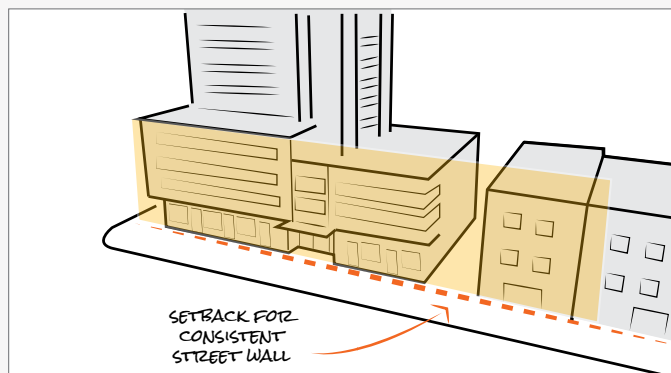


Figure 49: Site podiums parallel to the street and create a consistent streetwall (see 5.1.3 a).



## 5.1.2 Scale and Massing

### Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

#### Podium

- Provide a minimum first floor height of 4.5 metres, measured from grade (See Figure 48).
- Provide a minimum podium height of 2 storeys and a maximum podium height of 4 storeys, and ensure that the total podium height does not exceed 80% of the adjacent street right-of-way width (See Figure 48).
- On corner sites, vary the height and form of the podium to respect and respond to the height and scale of the existing context on adjacent streets.
- When adjacent sites are lower in height and are not anticipated to change, provide a transition in the podium height down to the lower-scale neighbours (See Figure 48).
  - » When adjacent sites include heritage buildings, design the scale and height of the podium to align with the heritage building height.

#### Tower Middle

- Orient towers in a north/south direction.
- A maximum of four towers should be located within an individual block, with a staggered tower spacing.

## 5.1.3 Site Planning

### Design Intent

To site podiums and towers to create a consistent streetwall and minimize visual and shadow impacts on the public realm.

### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

#### Building Placement

- Site podiums parallel to the street and extend the podium along the edges of streets, parks, and open space to establish a consistent street wall (See Figure 49).

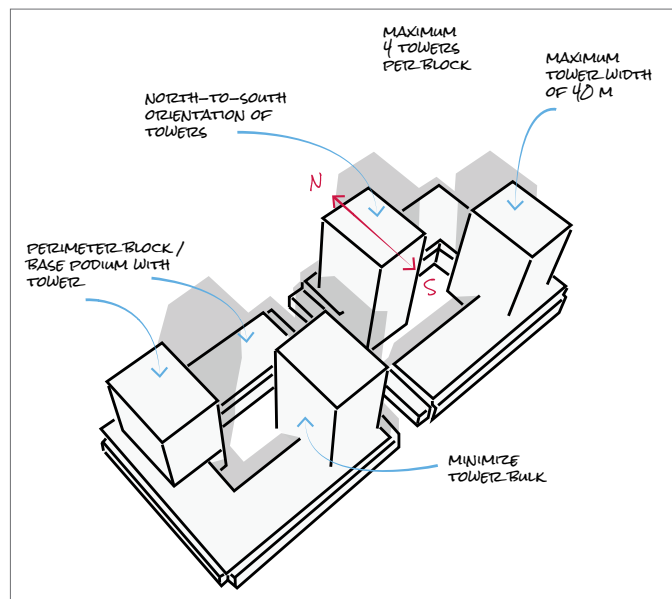


Figure 50. Summary of scale and massing guidelines for podium and tower typologies.

b. Additional considerations for building placement include:

- » Site towers to be setback from the street wall and closer to the lane.
- » Greater setbacks can be provided at strategic points or along the entire frontage for increased architectural interest and improved pedestrian experience, for example to provide space for tree planting, wider sidewalks, plazas, and other open spaces.
- » Greater setbacks can be provided along retail streets in order to accommodate street cafes and patios (3-4m).
- » On corner sites with retail frontage, provide a triangular setback 4.5m in length abutting along the property lines that meet at each corner of the intersection (See Figure 51).
- » Wherever possible, retain existing landscaped streetscapes by providing generous setbacks for trees and plantings.

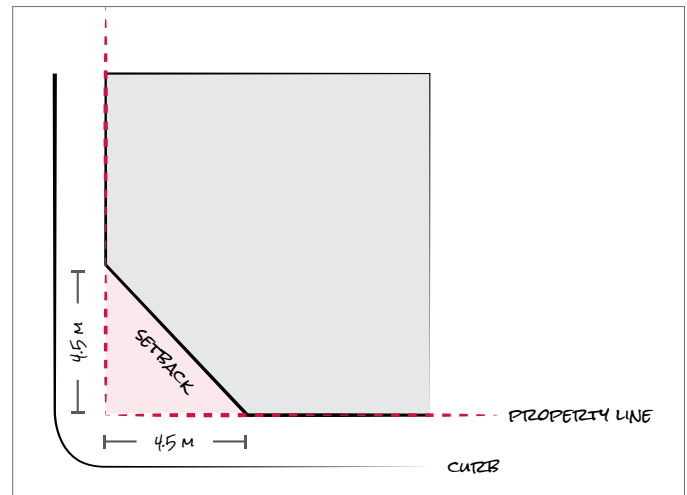


Figure 51: Provide a triangular setback on corner sites with retail frontage (5.1.3 b).

### Building Separation

- c. Maintain a minimum spacing distance of 25m between towers, measured from the exterior wall of the buildings, excluding balconies (See Figure 52).
- d. Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower.

### Fit and Transition

- e. Promote fit and transition in scale between tall buildings and lower-scaled buildings, parks, and open spaces by applying angular planes, minimum horizontal separation distances, and other strategies such as building setbacks and stepbacks to limit shadow and visual impacts.

### Solar Access

- f. Orient buildings to maximize solar access to adjacent streets and public spaces, while also considering optimizing for solar orientation to improve energy performance and occupant comfort (see 2.2.1). Strategies for minimizing impact on solar access include:
  - » Limiting the scale and height of the podium;
  - » Designing slender towers with generous separation distances;
  - » Varying the height of towers on sites with multiple towers; and
  - » Locating towers on site to minimize shadowing adjacent buildings and open spaces.

### Views from the Public Realm

- g. Site buildings to create, frame, or extend views from the public realm to important natural and human-made features (e.g., to Okanagan Lake) by using strategies such as varying setbacks to protect important views.

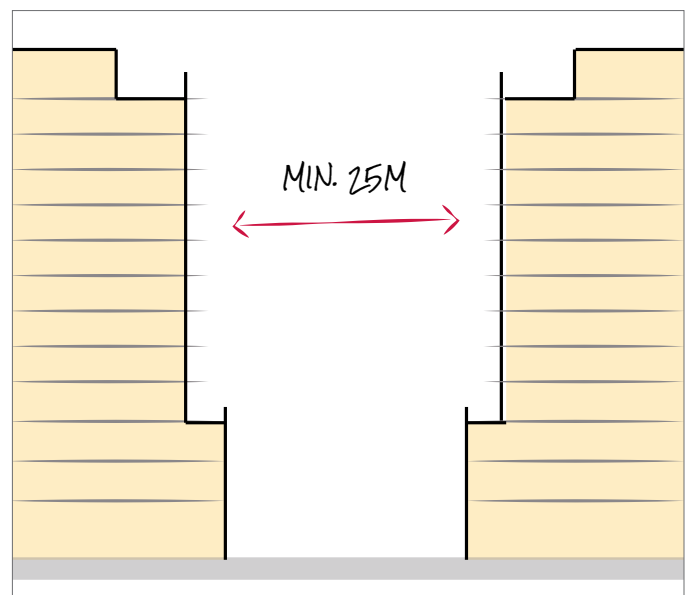


Figure 52: Provide separation distance between towers on the same site of 25m or greater (5.1.3 c).

## 5.1.4 Site Servicing, Access, and Parking

### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety, and attractiveness of the public realm.

### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- Wherever possible, provide access to site servicing and parking at the rear of the building or along a secondary street. Through-lanes are encouraged to minimize the need for vehicle turnarounds on site.
- When parking cannot be located underground due to the high water table and is to be provided above ground, screen the parking structure from public view as follows (See Figure 53):
  - » On portions of the building that front a retail or main street, line the above ground parking with active retail frontage;
  - » On portions of the building that front onto non-retail streets, line the above ground parking with an active residential frontage, such as ground oriented townhouse units;
  - » When active frontages are not able to be accommodated, screen parking structures by using architectural or landscaped screening elements;
  - » On corner sites, screen the parking structure from public view on both fronting streets using the appropriate strategy listed above.
- An additional acceptable strategy for mitigating visual impacts from above ground parking is to create a setback between the ground floor and upper storeys of the podium that can accommodate significant soil volumes for planting trees and other landscaping to screen the parking structure (see Figure 53).
  - » Public art can also be used to mitigate visual impacts from blank walls on upper storey podium levels.
- Minimize the visual impact of garage doors, parking entrances and service openings on the public realm by using strategies such as recessing, screening, and size minimization.
  - » Avoid split level, raised or sunken parkade entrances.
- Locate drop-off areas into the side or rear of the site and provide pedestrian access to the street frontage.
- Provide clearly visible pedestrian access to and from parking areas.
- Integrate service connections, vents, mechanical rooms and equipment with the architectural treatment of the building, and/or locate to minimize visual impact and screen from view with materials and finishes compatible with the building.

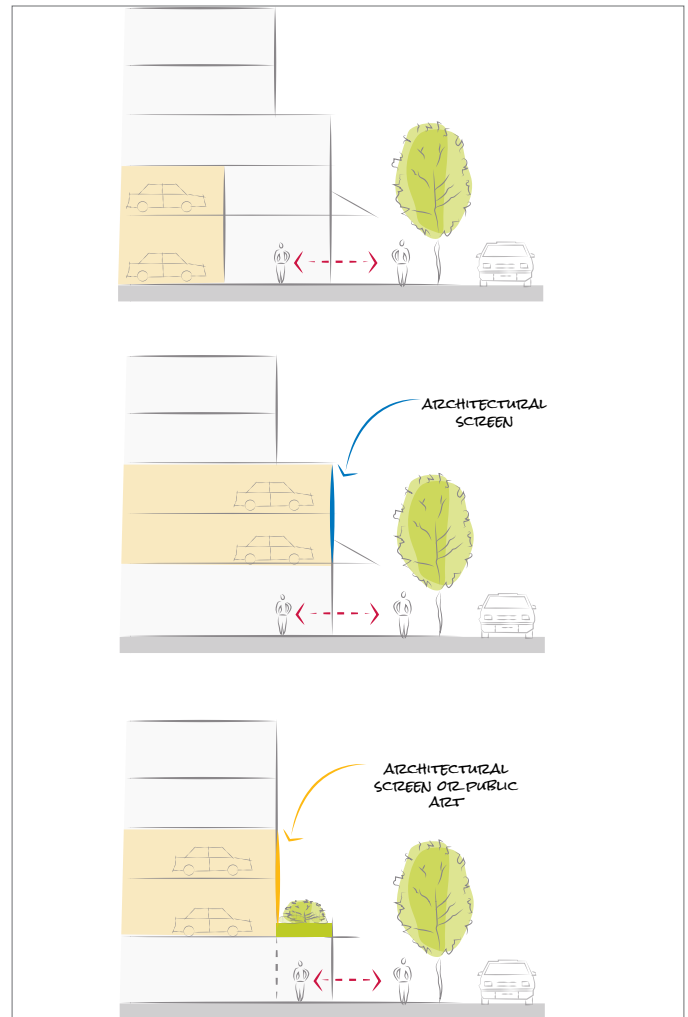


Figure 53: Minimize impacts on the public realm by screening above-grade parking structures with active uses (top image) in the podium or with the use of architectural screens (middle image) or through the use of a landscaped setback (bottom image) (5.1.4 b-c).



Figure 54: Example of incorporating publicly accessible open space animated by active podium frontages (5.1.5 a-e).

## 5.1.5 Publicly-Accessible and Private Open Spaces

### Design Intent

To design landscapes and open spaces to respond to an open space program that relates to its users and provides flexible, accessible open space.

#### Publicly Accessible Open Spaces

- a. Wherever possible, include publicly accessible open space on-site, such as hard or soft landscaped setbacks, plazas, courtyards, and mid-block pedestrian connections. (See Figure 54 and 55).
- b. Define and animate the edges of open spaces with well-proportioned podiums and active uses at-grade.
- c. Locate and design publicly accessible open space to:
  - » Be directly accessible from the fronting public sidewalk;
  - » Maximize access to sunlight and encourage year-round use through the use of landscaping, seating, and weather protection;
  - » Where possible, complement and connect with publicly accessible open space on neighbouring properties; and
  - » Maximize safety, comfort, amenity, and accessibility.
- d. On larger sites, use publicly accessible open space to provide through-block pedestrian connections.
- e. Where provided, tailor furniture elements as appropriate to encourage a range of seating and gathering opportunities, including both fixed and unfixed seating to allow for flexibility of use.

#### Private Open Spaces

- f. Provide private outdoor amenity spaces on site, such as balconies, private courtyards, private gardens, and accessible green roofs (See Figure 55 & 56).
- g. Locate and design shared private outdoor amenity space to:
  - » Maximize access to sunlight;
  - » Minimize noise, smell and/or visual impacts from site servicing or mechanical equipment; and
  - » Provide seating, lighting, trees, shade structures, and weather protection.
- h. Locate private patios and gardens to minimize overlook from neighbours.
- i. For shared rooftop amenity spaces (e.g., on the top of the podium parkade), ensure a balance of amenity and privacy by:
  - » Limiting sight lines from overlooking residential units to outdoor amenity space areas through the use of pergolas or covered areas where privacy is desired; and
  - » Controlling sight lines from the outdoor amenity space into adjacent or nearby residential units by using fencing, landscaping, or architectural screening.
- j. Design private balconies to be large enough to provide usable outdoor space.
- k. Locate indoor amenity areas adjacent to shared outdoor amenity areas and allow access between the two areas.



Figure 55: Illustrating a variety of private outdoor amenity spaces as well as publicly accessible open spaces on a high-rise building site (5.1.5 a-k).



Figure 56: Example of roof garden and private open space (5.1.4 f).



## Public Art

- l. Where applicable, integrate public art on-site to generate interest and activity and reflect the unique natural, Indigenous, or human history of Kelowna (See Figure 57).
- m. Provide adequate building setbacks and space to accommodate the pedestrian view and experience of public art installations.
- n. Site artwork at key pedestrian spaces such as courtyards, mid-block connections, lanes, and plazas.

## 5.1.6 Building Articulation, Features & Materials

### Design Intent

To enhance liveability, visual interest, identity, and sense of place through building form, architectural composition and materials.

### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design tall buildings to have a cohesive architectural look with a distinct podium, tower, and top. Strategies for achieving this include changes in articulation, materials, and the use of step backs.

### Podium

- b. Provide architectural expression in a pattern, scale and proportion that is in relation to neighbouring buildings and that differentiates it from the tower. Examples of such design elements include the use of:
  - » Cornice lines
  - » Window bays;
  - » Entrances;
  - » Canopies;
  - » Durable building materials; and
  - » Energy efficient fenestration.
- c. Highlight primary retail facades with high quality materials and detailing, with particular attention to building entrances.
- d. Avoid blank walls, but if necessary, articulate them with the same materials and design as the other active frontages.
- e. Along mixed-use and commercial street frontages, avoid locating balconies (projecting or inset) within the first 2 storeys of the podium. Between 3 and 6 storeys, inset balconies behind the streetwall.
- f. Provide weather protection and signage in accordance with Guidelines found in section 4.1.6 as well as lighting in accordance with section 2.1.5 (See Figure 58).

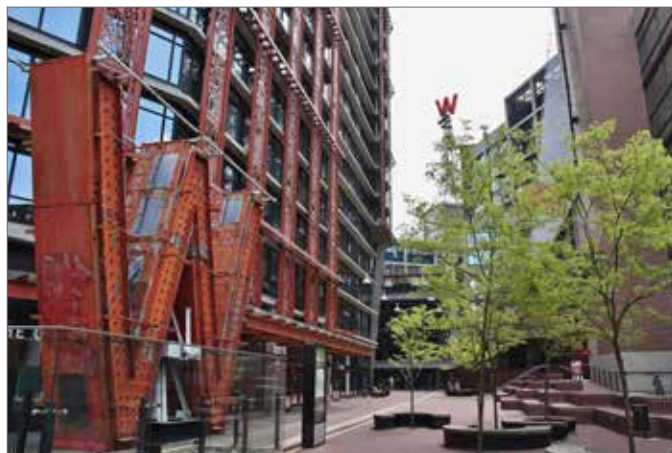


Figure 57: Public art to reflect cultural history of the site and be memorable (5.1.3. l).



Figure 58: Example of a podium with integrated weather protection and signage at grade (5.1.6. f).

### Tower middle

- g. On sites with multiple towers, provide variation in the design and articulation of each tower facade to provide visual interest while maintaining a cohesive architecture overall.
- h. Design balconies to limit increases in the visual mass of the building and to become an extension of interior living space, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance (see 2.2.1).
  - » Consider that inset or partially inset balcony arrangements may offer greater privacy and comfort, particularly on higher floors.

### Tower Top

- i. Design the top of tall buildings to terminate and be distinguishable from the middle building and to make a positive contribution to the skyline (See Figure 60).
- » Design and screening of mechanical rooms, and incorporation of roof top amenity spaces and architectural lighting, can be used to distinguish the tower top.
- j. Setback the upper floors of the tower and incorporate a projecting cornice or other feature to terminate the building and contribute to a varied skyline.



Figure 59: Example of a high rise building with active frontages, high quality materials, and clearly articulated and differentiated podium and tower.

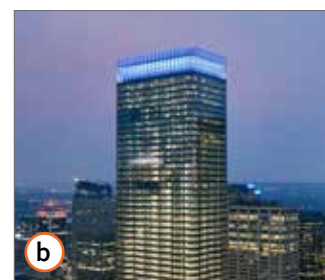


Figure 60: Examples of different approaches to terminating the top of towers: [a] setback on upper floors with architectural feature; [b] architectural lighting; [c] rooftop amenity space with change in materials; [d] screening of mechanical equipment with integrated architectural feature (5.1.6.6 i-j).



# RETAIL, COMMERCIAL & INDUSTRIAL

6.0	RETAIL, COMMERCIAL & INDUSTRIAL GUIDELINES . . . . .	18-53
6.1	GENERAL GUIDELINES . . . . .	18-54
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## OVERVIEW

- See Overview subsections in 6.2, 6.3, and 6.4.



## 6.0

RETAIL,  
COMMERCIAL & INDUSTRIAL

## KEY GUIDELINES

In order to achieve the design goals of the City, all retail, commercial & industrial projects must:

- A** **6.1.0 a** – Avoid blank walls facing the public street and design buildings such that their form and architectural character reflect the buildings internal function and use (see 6.1.4).
- B** **6.1.0 b** – Distribute trees and landscaping throughout the site to soften public/private boundaries, define internal circulation routes, create pleasant pedestrian conditions, and maximize shade and stormwater management (see 6.1.2).
- C** **6.1.0 c** – Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances (see 6.1.2).
- D** **6.1.0 d** – Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces (see 6.1.2).
- E** **6.1.0 e** – Utilize stormwater management best practices to and provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater from parking and vehicle circulation areas (see 6.1.2).



# 6.1

## GENERAL GUIDELINES

### 6.1.1 Relationship to the Street

#### Design Intent

To site and design buildings to positively frame and, where possible, activate streets and public open spaces.

#### Guidelines

- Orient the long side of each building to be parallel to the public street.
- Locate entries to be visible and directly accessible from the public street.
  - » For buildings fronting highways, entries can be located away from the street, as long as there is a direct pedestrian connection to the site.
- Avoid blank walls adjacent to the highway, streets, walkways, parks, or other amenity spaces.

### 6.1.2 Site Planning and Landscaping

#### Design Intent

To site buildings and utilize landscaping to respond sensitively to topography; to enhance environmental performance; to enhance safety and accessibility; and to increase connectivity to surrounding public sidewalks and paths.

#### Guidelines

- Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.
- Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances.

#### Landscape and Open Space Planning

- Use large canopy trees to define the public realm (e.g., at the sidewalk and property edge facing the street)
- Distribute trees and landscaping throughout the site (See Figure 61, 62, and 63) in order to:
  - » Soften property edges facing the street;
  - » Define internal roads, pedestrian routes, and open spaces;
  - » Create pleasant pedestrian conditions;
  - » Screen parking, loading, service, and utility areas;
  - » Maximize shade, especially in parking areas;
  - » Manage stormwater on-site; and
  - » Break up large rows of parking by substituting a parking stall with a canopy tree in planter every 8-10 parking stalls.



Figure 61: Landscaping along internal pedestrian walkways helps to define a safe and attractive pedestrian realm (6.1.2 d).



Figure 62: Landscaped areas with rain gardens break up large parking spaces, and provide opportunities for on-site stormwater management (6.1.2 d).



Figure 63: Distribute trees and landscaping throughout the site to soften public/private boundaries, reinforce circulation routes, create pleasant pedestrian conditions, and maximize shade and stormwater management.

### Stormwater Management

- e. Provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater from parking areas (See Figure 62).
- f. Use permeable materials such as paving blocks or permeable concrete in parking areas to maximize rainwater infiltration.

### Circulation

- g. Pedestrian pathways should provide clear sight lines and connect the following:
  - » Parking areas to building entrances (See Figure 64);
  - » Main building entrances to public sidewalks (where applicable);
  - » Main building entrances to transit stops (where applicable); and
  - » Between buildings on adjacent lots.
- h. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.
- i. Base new development on an internal circulation pattern that allows logical movement throughout the site and that will accommodate, and not preclude, intensification over time (See Figure 65).

## 6.1.3 Site Servicing, Access, and Parking

### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on pedestrians and neighbouring properties.

### Guidelines

#### Access

- a. Design site accesses to provide the potential for future shared access with neighbours and to minimize curb cuts.
- b. Where practical, link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

#### Parking

- c. The preferred location for main parking areas is at the rear and/or side of the building. Avoid locating large parking areas between the building and street.
- d. Where parking areas are visible from the street, screen them using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.
- e. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.



Figure 64: Example of parking modules defined by landscaped islands and pedestrian paths oriented toward building entrances (6.1.2 g).



Figure 65: Base new retail, commercial and industrial development on an internal circulation pattern that can easily accommodate redevelopment and future intensification (6.1.2 i).

## Storage, Servicing, Utilities, Loading and Garbage

- f. Locate loading, utilities, mechanical equipment and garbage collection areas away from public view by:
  - » integrating these facilities into the footprint of the building; or
  - » screening using fencing, walls and/or landscaping.
- g. Provide areas for temporary snow storage that do not conflict with site circulation, landscaping and access to utility boxes. For example, by providing access via a lane away from public view.

## 6.1.4 Building Articulation, Features, and Materials

### Design Intent

To enhance visual interest, identity, and sense of place through building form, architectural composition, and materials.

### Guidelines

- a. Avoid facing unarticulated facades to the street and use projections, recesses, arcades, awnings, color, and texture to improve the pedestrian experience.
- b. Design primary entrances to face the street, exhibit design emphasis, and provide weather protection by means of canopy or recessed entry.
- c. Design buildings such that their form and architectural character reflect the building's internal function and use (e.g., an industrial building, a large format retail mall).

### Signage

- d. Design signage as an integral element of the building's facade, and to be compatible in scale and design with the design, color, and material of the building.
- e. Allow for brand identification where there are multiple buildings and uses on a site, but avoid individual corporate image, color, and signage back-lit signs from dominating the site.
- f. Locate, size, and design ground-mounted and wall-mounted signs to be oriented to pedestrians as opposed to vehicles.

### Lighting

- g. Provide shielded, down lighting to provide security and ambient lighting while minimizing light pollution and spill over lighting into adjacent properties.

### Weather Protection

- h. Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.

### Materials

- i. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.
- j. Use an integrated, consistent range of materials and colors and provide variety by, for example, using accent colors.



Figure 66: Example of a retail building with a transparent frontage, integrated weather protection and use of natural building materials (6.2.4 b and i).



Figure 67: Example of an industrial building with a transparent frontage and use of color accent (6.2.4 a and j).



# 6.2

## BOUTIQUE RETAIL

### Overview

Boutique retail developments are often designed for convenient access by motorists with large areas of surface parking separating building entries from public sidewalks. They present many opportunities for improving design and functionality to become more pedestrian oriented.

In addition to the General Retail, Commercial and Industrial Guidelines:

#### 6.2.1 Relationship to the Street

- a. Buildings on a corner parcel should orient frontages towards both streets if possible and include distinct architectural features (See Figure 68), such as:
  - » Special or decorative canopies;
  - » Bay windows, balconies, turrets, or articulated roof line features; or
  - » A corner entrance.
- b. Avoid blank walls adjacent to the highway, streets, lanes, walkways, parks, or other amenity spaces.



Figure 68: Boutique retail building with corner unit oriented to both frontages (6.2.1 a).

#### 6.2.2 Site Planning and Landscaping

- a. Provide site furnishings, such as seating, bike racks and shelters at building entrances and amenity areas.

#### 6.2.3 Site Servicing, Access, and Parking

- a. Provide sheltered bicycle parking in visible and well-lit locations near building entrances and pedestrian walkways.

#### 6.2.4 Building Articulation, Features, and Materials

- a. Design the façade of buildings with multiple storefronts so that each is defined through individual signage, entrances, canopies and/or materiality.
- b. Create transparent retail frontages with visual access to the interior of retail stores, and avoid the use of:
  - » Materials such as black out advertising panels;
  - » Dark and/or reflective glass



# 6.3

# LARGE FORMAT RETAIL

## Overview

Large format retail developments are a product of the automotive age, and are designed for convenient access by motorists with large areas of surface parking separating building entries from public sidewalks. As such, they present many opportunities for improving design and functionality, including enhancing the architectural design of box-style buildings; enhancing the pedestrian environment; improving landscaping in order to mitigate environmental and visual impact of parking areas; and designing to improve the character of the street and surrounding neighbourhoods. In recent years many underutilized mall sites across BC have redeveloped, and so it is also important to design with consideration for future adaptability and intensification of the site.

In addition to the General Retail, Commercial & Industrial Guidelines:

### 6.3.1 Relationship to the Street

- Locate active uses at grade, such as restaurants, boutique shops, food concessions and waiting areas and use clear windows and doors to make the pedestrian level façade highly transparent (See Figure 69).

### 6.3.2 Site Planning and Landscaping

#### Parking

- Break parking areas into smaller blocks defined by landscaped islands and pedestrian paths (min. 1.5m wide) in order to minimize the amount of paved areas.

#### Circulation

- Design the internal circulation pattern to have direct connections to surrounding streets.

#### Landscape and Open Space Planning

- Provide publicly-accessible open space on-site to provide places to linger (See Figure 70).
- Provide site furnishings, such as seating, bike racks, and shelters at building entrances and amenity areas.

### 6.3.3 Site Servicing, Access, and Parking

- Provide sheltered bicycle parking in visible and well-lit locations near building entrances and pedestrian walkways.

### 6.3.4 Building Articulation, Features & Materials

- Design the façade of buildings with multiple storefronts so that each is defined through individual signage, entrances, canopies and/or materiality.
- Wrap large format retail uses with smaller retail units around the periphery with individual entries accessed from the fronting sidewalk or open space.



Figure 69: Locate active uses at grade to create a transparent facade (6.3.1 a)



Figure 70: Publicly accessible open space on-site provides a place for visitors to linger (6.3.2 c).

## 6.4

## INDUSTRIAL &amp; SERVICE COMMERCIAL

## Overview and Context

Industrial and service commercial buildings play an important role in the function and economy of Kelowna and are oriented primarily towards providing convenient and safe access for commercial vehicles. They also present many opportunities to improve design and functionality, including enhancing the pedestrian environment once motorists get out of their vehicles, and are oriented primarily towards providing convenient and safe access for commercial vehicles; improving landscaping in order to mitigate environmental and visual impact of parking areas and buildings; and designing to mitigate negative impacts on neighbouring uses.

## 6.4.1 Relationship to the Street

## Guidelines

- Design primary entries to be clearly visible and accessible from the street (See Figure 71).
- Site the building's primary facade parallel to the street and close to the minimum setback to establish a defined street edge.
- Include glazing as a major component of street facing facades.
- Maintain and enhance street edge definition by preserving or incorporating street trees.
- Locate the office, reception, or sales component of the building closer to the street than the plant or warehouse component.
- Do not locate service doors (e.g., an overhead loading door) facing the street.

## North End Industrial

- Design buildings to have frontages with multiple, smaller storefronts and an elevated level of materials (See Figure 72).
- Design multi-storey buildings (for example, those which mix industrial and commercial uses) to maintain and accommodate industrial uses on the ground floor by providing a first floor height of 5.5m.

## INDUSTRIAL &amp; SERVICE COMMERCIAL



Figure 71: Primary entry clearly visible and accessible from the street via a pedestrian pathway (6.4.1 a).

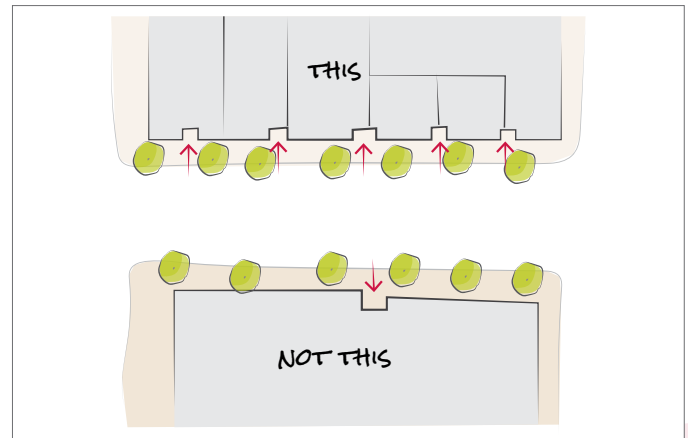


Figure 72: In the North End Industrial area, design buildings to have frontages with multiple storefronts (6.4.1 g).

### 6.4.2 Site Planning and Landscaping

#### Circulation

- a. Pedestrian pathways should provide clear sight lines and connect the building to outdoor amenity spaces.

#### Stormwater management

- b. Consider providing landscaped green roofs to manage runoff, add visual appeal, improve energy efficiency, reduce heat island effect, and provide amenity value.

### 6.4.3 Site Servicing, Access, and Parking

#### Guidelines

##### Parking

- a. The preferred location for main parking areas is at the rear and/or side of the building (See Figure 74).
- b. Avoid locating large parking areas between the building and street. A single loaded row of visitor parking and passenger drop-off areas may be located between the building and the street.
- c. Where parking areas are visible from the street, screen it using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.
- d. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.

##### Storage, Loading and Garbage

- e. Locate outdoor storage areas within rear yards and/or interior side yards and screened from street view.



Figure 73: Landscape strip with rain garden adjacent to front visitor parking to provide stormwater management and soften the property edge.

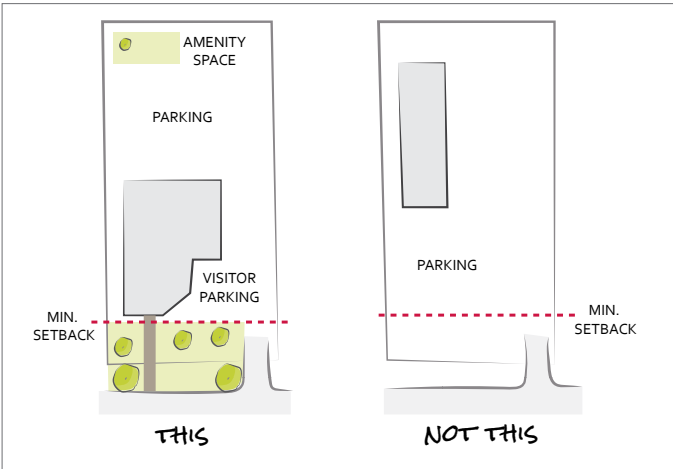


Figure 74: The preferred location for main parking areas is at the side and/or rear of the building (6.4.3 a). Provide landscaped amenity space and landscaping to soften the street edge.

## 6.4.4 Building Articulation, Features, and Materials

### Design Intent

To enhance liveability, visual interest, identity, and sense of place through building form, architectural composition, and materials.

### Guidelines

- a. Avoid facing unarticulated facades to the street and use projections, recesses, plantings, awnings, color and texture to reduce the visual size of any unglazed walls (See Figure 75).
- b. Use different exterior materials to distinguish between the plant/warehouse component of a building from the office/sales component (See Figure 76).



Figure 75: An example of using planting to screen loading and mechanical equipment (left) and enliven facades (right) (6.4.4 a)



Figure 76: Use of different exterior materials to distinguish between the plant/warehouse component of a building from the office/sales component (6.4.4 b).



# INSTITUTIONAL

## 7.0 INSTITUTIONAL GUIDELINES. . . . . 18-63

### OVERVIEW

In many jurisdictions, wholly institutional developments are exempt from DP Guidelines or, at the very least, not given specific guidelines. In many cases, the City will not have jurisdiction over Institutional development (e.g., hospitals, schools) but desires to have an influence and provide direction to ensure these developments help the City to achieve its design goals and community objectives.

## 7.0

## INSTITUTIONAL GUIDELINES

**Overview**

A master planning process is encouraged for institutional development projects to ensure a comprehensive and cohesive design that contributes, connects well to, and expands on the existing and/or planned future context; responds sensitively to natural and ecological features; and supports liveability and sustainability, informed by the Design Foundations and General Guidelines of this document (see 2.0 and 2.1).

**7.1.1 General Guidelines**

- a. Design institutional buildings to respond to the Design Foundations (2.0) and General Guidelines (2.1), while respecting the need for functional (e.g., access or parking) or site-specific design solutions.
- b. Key Institutional buildings may incorporate landmark or emblematic design features, such as prominent vertical elements, significant corner treatments, and entry plazas or large extensions of the public realm.
- c. In large-scale projects, demonstrate variety in massing and materiality.
- d. Design buildings such that their form and architectural character reflect the buildings internal function and use (e.g., a school, a hospital, a museum).



*Figure 75: Kelowna Downtown Library provides a welcoming public realm, as well as high quality architectural design.*



*Figure 76: Example of an institutional building with high quality architecture.*





# COMPREHENSIVE DEVELOPMENT ZONE 24

8.0	INTRODUCTION & OVERVIEW . . . . .	18-65
8.1	USING THE DESIGN GUIDELINES. . . . .	18-66
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# 8.0

## INTRODUCTION & OVERVIEW

The development envisioned under the CD24 zone is to be a place where a sense of community thrives and pride in the neighbourhood is evident.

The CD24 development will be an inviting and sustainable mixed-use commercial residential neighbourhood that will support the tourism potential of this unique area of Kelowna. The overall vision for CD24 is forward thinking; incorporating principles of smart growth development, a high level of urban design and best management practices for sustainability. The following are the over-arching development objectives for CD24:

- Promote the City of Kelowna's vision for new communities and development, as outlined in Chapter 5.0 of the 2030 Overall Community Plan (OCP): develop in a sustainable manner; focus development in established growth areas; ensure appropriate and context sensitive built form; create a sense of community; provide high quality urban design; create opportunities for greater pedestrian, active transportation and public transit use.
- Promote the creation of a Complete Communities and Compact Urban Form that combines a variety of residential building types with a tourism based commercial and retail component that is responsive to the surrounding context.
- Promote a pedestrian-oriented lifestyle community that integrates mixed-use development with park-like open spaces that are inter-connected by pathways both internally and externally.
- Promote the construction of energy efficient buildings and best management practices with regards to sustainability initiatives for community design, energy efficiency, reduced water consumption, active transportation, increased biodiversity and preservation of ecology.

The following Design Guidelines will ensure a harmonious understanding of the 'vision', with a strong focus on environmental, economic and social sustainability.



Site Plan



Mixed Use - Commercial Tourism



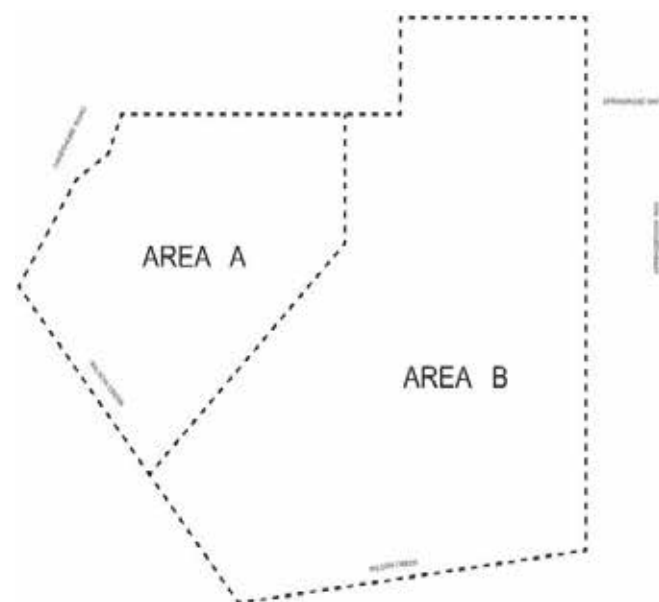
Sustainability



# 8.1 USING THE DESIGN GUIDELINES

## OVERVIEW

These Design Guidelines form part of a Comprehensive Development (CD24) agreement that will shape the future of this multi-phased mixed-use development. The site has been divided into two distinct areas (Area A and Area B). Area A has both residential and commercial uses and Area B has only residential uses. As such, these guidelines have been structured to include overall guidelines for both Area A and Area B and commercial specific guidelines for Area A.



The intent of the Design Guidelines is to provide the following:

- Provide the framework that will be used by individuals preparing the form and character Development Permit applications relating to buildings and open spaces within the CD24 boundary.
- Assist the City of Kelowna's planning staff with individual Development Permit applications within the CD24 boundary.
- Provide general guidance as to the level of detailed design needed to ensure that each individual development is compatible with the overall urban design concept established for CD24 Zone.
- Provide, through high-level graphic examples, to illustrate potential applications of the design guidelines.

These guidelines are not intended to be the final form of development, but rather represent a 'conforming outline' to be used as a starting point for detailed design to build upon.



*Residential Building*



*Residential Building*

# 8.2

## GUIDING PRINCIPLES

Guiding principles represent the larger planning and design objectives that are to be reinforced whenever possible during subsequent development stages.

### 8.2.1 LAND USE PRINCIPLES

- » The development of the CD24 site will incorporate a mix of land uses including retail, commercial, hotel and residential with associated residential uses.
- » Land use for the CD24 site has been allocated to two different areas ('Area A' and 'Area B').
- » Area A's core land use will be tourism-based commercial that includes hotel and conference space, ground floor retail, and residential use located above retail. Commercial development will be complemented with an urban plaza space that accommodates some surface parking.
- » Area A's building forms respond to the Lakeshore Road frontage and will have a landmark structure in terms of scale and architecture.
- » Area B's land use will be residential, with no commercial or retail use, and will be complemented by an inter-connected network of landscaped open spaces.
- » Area B's building forms will be mid-rise, multi-unit structures that step back in height from the site edges in response to adjacent existing residential.
- » Vehicular traffic within the site will be accommodated by an internal road network, with limited surface parking and an easily accessible parking structure.



*Green Building*



*Active Transportation*



*Community Gardens*



## 8.2.2 SUSTAINABILITY PRINCIPLES

- » To promote higher density mixed-use development near existing communities and public infrastructure to reduce adverse environmental and public health effects associated with low density urban sprawl.
- » To encourage the development of energy-efficient buildings by employing strict heating and cooling strategies that will reduce dependency on natural resources.
- » To reduce pollution and flooding associated with major storm events through on-site stormwater capture and treatment to promote aquifer recharge and improve water quality by emulating natural conditions.
- » To reduce energy consumption and pollution from motor vehicles by providing high levels of external connectivity and by encouraging alternative modes of transportation such as public transit, cycling, car sharing and walking.
- » To promote a healthy lifestyle by providing safe, appealing and comfortable street, pathway and open space environments.
- » To preserve water quality, natural hydrology, habitat, and biodiversity through conservation and rehabilitation of wetlands and Wilson Creek.
- » To enable the widest spectrum of people, regardless of age or ability, to more easily participate in community life by incorporating principles of universal accessibility into the design process.
- » To promote community-based food production, access to fresh produce, and improve nutrition through provision of community gardens.
- » To limit or eliminate the use of potable water for irrigation by use of captured or recycled water for use in landscape irrigation.
- » To minimize amounts of sod lawn provided and to use a planting palette of drought tolerant native, or native-adaptive, plant species to minimize water consumption for irrigation.



*Minimal Sod Planting*



*Pedestrian Friendly Streetscape*

## 8.2.3 URBAN DESIGN PRINCIPLES

- » It is the overall intent that the CD24 development site incorporates a high level of urban design and character into its buildings and outdoor open spaces that is responsive to the functional requirements of a mixed-use development, the site's unique context, and the promotion of a pedestrian-oriented neighbourhood.
- » Building and open space design should convey human scale, address pedestrian comfort and safety, and complement the surrounding community as well as existing buildings.
- » Create opportunities for public open space as part of the development that is safe, of high-quality and human scale.
- » Consider a road network as part of the public open space that will include amenities that promote pedestrian comfort and use.



*Tourism - Commercial*

## 8.2.4 RESPONSE TO CONTEXT

- » Development in Area A will have a strong urban character in the treatment of buildings and open spaces in response to the context of Lakeshore Road, Manteo Resort and other major commercial developments within the Cook Road Tourist Commercial Area.
- » Development in Area B will have a residential character through scale and material treatment of buildings, landscape buffers and landscape treatment of open spaces that respond to the context of adjacent existing residential uses.
- » Development in both Area A and Area B will respond to the highly naturalized character of the Wilson Creek wetland and riparian corridor by providing the required building setbacks from the City of Kelowna Wilson Creek Linear Park and accompanying environmental green space.
- » Character of exterior spaces and selection of plant material is to transition from cultured (inside site) to natural (edge of site at environmental riparian zone).
- » The character of buildings and public spaces within the CD24 site should celebrate that which is unique and distinctive about the Okanagan Valley by drawing inspiration from the region's natural and cultural landscapes.

## 8.2.5 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- » Provide sufficient density to help ensure enough "eyes and ears" on the street.
- » Improve public safety through the creation of public spaces that instill a sense of pride and ownership.
- » Provide natural surveillance and sight lines to ensure unobstructed views in areas where public safety and pedestrian / vehicle conflicts will be a factor.
- » Provide lighting at a sufficient enough level to uniformly light adjacent sidewalks so as to provide a high level of "psychological comfort and safety" for pedestrian use at night.



*Wilson Creek*



*Okanagan Inspired Landscaping*



*Mixed-Use - Urban Design*



# 8.3

## BUILDING SITING, MASSING & PROPORTION

The following guidelines apply to both Area A and Area B. Additionally, at the end of each section, commercial specific guidelines for Area A only have been highlighted.

### BUILDING SITING, MASSING AND PROPORTION

- » In general, building massing will respond to adjacent existing land uses by stepping the heights of buildings from the edges of the site (lower building heights) to the core of site (higher building heights).
- » Where residential buildings are situated in close proximity to each other, consideration should be given to stepping back the upper floors of the building to visually reduce the massing by expanding the horizontal relationship between the upper levels when compared to the lower levels.
- » Consideration should be given at the site planning level to provide private open space at grade for each ground unit along with transitional landscaped open space from private to semi-private / semi-public space (see CD24 Comprehensive Zoning Bylaw for minimum private open space requirements).
- » Buildings should be sited with sensitivity to future development on adjacent properties and in a way that promotes the creation of functional and interconnected outdoor spaces for residents within the community.
- » Building siting should consider placement and orientation to maximize use of natural light in building design, and maximize view corridors to Wilson Creek while minimizing views into adjacent developments.
- » Buildings should demonstrate a high degree of human scale through emphasis of doors and windows and through appropriate choice of materials and surface detailing to create a rich visual interest at the pedestrian level.
- » Building articulation refers generally to the exterior details and the arrangement of both specific and repetitive features. As it is not intended that the CD24 site be developed under one specific architectural theme, care and attention at the preliminary design stage should be made to ensure that different architectural styles be complementary in detail to each other.
- » Building facades should have a balance of vertical and horizontal proportions.



*Hotel Conference Podium*



*Tower Podium Assembly*



*Sustainability*

- » Vertical accents should occur on a regular basis to reinforce a pedestrian-scaled rhythm and are preferred for windows.
- » Horizontally-extended glazed areas should be subdivided into vertically proportioned windows separated by mullions or building structure.
- » Building siting and massing for structures over 2 stories should be comprised of a podium and a tower element.
- » Building tower and podium should be perceived as assemblages of forms through overlapping of building elements to break-up massing. Homogenous building treatments that tend to create monolithic building massing are strongly discouraged.
- » Building towers should be designed to help reduce perceptions of bulk as well as contribute to a distinct identity for the architectural expression of development.
- » Towers should have a minimum 25 metre separation from any other tower, with the distance between buildings measured from the nearest vertical plane, not including balconies or building overhangs.



Pedestrian Level Interest



Wilson Creek Green Space



# 8.4

## BUILDING HEIGHTS & SETBACKS

### BUILDING HEIGHTS AND SETBACKS

- » The CD24 Zone prescribes minimum setbacks to the external property boundaries on the CD24 site.
- » Building heights will step in response to the prescribed setbacks as outlined in the CD24 Zone Site Setbacks.
- » Designated setback areas along the north and eastern property lines which are immediate to existing residential development should be primarily treated as semi-private to private space allowing for maximum landscape planting and screening and minimum pedestrian access.
- » In residential units located at the ground level adjacent to the Wilson Creek Green Space, it is recommended that buildings be sited to maximize the potential for on-grade outdoor private patio spaces.

#### 8.4.1 COMMERCIAL BUILDING HEIGHTS AND SETBACKS

- » The podium for each building should be no more than 3 stories above grade.
- » Where residential uses are proposed above retail or commercial uses, the first level of residential should be set back slightly further than the commercial or retail façade.
- » Where buildings face the commercial piazza, floors above the first 2 stories should be slightly set back from the lower façade in order to create an appropriate pedestrian scale of building at the commercial level.
- » The first 2 stories of a building is where design elements can be most effective to provide a human scale to the building, regardless of its overall size and massing. Lower levels should be designed to accentuate the horizontal elements and to provide a separation between the lower retail uses and upper mixed use levels.



*Inviting Entrances*



*Covered Entrances*



*Universally Accessible Main Entrance*

## BUILDING ENTRANCES

- » All entrances should be inviting from the street and create a comfortable and welcoming experience through attention to details, proportions, materials, and lighting.
- » Principal entrances should be easy to identify from the street or any adjoining public open space.
- » If the principal building entrance is located within a courtyard/ garden space, there should be adequate address identification in close proximity to street or adjoining open space, and an appropriate walkway through the space to the main entry door.
- » Principal entrances should include a canopy, overhang, portico or other similar structure to provide appropriate weather protection, without sacrificing visibility.
- » Principal entrances should be universally accessible.
- » Principal entrances should be in close proximity to a vehicular lay-by or drop off area, without compromising pedestrian safety.
- » The building address should be clearly visible and located near the principle building entrance.
- » The principal entrance should be designed so that it is secure and that visitors can be identified from within the building without opening the door.
- » Secondary entrances and exits should be designed for safety and visibility.
- » If the route of access to secondary entrances crosses through a courtyard / garden space or landscaped area, there should be a defined path.
- » If a secondary entrance is not frequently used, the pathway does not necessarily have to be a hard surface. Crushed gravel could be an adequate treatment.

### 8.4.2 COMMERCIAL BUILDING ENTRANCES

- » Retail spaces should be easy to see into from the adjoining commercial plaza and outdoor space(s). A high degree of transparency should not preclude use of mullion patterns to add visual interest and human scale to the building.



*Balcony Overhang Response to Climate*



*Landscaped Decks and Rooftops*



*Solar Shading*



## BUILDING ROOFTOPS, BALCONIES, OVERHANGS AND SOFFITS

- » Buildings should be articulated with the aim of creating shadows through indentations and projections of elements within a façade composition on all sides – not just the front building elevation. (i.e. windows and doors, cornice lines, pilasters, balconies, and/or base-relief detailing).
- » Buildings with flat roof areas, whether actively used or not, should be enhanced by use of texture, colour, and/or landscaping, especially when visible from habitable spaces above.
- » Rooftops designed as active outdoor social spaces are encouraged and should be designed to withstand the weight of mature trees and plantings.
- » All mechanical equipment and elevator penthouses should be integrated with the architectural treatment of the roof, or be screened with materials and finishes compatible with the building's design.
- » In response to a regional expression, building detailing should emphasize shade from summer sun with overhangs and recesses of sufficient depth that are appropriate responses to solar exposure.
- » Upper levels of buildings should incorporate decks, balconies, or other building features as outdoor amenity space for occupants. Balconies should be designed to maximize outdoor living opportunities.
- » Where appropriate, Green Roofs should be considered as a viable option to tar and gravel ballast roofs in response to sustainable building practices and the reduction of heat island effect on roofs.
- » Any soffits or the underside of any portion of a building, including the undersides of balconies, within the first 2 stories and exposed to public view should be treated in a manner as to provide visual interest and show attention to detail.



*Regional Expression - Transition to Outside*



*Soffit Treatment*

### 8.4.3 COMMERCIAL BUILDING ROOFTOPS, BALCONIES, OVERHANGS AND SOFFITS

- » Where at-grade patios are to be provided in support of commercial uses, consideration should be given to provide a landscape buffer between the public realm and outdoor patio.
- » Outdoor patios should be delineated with decorative fencing of a high quality and durable material (i.e. metal) and should not exceed 1.2 metres in height unless considered as part of a gateway treatment.



*Outdoor Patio Decorative Fencing*

## EXTERIOR MATERIALS, TREATMENT AND WINDOWS

- » In response to a regional expression, the character of building, detailing and selection of materials should celebrate the unique and distinctive qualities of the Okanagan Valley and draw inspiration from the region's natural and cultural landscapes.
- » In response to a regional expression, consider techniques and treatments that emphasize the transition between inside and outside through the differing seasons such as; retractable windows, overhead rolling doors, canopies, trellises, and extended building planes.
- » Window and balcony sizes and spacing should create a comfortable rhythm that is consistent through the majority of the floors above the lowest level.
- » Windows should be maximized to create natural light penetration into the buildings. Positioning of windows will consider solar effects during both the hottest summer months and the cooler and greyer winter months.
- » Windows that open for natural ventilation should be encouraged, but the windows must also have a means to be secured at lower levels on the buildings.
- » Windows should incorporate an appropriate trim detail that will be suited to the exterior materials and colours of the building.
- » All roof flashings and vents exposed to public view should be painted to match adjacent surfaces or disguised in a manner consistent with the visual characteristics of the building.
- » Materials should be durable and appropriate to the character of community development. No vinyl siding or non-vision (mirrored) window glass is to be used as part of building fenestration.



*Complementary Material Change*



*Window Balcony Rhythm*



## PARKING, LOADING, FIRE AND EMERGENCY ACCESS

- » Vehicle drop off and temporary lay-by parking should be provided in close proximity to residential buildings, or by having a single drop off serving a grouping of buildings.
- » Vehicle drop off and temporary lay-by parking should be located in a manner as to ensure adequate access by the appropriate sized vehicles, while minimizing pedestrian conflicts and visual impacts from principle building entries and outdoor patios.
- » Vehicle drop off and temporary lay-by parking should be treated so that pedestrians and vehicles have equal status.
- » Vehicle drop off and temporary lay-by parking should offer visual interest (i.e. stamped concrete, concrete pavers, etc.) such that the space takes on a higher quality and distinction from the asphalt roadway surface.
- » The majority of the required parking will be located in parking structures. Due to the high water table, it is not practical to construct the parking structures completely underground.
- » Under-building parking structures should be built to internal property lines to ensure a contiguous public open space can be created on top of the structure.
- » Parking garage interconnectivity should be encouraged between adjacent building sites.
- » The lowest level parkade can have approximately ½ storey of the parking structure wall height exposed, provide that it is treated in a manner as outlined in these guidelines.
- » The second level parkade should be integrated into buildings and may include portions of the parkade structure that will have a full one-storey potentially exposed, provide that it is treated in a manner as outlined in these guidelines.
- » Exposed parkade walls in areas with no pedestrian access have the potential to be naturally ventilated using screened openings. The design of screens should be decorative with be a powder-coated finished metal material.
- » Exposed parkade walls in areas with pedestrian access will, at minimum, include; colour parking or cast-in-place concrete reveals, and if possible, sloped landscape with plant screening to minimize visual impact of walls. Any landscaping associated with parkade structures will consider CPTED guidelines.
- » Exposed parkade walls in areas with pedestrian access and associated with second level parking should also function as pedestrian access points to the network of open spaces by incorporated into their design stairs and/or ramps for pedestrian access.



*Vehicle Drop Off Paving*



*Architectural Integrated Parkade Entry*



*Consolidated Loading and Parking*

- » Terraced landscaping should be used to complement pedestrian access points and be integrated into the overall landscape open space design.
- » Exposed parkade walls in highly visible areas should have equal treatment as building exteriors in terms of articulated surface, reveals and applied detailing to visually break-up wall surfaces.
- » Garage doors and vehicle access points into building should not terminate on axial views (i.e. views down streets within the vicinity of the site).
- » Where axial views are terminated, design consideration should be given to mitigating the visual impact of such views and to otherwise provide a high degree of human scale and visual interest at visual termination points.
- » Doors and entrances into parking garages should not be visually obtrusive and should not be more visually prominent than any principal entrance to the building.
- » Garage entrances should be architecturally integrated into the overall building design with street- level exterior building finishes wrapping into the garage opening for a minimum of 2 metres in depth.
- » Doors to parking garages should have an architectural treatment that is primarily expressed as an opaque or semi-opaque door rather than an open screen. Open screens are acceptable if highly detailed and rich in visual interest.
- » Garbage and recycling facilities should be located away from public sidewalks and screened from view. The materials used for such purposes should be common to the building's exterior finishes.
- » Surface parking should consider the use of permeable pavers as a means for passive storm water management to control surface water run-off.

#### 8.4.4 COMMERCIAL PARKING, LOADING, FIRE AND EMERGENCY ACCESS

- » There is to be one access off of Lakeshore Road that will serve as the main entrance for the commercial and hotel uses.
- » Surface parking lots should be exclusively for commercial and retail uses and temporary drop off areas; structured parking (except for drop-off zones) will be created for residential uses.
- » Loading areas for commercial and hotel uses should be consolidated into one area that provides safe and efficient access and minimizes exposure to adjacent commercial uses.



*Unobtrusive Parkade Entry*



*Lay-by Parking*



*Parking Plaza*



## SIGNAGE

- » Building signage should be made of durable, weather-resistant materials, and be professionally fabricated and installed. No box signs are permitted.
- » The size of any individual sign should follow a common theme of building signage as well as the appearance on an individual building's facade.
- » The scale and visual qualities of a building should not be compromised by the size and/or number of building and address signs.
- » Address signage should be of a pedestrian scale that is proportionate to the residential building frontage that it promotes.
- » Free standing entry features that include building / address signage, and that are integrated with a site's landscape design, should be encouraged.
- » Any free standing entry feature should be built to internal property lines to ensure a contiguous public open space.
- » Any free standing entry feature, as part of the building design, should be included in the Development Permit package and include detail elevations and material selection.

### 8.4.5 COMMERCIAL SIGNAGE

- » Fascia signage should be of a pedestrian scale that is proportionate to the retail frontage that it promotes.
- » Projecting signage should not extend over large areas unless incorporated as part of an awning, with text located within the awning valance. Letters should be of appropriate scale and size to complement the character of the awning design.
- » The size of any individual sign should follow a common theme of building signage as well as the appearance on an individual building's facade.



*Durable Building Signage*



*Free Standing Building Signage*



*Free Standing Building Signage*



*Project Signage*

## LIGHTING

- » Illumination should be planned as a key element in a façade's design with consideration for the effect on the façade and on adjoining buildings and open spaces.
- » All exterior lighting should follow best practice methods to preserve the Dark Sky by limiting light pollution and to include selection of high performance fixtures that conserve energy.
- » Lighting should not contribute to glare through use of full cut-off or low-wattage luminaires.
- » Designs should also incorporate shielded fixtures and/or appropriate mounting heights, as well as be aimed appropriately.
- » Building and wall sconce lighting should be in response to the individual building's architectural character, while complementary to the overall character of the residential area.
- » Building and parkade entry lighting should be of sufficient illumination levels as to clearly indicate principle entries from secondary, and to provide a high level of "psychological comfort" for persons using each entrance.
- » Directional or accent lighting should be limited to specific exterior feature elements of notable distinction.
- » Street and pedestrian light fixtures should add daytime visual interest and human scale to the exterior environment and be complimentary to the building design, as well as help accentuate the rhythm of the building façade.
- » Lighting should be designed for high-quality environmental performance. Only one style of street and pedestrian fixture should be used within the residential areas.
- » Lighting of sidewalks and bike paths adjacent to roadways should provide for continuous and uniform lighting of ground level.

### 8.4.6 COMMERCIAL LIGHTING

- » Window displays should be lit from the inside of the tenant space with directional lighting such that there is minimum light spillage outside of the tenant space.



*Dark Sky Exterior Lighting*



*Pathway Lighting*



*Shielded Aimed Lighting*



*Principle Entry Lighting*



## SCREENING AND FENCING

- » Areas for consideration for buffering and fencing will be along the property boundary between the CD24 site and the adjacent residential properties and should respond to privacy issues.
- » All buffering and fencing should be an appropriate response to adjacent social interaction, security and safety.
- » A solid privacy fence, along with supplemental planting, should be provided in response to landscape aesthetics and to assist with sound attenuation.
- » Fence height and landscape buffer screening should be maximized in these areas and meet, as a minimum the City of Kelowna's Section 7 Landscaping and Screening Level 3 Landscape Buffer Requirements.
- » Level 3 Landscape Buffer Requirements: a minimum 3 metre landscape buffer is required to separate uses from adjacent existing properties and will consist of a vegetative buffer or a continuous opaque barrier.
- » Fencing should be treated simply and in a similar manner between individual parcels and buildings to create a sense of harmony and unification with the residential area.
- » Ground level private patios should be delineated with fencing of a high quality and durable material (i.e. wood or metal) and should not exceed 1.5 metres in height unless considered as part of a gateway treatment.
- » In all public to semi-private open areas, fencing should be visually permeable and its height should be such that it is not imposing to the pedestrian realm and maintain CPTED sightlines.
- » The use of chain link as a fencing should be discouraged in public open space and private landscaped areas, with the exception of the delineation of the Wilson Creek wetland and riparian corridor.
- » Variations in fence treatment can be presented at the Development Permit stage, and should only be considered when the fence design is in response to a specific microclimate to increase pedestrian comfort or to increase usability of an outdoor space (i.e. patio).



*Individual Unit Fencing*



*Individual Unit Fencing*

### 8.4.7 COMMERCIAL SCREENING AND FENCING

- » The commercial area and associated parking plaza should be considered as an urban plaza. As such, the City of Kelowna's Section 7.0 Landscaping and Screening requirements of surface parking lots should be relaxed in consideration of this higher urban treatment.
- » No major conflicting land uses are proposed with the commercial area that will require significant screening. Any requirements to separate adjacent building uses or create exterior territorial definition should be accomplished through planting.
- » Landscape screening and buffer should be considered along the Lakeshore Road corridor in response to any outdoor activities related to commercial uses. Any planting in close proximity to intersections and pedestrian and vehicle conflict points will respond to visual sight lines and CPTED safety requirements.
- » Outdoor patios should be delineated with decorative fencing of a high quality and durable material (i.e. metal) and should not exceed 1.2 metres in height unless considered as part of a gateway treatment.



*Privacy Fencing*

## SITE ACCESS & CONNECTIONS

- » Primary access into the CD24 site is provided off of Lakeshore Road along with a secondary access off of Bird Place (via a new bridge over Wilson Creek).
- » A secondary vehicular and pedestrian access into the CD24 site will be provided from Springrose Way.
- » Emergency vehicle access into the CD24 site is provided off of Springbrook Road. This access will provide important emergency access into the CD24 site and improved pedestrian connectivity to the larger community.
- » Circulation and connectivity between the four vehicle access points will consist of an interior road network as part of a bare-land strata development and should be designed in a manner that will reduce the potential for short cutting.
- » All internal roads and access points into / out of the CD24 site should be designed in a manner that promotes pedestrian and cycling in a safe and comfortable public realm environment.
- » Bridge access off Bird Place will include appropriate Wilson Creek environmental approvals in conjunction with the bridge design and construction.
- » Bridge access off Bird Place will be constructed over Wilson Creek and designed as a gateway entrance to the site and the bridge design should be included as part of the form and character Development Permit application.
- » Bridge access off Bird Place will accommodate pedestrian and cyclists, and the north side approach will also be designed to accommodate a pedestrian crossing of the secondary entry road for the Wilson Creek trail.
- » For any pedestrian underpass associated with the Bird Place bridge access, consideration should be given to increasing the amounts of pedestrian level lighting under bridge structure and additional considerations for CPTED principles at bridge abutments to minimize potential hiding places.
- » It is anticipated that vehicle access off of Lakeshore Road will be associated with a new controlled intersection which will serve as the main entrance for the commercial and hotel uses.
- » The Lakeshore Road entry is considered a major pedestrian and commuter cycle connection with safe and convenient access to the adjacent Multi-Use Corridor (MUC) that connects Upper Mission to Downtown. As such, consideration should be given to the commercial plaza and adjacent ground floor retail design for the accommodation of multi-modal movement.



*Perspective - Looking South*



*Commercial Site Access*

### 8.4.8 COMMERCIAL SITE ACCESS AND CONNECTIONS

- » Pedestrian walkways adjacent to ground floor retail should be wide enough to accommodate retail overflow into the public realm frontage zone without restricting pedestrian circulation.
- » The commercial area will be an area where the public is invited to be, and security within public areas should be considered in conjunction with building development.
- » All security devices such as gates or screens should be located on the inside of the retail frontages. Corridors or entry ways that need to be secured should be either doors or gates in keeping with the architectural style of the exterior of the building. Roller gates and shutters are not permitted.



*Provide Large Public Open Spaces*



## PUBLIC & PRIVATE OPEN SPACE

- » The provision of large usable areas designated for use by CD24 residents should be promoted in the building siting and design of exterior spaces.
- » Private open space should be limited to exterior spaces immediately adjacent to residential units (private patios and balconies) and to principle/ secondary building entrances - to promote a continuous and integrated series of open spaces.
- » In situations where private areas will not be secured, landscape design and planting should create a territorial separation between semi-public and private spaces, without necessitating the use of fencing that will disrupt the visual continuity of the landscaped open spaces; fencing should be provided only when security is an issue.
- » Spatial separation, combined with landscape planting, should be considered in all locations where there is an interface between a road and a building, or a major pedestrian access route and a building.
- » Open spaces should be highly accessible and primarily promote passive recreational uses such as walking, jogging, cycling, and informal play opportunities.
- » Open spaces should provide for some level of pedestrian scale lighting to promote safety and encourage limited night-time use.
- » The provision of landscape feature elements such as gazebos, trellises, and pergolas should be encouraged as a way to enhance the visual interest and use of open spaces and should be attractive when viewed from above.
- » A continuous pedestrian connection should be provided to link all major open spaces, including the Wilson Creek wetland and riparian corridor, which limits any potential for pedestrian and vehicle conflicts.
- » Portions of the Wilson Creek's northern boundary will be reserved as public open space, and will be protected by covenant against development in order to preserve and enhance the creek's wetland and riparian habitat.
- » Any new work associated with Wilson Creek's northern boundary will be designed in a manner to meet City of Kelowna design and construction standards and any environmental mitigation recommendations.
- » Provision of community gardens should be considered either as part of the overall development's common open space, or as part of an individual building's garden space. Community gardens provide a direct sustainability feature and also create more of a community presence in the development.
- » Community gardens should be considered as part of a private or semi-private open space development and be designed in a manner that provides some level of security and controlled access for users.
- » Provision of structured play areas should be considered either as part of the overall development's common open space, or as part of an individual building's garden space.
- » Structured play should consist of play equipment that promoted physical play and social interaction among its users.



*Urban Design*



*Enhanced Public Realm*



*High Quality Play Equipment*



- » Any play equipment should conform to current CSA playground standards and be of high quality design and durable materials and include appropriate safety surfacing.
- » No black colour rubber tile safety surfacing should be used due to potential heat absorption.
- » Non-structural retaining walls used in open spaces should not be greater than 1.2 metres in height and made from local stone or of modular/ segmental block construction.
- » Where structural retaining walls are required, exposed faces should be treated in a manner that is complementary with adjacent landscaping and/or architectural details - so as to limit their overall mass, height and visual impact.
- » Where structural retaining walls are required, exposed faces should be treated in a manner that will discourage graffiti (i.e. treated with anti-graffiti coating). Photo image vinyl wraps should be provided on all utility boxes that are susceptible to graffiti (i.e. tagging).

#### 8.4.9 COMMERCIAL PUBLIC AND PRIVATE OPEN SPACE

- » The Commercial plaza should be fully accessible to the public as it depends on pedestrian and vehicular traffic. Open spaces within this area should serve either as aesthetic landscaped areas relating to retail activity or routes of access.
- » The character of the commercial open space should have an "urban plaza character" in support of retail activities and promote a pedestrian friendly environment through spatial continuity between the public and private realms.
- » The design of open spaces within the commercial plaza should promote social interaction throughout the following site planning considerations: orient the spaces to take advantage of natural sunlight and key views; provide shade and protection from wind and other climatic elements.
- » Encourage the provision of streetscape elements of greater distinction within the public realm that should incorporate a high level of urban and functional design. The intent is to create a unique and memorable experience through innovative and creative design.
- » Consideration should be given to placement of streetscape elements within the commercial area's public realm so as not to create clutter or restrict pedestrian movement.
- » The public realm for Area "A" should be considered as a series of pedestrian zones in which specific site furnishing, planting and streetscape elements will be located. Zones may include any of the following:
- » Edge Zone: immediately adjacent to parking and provides a safety buffer for pedestrian against vehicle encroachment;
- » Furniture and Planting Zone: accommodates street tree planting, lighting, site furniture and other fixed objects;
- » Pedestrian Clearance Zone: must be kept free of obstructions and provide a continuous linear pathway of an appropriate width to serve anticipated pedestrian flow;
- » Frontage and Marketing Zone: is the area directly in front of the building and/or property line. It can be used as flow-out space, patios and outdoor display areas for merchants.



*Pedestrian Amenities*



*Low Natural Stone Walls*



*Terraced Landscape Treatment*



- » Enhanced Public Realm Zone: is the flexible parking space that can be utilized for seating areas.
- » Consideration should be given to the use of brick pavers as the primary surface treatment to promote a sense of 'high quality urban design' and promote passive stormwater management through porous pavement.
- » Consideration should be given to the use of rolled curbing in association with decorative metal bollards in high pedestrian and vehicle circulation areas to define and separate movement while maintaining continuity of paving treatment.
- » Open space areas closer to Lakeshore Road should be used to complement the main signage opportunities and create an aesthetic buffer between the site and the boulevard.



*Pedestrian Sidewalk*



- PUBLIC REALM ZONE LEGEND:
- FRONTAGE ZONE
  - SIDEWALK (PEDESTRIAN CLEARANCE ZONE)
  - FURNITURE / PLANTING ZONE
  - EDGE ZONE
  - ENHANCED PUBLIC REALM ZONE (FLEX PARKING/PATIO SPACE)

*Pedestrian Zones*



*Urban Plaza Character*



*Social Interaction*

## 8.5

LANDSCAPE  
DESIGN GUIDELINES

## PEDESTRIANS

- » All major pedestrian walkways within the semi-private and public open spaces should be accessible at all hours and to all users, and conform to best practices for barrier-free design.
- » All internal roads should include sidewalks of a minimum 1.8 metre width.
- » Wherever possible, sidewalks should be separated by a planted boulevard of minimum 2.0 metre width.
- » All major pedestrian walkways should provide for some level of pedestrian scale lighting to promote safety and encourage limited night-time use.
- » Pedestrian network should be considered in conjunction with overall roadway network and building siting, so as to maximize interconnectivity between roads private and public open spaces and minimize pedestrian and vehicle conflicts.
- » A hierarchy of pedestrian pathways should be developed in conjunction with overall pedestrian network system. Paving surface treatment and pathway widths should be used as part of the pedestrian hierarchy.
- » Consideration should be given for the following pathway hierarchy system;
  - brick pavers in urban areas where pedestrian and vehicles have equal importance;
  - concrete paving for major pathways and sidewalks within public realm;
  - combination concrete and brick paving for pathways within the private realm;
  - asphalt paving for multi-modal and high traffic pathways in natural areas;
  - compacted crushed granular in low traffic natural areas.
- » Public realm should provide site furnishing, comfort amenities, shade trees, low level planting, and landscape / urban design elements that will create a pedestrian friendly streetscape environment and promote pedestrian use.
- » Pedestrian crosswalks should be treated in a manner that provides paving contrast, in an aesthetically pleasing manner, between pedestrian zones within roadway.
- » Pedestrian crosswalks paving treatment should be limited to:
  - stamped and tinted concrete,
  - wear-resistant thermal plastic traffic patterns (i.e. SquareOne Paving),
  - or at minimum, painted zebra lines.

*Separated Walkway**Hierarchy Paths**Rolled Curb with Brick Pavers*



## CYCLING

- » Bike paths for recreation, commuter bike lanes and multi-use shared bike and pedestrian corridors shall promote alternative modes of transportation and increased physical activity that provides a direct sustainability feature to the CD24 site, and also creates more of a community presence in the development.
- » Pathway connections into the CD24 site should take full advantage of the adjacent Lakeshore Multi-Use Corridor (MUC) that connects Upper Mission to Downtown. As such, consideration should be given to the Commercial Plaza and adjacent ground floor retail design for the accommodation of multi-modal movement.
- » Given the residential nature of the development, with lower traffic volumes when compared to city collector and arterial roads, no painting should be required to delineate commuter bike lanes on internal roads.
- » Bollards are recommended in areas where separated bike paths join-up with vehicle intersections as a way to encourage the slowing down and dismounting of cyclists before crossing roadway.



Promote Cycling

## WAYFINDING AND SIGNAGE

- » Buildings in the residential area should have adequate directional signage at the main entries to the CD24 site.
- » All of the internal roads will be private roads and should be properly named and addressed to orient and direct local residents and visitors within the development.
- » A logical addressing system should be developed in conjunction with the City of Kelowna and the emergency response providers, to ensure that each building or cluster of town houses is easily identifiable.
- » Any wayfinding and directional signage associated with the Wilson Creek wetland and riparian corridor should be coordinated with the City of Kelowna's wayfinding and park signage requirements.



Awning Signage

## WILSON CREEK GREEN SPACE LANDSCAPING

- » Portions of the Wilson Creek's northern boundary will be reserved as public open space, and will be protected by covenant against development in order to preserve and enhance the creek's wetland and riparian habitat.
- » Private open space landscaping adjacent to the Wilson Creek Green Space should consist primarily of native and indigenous plant species in natural plant groupings that is complementary of the public open space treatment for the adjacent Wilson Creek wetland and riparian corridor.
- » Private patios adjacent to the Wilson Creek Green Space should provide some fencing in response to security and delineation of private and public spaces.
- » Private patio spaces should be delineated with decorative fencing of a high quality and durable material (i.e. metal, glass) and should not exceed 1.2 metres in height unless considered as part of a gateway treatment.
- » Private patio fencing should encourage views to the adjacent naturalized landscape and be constructed in a manner that minimizes its opacity.
- » Non-structural retaining walls used in open spaces should not be greater than 1.2 metres in height and made from local stone or of modular/ segmental block construction.



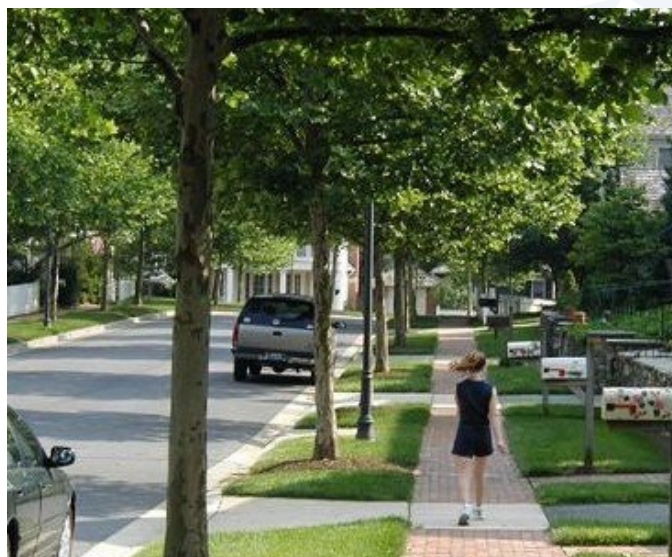
*Wilson Creek Space Setback*



*Public Space Community Gardens*

## COMMUNITY GARDENS

- » Provision of community gardens should be considered either as part of the overall development's common open space, or as part of an individual building's garden space. Community gardens provide a direct sustainability feature and also create more of a community presence in the development.
- » Maintenance agreements between developers and users should be developed in coordination with the establishment of any community garden, to ensure proper stewardship, access control and visual tidiness of these unique garden spaces.
- » The provision of landscape feature elements such as gazebos, trellises, and a storage shed should be encouraged to enhance the visual interest and functionality of the community gardens, and should be attractive when viewed from above.



*Street Trees Adapted to Region*



## STREET TREE PLANTING

- » Street trees can significantly contribute to the overall beauty and increased property values of the CD24 site and therefore should be provide wherever possible.
- » Street trees should be of a deciduous species that has a non-aggressive root habit and tolerant of urban conditions (i.e. road salt) with a minimum 7.5 cm (3") caliper size measured at Circumference at Breast Height (CBH).
- » At minimum, street tree selection should be cross-referenced to the City of Kelowna's Tree Selection Guidelines for appropriateness of tree species: <http://www.kelowna.ca/CM/Page292.aspx>
- » Street tree species selection should be suitable for the Okanagan climate and growing conditions and have been grown locally.
- » Street tree species selection should celebrate seasonal variations through changing colour of leaves, winter and summer bark and branching interest, etc.
- » Street tree species selection should provide enough diversity of species as to protect against the spread of disease and pests that can devastate monoculture plantings (i.e. Dutch Elm disease).
- » Street tree planting (i.e species and spacing) should be treated in a similar manner on both sides of the internal road ROW to create a unified appearance.
- » Changes in street tree species should be in logical locations such as roadway intersections, changes in road directions, and termination of key roadway vistas. Avoid random or multiple specie changes along a single stretch of roadway.
- » Soil volumes for street tree planting should be maximized to increase the area available for root growth.
- » Consideration should be given to providing continuous soil trenches, root zone break-out areas to adjacent green spaces, structural soil, and use of suspended pavement systems such as SilvaCell® as possible strategies of increasing soil volumes.
- » Wherever possible, all trees should be offset back from sidewalk and major utility services by a minimum of 2.0 metres measured from edge of conflict to edge of tree rootball. If not possible root barriers should be used.
- » Root barriers should be provided at critical root zones areas adjacent to sidewalks, utilities and other vulnerable infrastructure, to direct surface roots downward and away from potential conflicts.
- » All street trees should be irrigated with an automatic underground irrigation system. System controls and zoning should be such as to allow trees to be irrigated independently of other planting.
- » All irrigation should conform to the highest standards and irrigation best practices for reduced water consumption and usage.
- » Drip and Drip manifold should be the preferred method of irrigation, to eliminate water loss due to over-spraying and evaporation and provide equal distribution of water directly to the root zone area.



*Street Trees to Celebrate Seasons*



*Maximize Soil Area for Trees*



*Root Barriers Adjacent to Utilities*



*Street Tree Drip Irrigation*



## LANDSCAPE PLANTING

- » Landscape planting (including trees) should include species adapted and suitable for the Okanagan's hot-dry climate and growing conditions and have been grown locally.
- » Plant material should be of various species and genus as to provide a high level of visual and seasonal interest in form, colour and texture.
- » Landscape trees should be large enough at maturity to create a park-like setting, especially along roadside boulevards.
- » Plant material should be specified at a sufficient installation sizes as to provide an immediate landscape impact.
- » Planting areas should include a mixture of deciduous and evergreen plants in combinations of perennials, ornamental grasses, shrubs, and trees in response a building's specific exterior space programming and buffering requirements.
- » All planting should conform to the BC Landscape Standards, current edition, for minimum plant and installation specifications.
- » All planting should be irrigated with an automatic underground irrigation system. System controls and zoning should be such as to allow planting to be irrigated independently of landscape trees and street tree planting.
- » All irrigation should conform to the highest standards and irrigation best practices for reduced water consumption and usage.
- » Drip and Drip manifold should be the preferred method of irrigation, to eliminate water loss due to over-spraying and evaporation and provide equal distribution of water directly to the root zone area.



*Maximize Landscape Buffering at Edges*



*Screen Private from Public Spaces*



*Green Streets*



*Naturalized Planting*



*Variety of Plant Species*



# COMPREHENSIVE DEVELOPMENT ZONE 26

9.1	HARVEY AVENUE URBAN EDGE . . . . .	18-92
9.2	TRANSIT-ORIENTED COMMERCIAL FOCUS . . . . .	18-94
9.3	COMMERCIAL CORE. . . . .	18-96
9.4	CAPRI CENTRAL PARK . . . . .	18-98
9.5	RESIDENTIAL FOCUS . . . . .	18-100



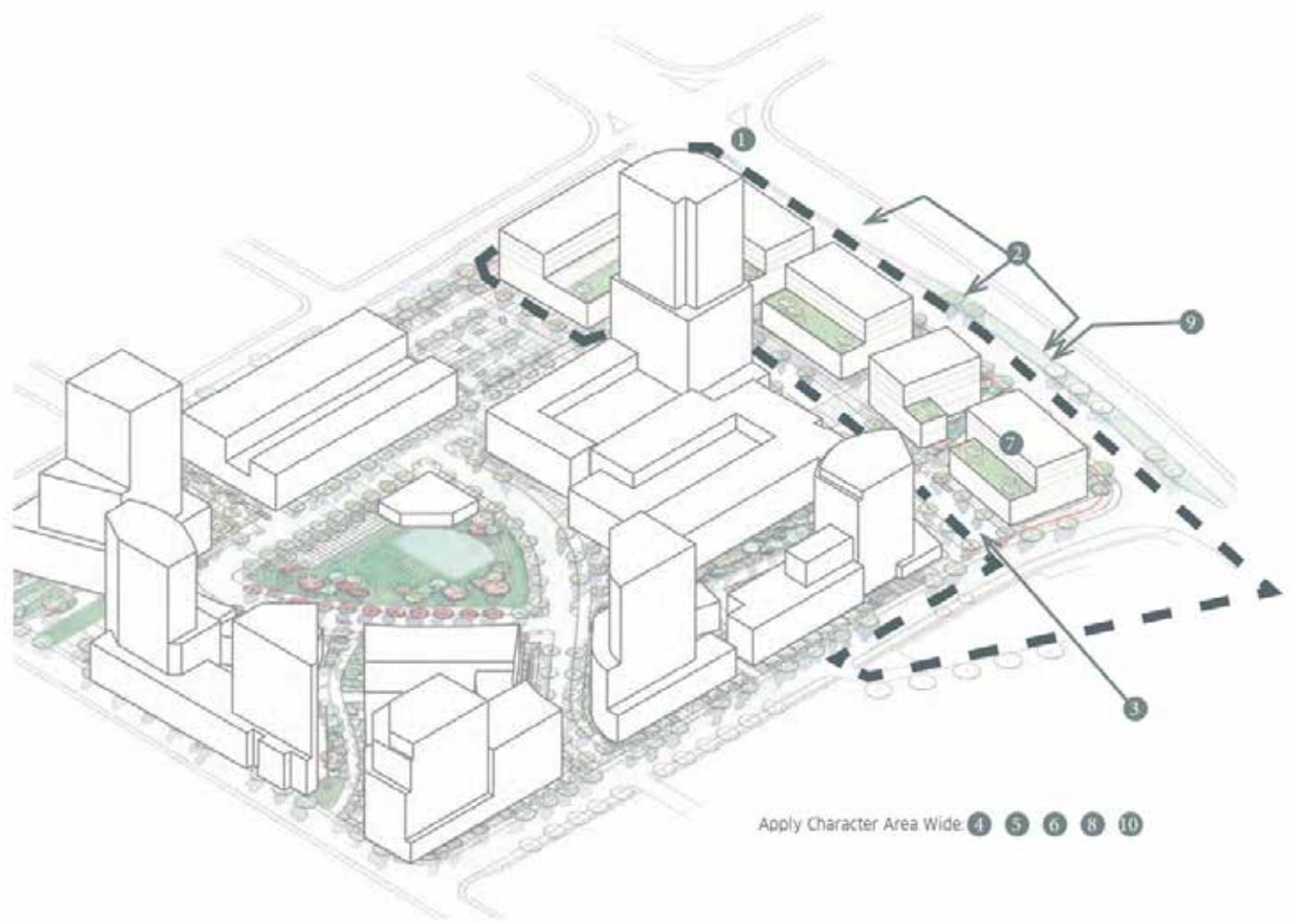




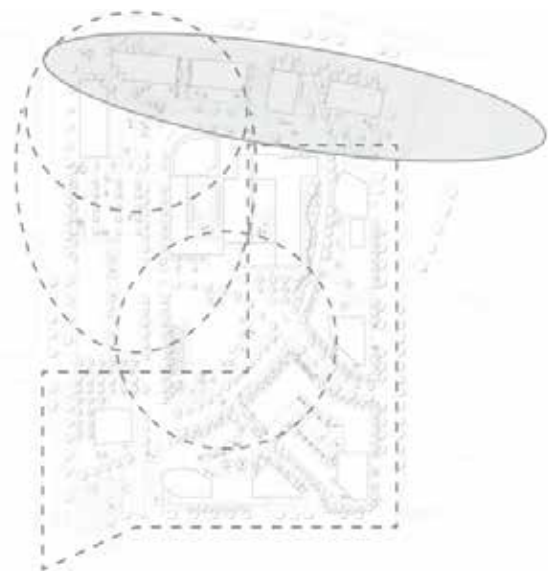
CAPRI CENTRE CONCEPT PLAN



# 9.1 HARVEY AVENUE URBAN EDGE



- 4 Street level and second level units should include commercial uses such as retail or office
- 5 All buildings should emphasize a high level of transparency at ground level achieved through extensive use of windows
- 6 Weather protection shall be provided along the face of buildings where retail is present
- 8 Landscape design in this area should recognize the high volumes of pedestrian circulation
- 10 Continuous street tree planting shall be provided



The adjacent sketch indicates the general location of the “Harvey Avenue Urban Edge” area. The 3D view provides an illustrative example of where - based on this concept plan - the Harvey Avenue Urban Edge guidelines would apply. The actual boundary may vary by 20 to 30m but should include all buildings immediately adjacent to Harvey Avenue.

*The “Harvey Avenue Urban Edge” character area creates an important urban interface between the Capri Centre and Harvey Avenue. A continuous streetwall condition will provide an edge to Harvey Avenue, helping to create a sense of enclosure along this broadly dimensioned corridor and define the public space. This character area will include lower form buildings and a range of retail, office, and residential uses. A portion of this area overlaps with the “Transit-Oriented Commercial Focus” character area.*

## DESIGN GUIDELINES

### PUBLIC REALM

1. The Harvey Avenue streetscape should be defined by generous sidewalks (approximately 3m) and broad landscape areas (approximately 5m - 8m).
2. North / south pedestrian connections shall be provided between buildings to provide visual and physical connections between Harvey Road and the interior portions of the site. Particular emphasis should be placed on a connection located approximately mid-block that provides a direct link to the entry of the hotel. Connections located closer to Gordon Drive should emphasize ease of pedestrian movement, anticipating high pedestrian volumes moving between transit services. Connections located further east on the site closer to Capri Street should emphasize landscape elements and serve as an initial component of a green link towards the Central Park.
3. Parking shall be located underground and driveway access shall be located off of an internal street (not Harvey Road) and care should be taken to minimize the visual impact of access points from the public realm.

### OCCUPANCIES

4. Street level and second level units should include commercial uses such as retail or office. An emphasis should be placed on providing retail at street level to contribute to a more interesting streetscape. Above level 2, buildings may include office or residential uses.

### BUILDINGS’ RELATIONSHIP TO THE STREET

5. All buildings should emphasize a high level of transparency at ground level achieved through extensive use of windows. Facades should incorporate - through articulation or change in materials - vertical delineation every 8m to 12m in order to facilitate the inclusion of small-scale retail tenants. Residential entries should be lit and well-signed.

6. Weather protection shall be provided along the face of buildings where retail is present. This cover may take the form of fabric awnings or fixed, metal and glass canopies. The minimum width of weather protection should be 1.5 to 2.0 metres with a ground clearance of 2.75 metres to the underside of the structure.

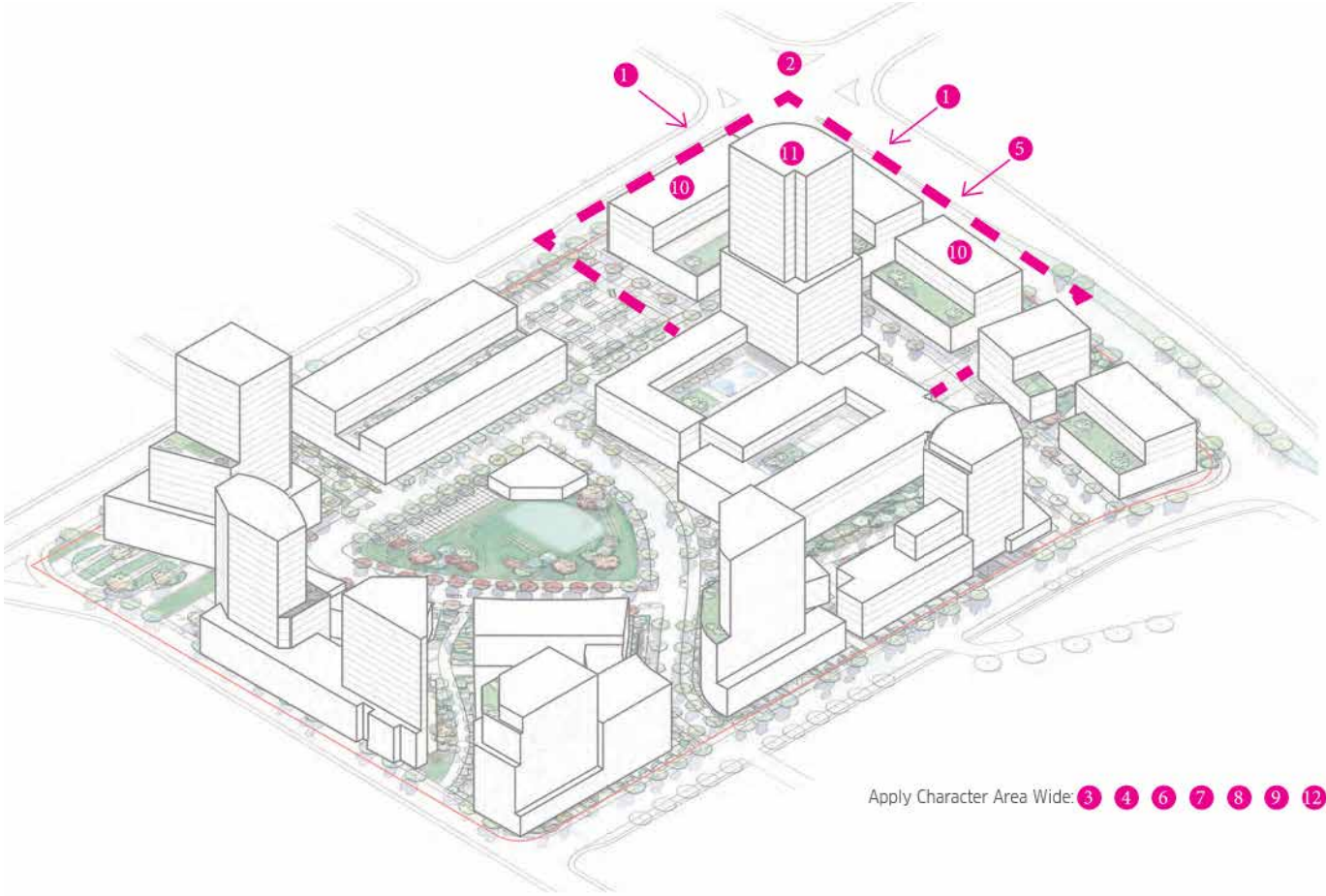
### BUILDING MASSING

7. Buildings up to 6 stories are anticipated in this character area. To create a strong streetwall condition, upper level step backs are not required on the north-side of the buildings, though buildings should incorporate some articulation or texture through the use of recessed patios, balconies, vertical articulation of the facade. Upper level step backs are encouraged on the south side of the building providing an opportunity for rooftop access and open space.

### LANDSCAPE

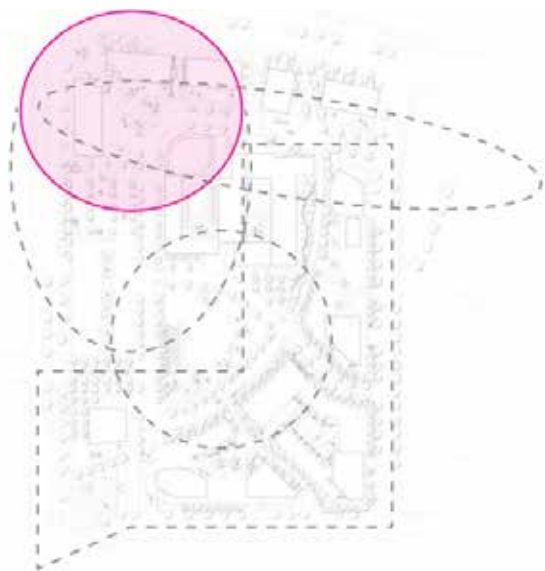
8. Landscape design in this area should recognize the high volumes of pedestrian circulation. A range of surface materials may be deployed to signal traffic calm areas internal to the site where pedestrian and vehicle movements occur in close proximity. Sight lines between Harvey Avenue and the hotel as well as between Harvey Avenue and the proposed landmark tower should be retained, if possible, through the use of low-level landscaping or columnar - rather than large canopy - trees.
9. The pedestrian pathway linking Harvey Road to the “Central Park” along the crescent should include landscape elements that unite the park space with the crescent throughout the neighbourhood. Fruit trees are suggested.
10. Continuous street tree planting shall be provided.

# 9.2 TRANSIT-ORIENTED COMMERCIAL FOCUS



- 3 Space allocated adjacent to storefronts for the outdoor display of commercial products is encouraged
- 4 The generous provision of seating areas is encouraged
- 6 Street level and second level units should include commercial uses such as retail or office
- 7 All buildings should emphasize a high level of transparency at ground level
- 8 Robust weather protection shall be provided along building facades
- 9 Particular care should be given to contribute to a high level of transparency on all sides of buildings
- 12 Buildings up to 6 stories are anticipated in this character area





The adjacent sketch indicates the general location of the “Transit-Oriented Commercial Focus” area. The 3D view provides an illustrative example of where - based on this concept plan - the Transit-Oriented Commercial Focus guidelines would apply. The actual boundary may vary by 20 to 30m.

*The “Transit-Oriented Commercial Focus” character area overlaps with both the Harvey Avenue Urban Edge and the “Commercial Core” areas. The guidelines outlined in each of those character areas apply but these additional guidelines are meant to encourage finer grained retail and enhanced pedestrian circulation at a level commensurate with being a transit interchange between two significant bus / bus rapid transit routes. In the case of conflict between guidelines, these guidelines supersede.*

## DESIGN GUIDELINES

### PUBLIC REALM

1. The Harvey Avenue and Gordon Drive streetscape should be defined by generous sidewalks capable of handling both pedestrian movements and transit stations (approximately 4m to 5m). Broad landscape areas are proposed further east along Harvey Avenue, but are of secondary importance within this area. Maintaining ease of pedestrian movement - both connecting transit riders, local residents, employees, and shoppers - is of primary importance. Consequently, large areas of hard surfaces (such as stone, concrete pavers or concrete) are anticipated, punctuated by landscape elements.
2. The prominence of the Harvey and Gordon intersection may warrant the placement of public art in this high visibility location.
3. Notwithstanding prioritizing pedestrian movements, space allocated adjacent to storefronts for the outdoor display of commercial products is encouraged.
4. The generous provision of seating areas - either as informal seating such as a planter box edges or through the provision of specific street furnishings - is encouraged.
5. Pedestrian pathways connecting Gordon Drive or Harvey Avenue to the interior of the site should be designed to have clear site lines and meet CPTED guidelines in terms of lighting.

### OCCUPANCIES

6. Street level and second level units should include commercial uses such as retail or office. An emphasis should be placed on providing retail at street level and office above to contribute to a more interesting streetscape. Above level 2, buildings may include office or residential uses.

### BUILDINGS’ RELATIONSHIP TO THE STREET

7. All buildings should emphasize a high level of transparency at ground level achieved through extensive use of windows. Facades should incorporate - through articulation or change in materials - vertical delineation every 8m to 12m in order to facilitate the inclusion of small-scale retail tenants. Residential entries should be lit and well-signed.
8. Robust weather protection shall be provided along building facades facing Harvey Avenue and Gordon Drive.
9. In this area, particular care should be given to contribute to a high level of transparency on all sides of buildings.

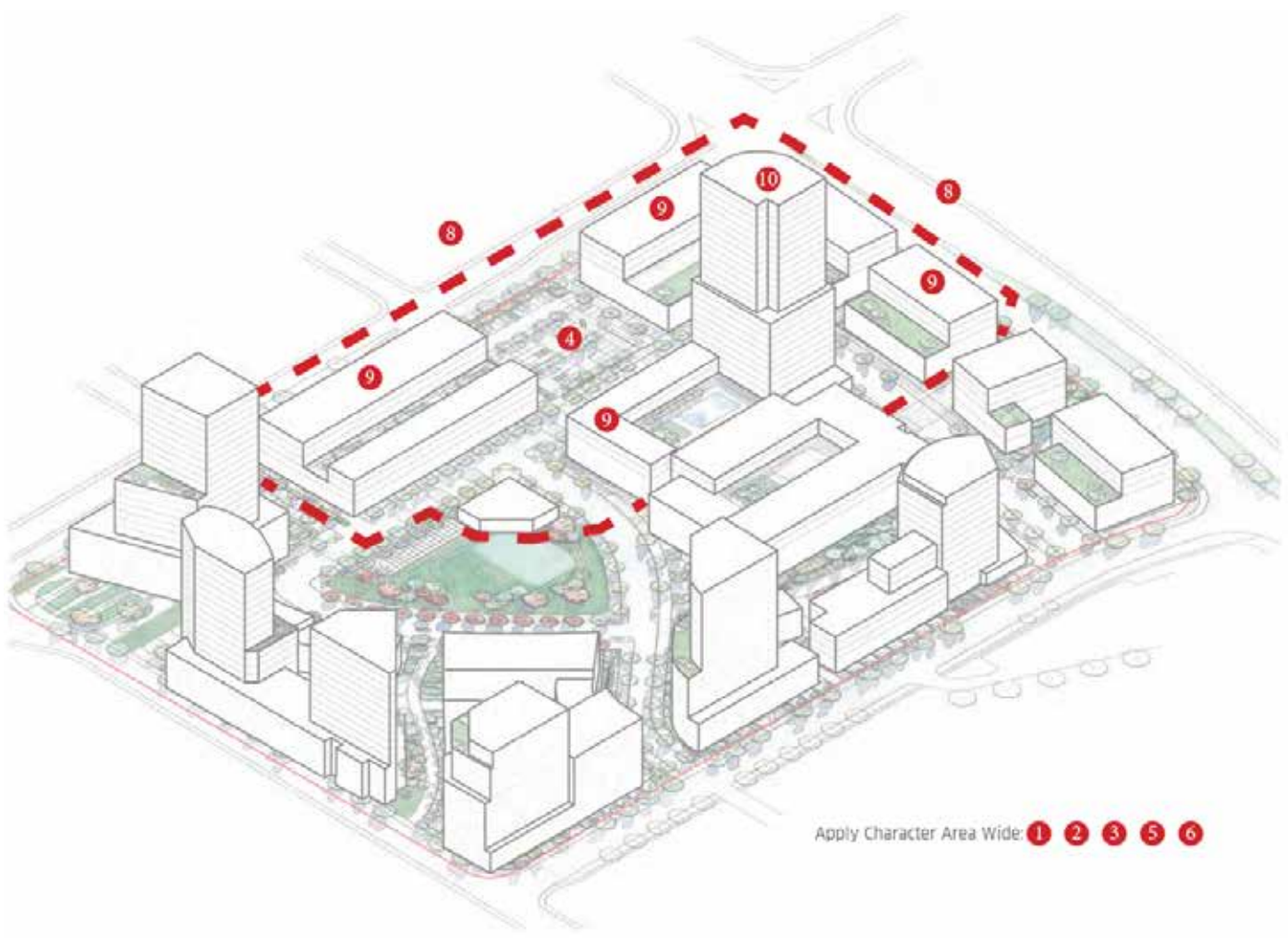
### BUILDING MASSING

10. Buildings up to 6 stories are anticipated in this character area. To create a strong streetwall condition, upper level step backs are not required on the north-side of the buildings, though buildings should incorporate some articulation or texture through the use of recessed patios, balconies, vertical articulation of the facade. Upper level step backs are encouraged on the south side of the building providing an opportunity for rooftop access and open space.
11. One “landmark” tower of up to 26 storeys may be located in this area. The tower should have a strong vertical expression at the upper levels to provide design interest and, given its visual prominence, should include a distinctive “crown”.

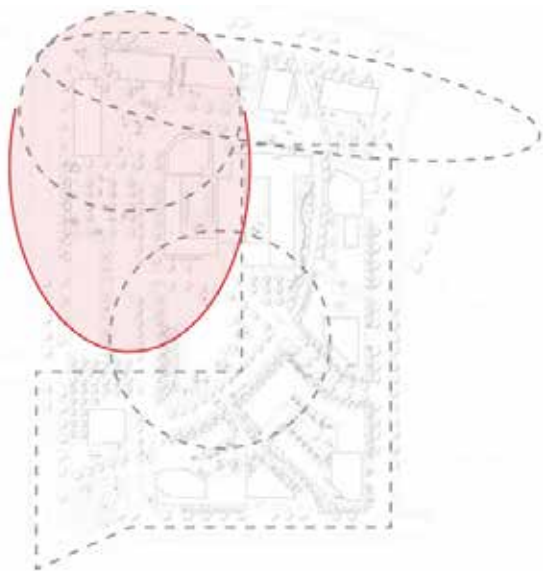
### LANDSCAPE

12. Continuous street tree planting shall be provided.

# 9.3 COMMERCIAL CORE



- 1 Continuous street tree planting and generous sidewalk space should characterize the public realm
- 2 Pedestrian safety measures shall be incorporated to contribute to ease of movement for all ages and abilities
- 3 Parking shall be located underground and driveway access shall be located off of an internal streets
- 5 Street level or second level units should include commercial uses such as retail or office
- 6 All buildings should emphasize a high level of transparency at ground level



The adjacent sketch indicates the general location of the "Commercial Core" area. The 3D view provides an illustrative example of where - based on this concept plan - the Commercial Core guidelines would apply. The actual boundary may vary by 20 to 30m.

*The "Commercial Core" character area is the primary location for commercial shops and services at the Capri Centre. Commercial units ranging in size from supermarket to small-scale retail may be accommodated. Residential uses will also be present in this character area but, given the emphasis of commercial uses at street level, will largely be located at upper levels only. A portion of this area overlaps with the "Transit-Oriented Commercial Focus" character area.*

## DESIGN GUIDELINES

### PUBLIC REALM

1. Continuous street tree planting and generous sidewalk space should characterize the public realm. To provide adequate space for sidewalk cafe seating, the outdoor display of commercial goods, and higher volumes of pedestrian traffic, trees may be planted in tree wells and grates rather than boulevards.
2. Sidewalk corner bulges, clearly demarcated crosswalks, and other pedestrian safety measures shall be incorporated to contribute to ease of movement for all ages and abilities.
3. Parking shall be located underground and driveway access shall be located off of an internal streets (not off of Harvey Road or Gordon Drive). Care should be taken to minimize the visual impact of parkade access points from the public realm.
4. Serving a large grocer, the inclusion of one surface parking lot is anticipated in this area. The surface parking lot shall be treed. The use of special materials such as concrete pavers (rather than asphalt) is encouraged. To facilitate the transformation of the space into a weekend or evening public market, electric outlets shall be prevalent.

### OCCUPANCIES

5. Street level or second level units should include commercial uses such as retail or office. An emphasis should be placed on providing retail rather than office at street level to a more interesting streetscape. Above level 2, buildings may include office or residential uses. For buildings located greater than 60m from Harvey Avenue, street level residential uses are acceptable.

### BUILDINGS' RELATIONSHIP TO THE STREET

6. All buildings should emphasize a high level of transparency at ground level achieved through extensive use of windows. Facades should incorporate - through articulation or change in materials - vertical delineation every 8m to 12m in order to facilitate the inclusion of small-scale retail tenants. Common residential entries should be lit and well-signed. Private residential entries (street level townhouses, for example) should

be 3 to 5m away from the sidewalk to allow for patio space or landscape area and 0.75m to 1.25 m above street level.

7. Weather protection shall be provided along the face of buildings where retail is present. This cover may take the form of fabric awnings or fixed, metal and glass canopies. The minimum width of weather protection should be 1.5 to 2.0 metres with a ground clearance of 2.75 metres to the underside of the structure.
8. Buildings should be oriented towards the street and be located no more than 5m from the street edge to frame the public space and, in particular, create a sense of enclosure around the "market square" and "central park."

### BUILDING MASSING

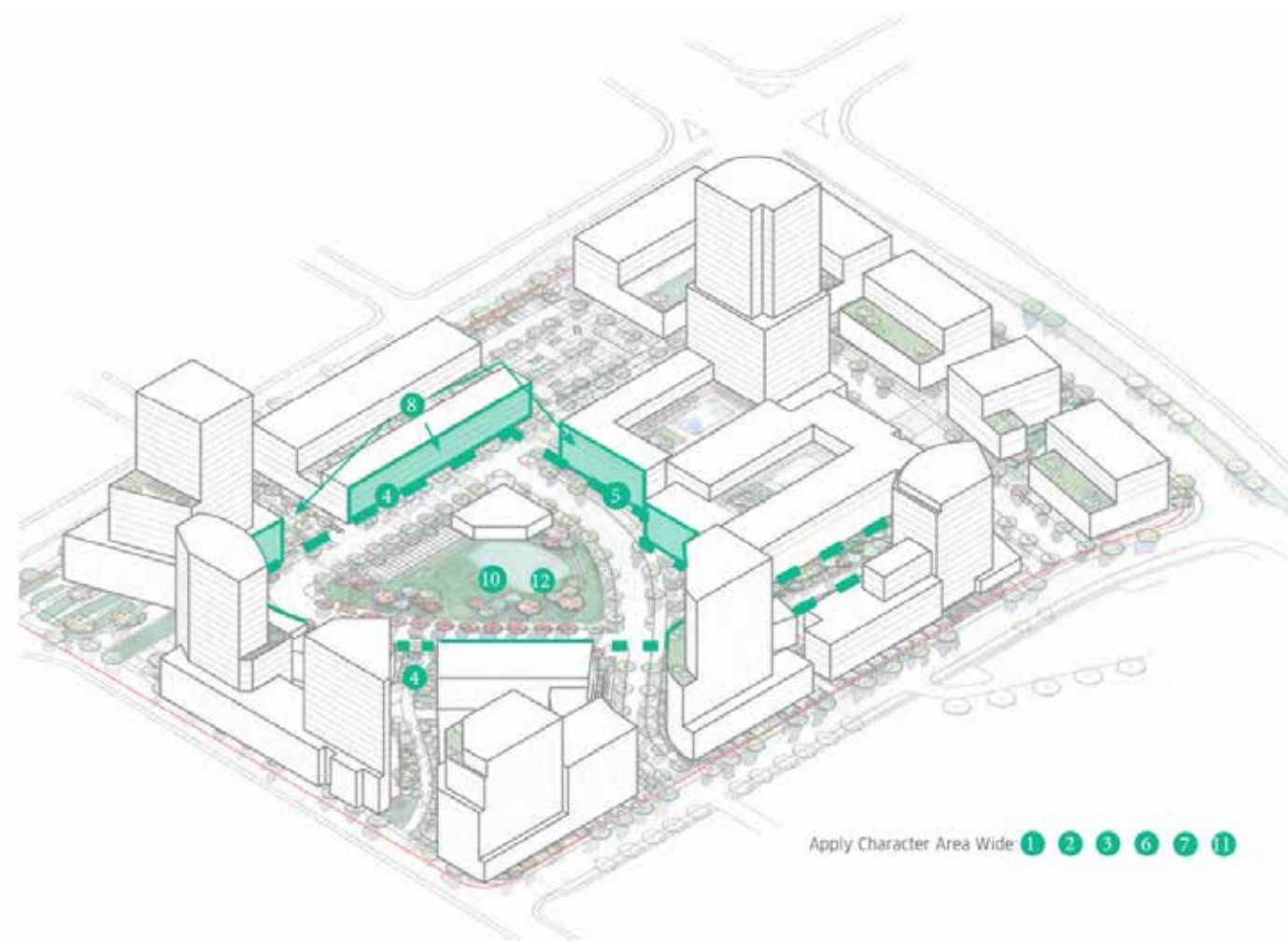
9. Buildings up to 6 stories are anticipated in this character area. To create a strong streetwall condition, upper level step backs are not required on the north-side of the buildings, though buildings should incorporate some of articulation or texture through the use of recessed patios, balconies, vertical articulation of the facade. Upper level step backs are encouraged on the south side of the building providing an opportunity for rooftop access and open space.
10. One "landmark" tower of up to 26 storeys may be located in this area, preferably in the overlap area with the "Transit-Oriented Commercial Focus." The tower should have a strong vertical expression at the upper levels to provide design interest and, given its visual prominence, should include a distinctive "crown". An additional tower - lower in height - may also be located in this character area away from Harvey Road.

### LANDSCAPE

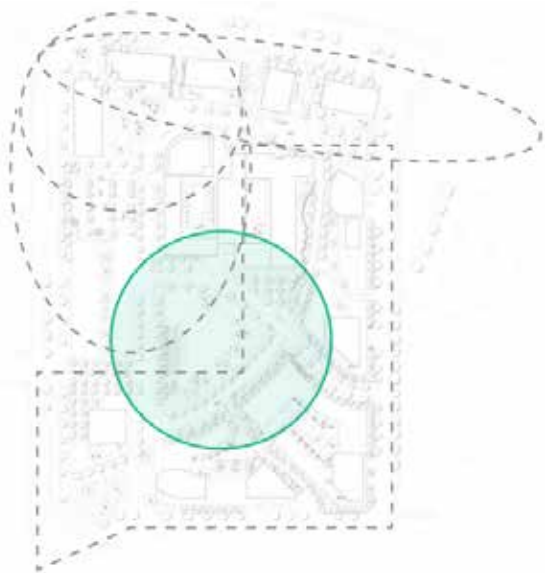
11. Landscape design in this area should recognize the high volumes of pedestrian circulation. A range of surface materials may be deployed to traffic calm areas internal to the site where pedestrian and vehicle movements occur in close proximity. Sight lines between Harvey Avenue and the interior portion of the site should be retained, if possible, through the use of low-level landscaping or columnar - as opposed to large canopy - trees.



# 9.4 CAPRI CENTRAL PARK



- 1 The public realm should be characterized by high quality and abundant landscape elements
- 2 Park space shall be designed to accommodate a variety of passive and active uses and give consideration to encouraging use at all times of year
- 3 Subtle contours or mounds may be introduced to provide dimension to the space and create informal seating or play spaces
- 6 The "Central Park" area is a neighbourhood scale public space to be used by both residents and visitors to the Capri Centre
- 7 The only building envisioned entirely within this area is a small scale commercial and / or community building
- 11 Drought tolerant species are encouraged



The adjacent sketch indicates the general location of the “Capri Central Park” area. The 3D view provides an illustrative example of where - based on this concept plan - the Capri Central Park guidelines would apply. The actual boundary may vary by 20 to 30m but should include the central park space, portions of the “Crescent” pedestrian linkage, and the front elevation of all podium elements of buildings that face onto the park.

*The “Capri Central Park” character area is the proposed approximate location for a community open space to be used for gatherings and public events at all times of the year.*

## DESIGN GUIDELINES

### PUBLIC REALM

1. The public realm should be characterized by high quality and abundant landscape elements included in the park and ample pedestrian access.
2. The park space shall be designed to accommodate a variety of passive and active uses and give consideration to encouraging use at all times of year. An outdoor ice rink (winter) that doubles as an amphitheater (summer) or performance space shall be constructed.
3. Though the site is currently relatively flat, subtle contours or mounds may be introduced to provide dimension to the space and create informal seating or play spaces.
4. The park shall be adjacent to the street on at least two sides to contribute to public access and high visibility.
5. A “Crescent” pedestrian linkage, incorporating similar landscape elements such as paving materials, street furnishing, and street trees, should extend from the Central Park north towards Harvey Avenue. Additional visual and pedestrian links will extend to nearby Capri Street, Sutherland Avenue, and Gordon Drive.

### OCCUPANCIES

6. The “Central Park” area is a neighbourhood scale public space to be used by both residents and visitors to the Capri Centre. As it is expected to be generally surrounded by residential uses, the inclusion of a small-scale commercial retail or community building is encouraged.

### BUILDINGS’ RELATIONSHIP TO THE STREET

7. The only building envisioned entirely within this area is a small scale commercial and / or community building. The primary orientation of the building shall be to the park space, though care should be taken to contribute to an interesting streetscape by minimizing the length of blank walls facing the streets and by providing a main entrance, well-lit and prominently addressed, towards one of the streets. Garbage and recycling facilities should be shared with a nearby building, if possible.
8. Residential buildings should be directly oriented to the park. This means that all ground level units should have direct access to the street. Balconies or Juliet balconies are strongly encouraged along all podium elements of buildings that face the park.

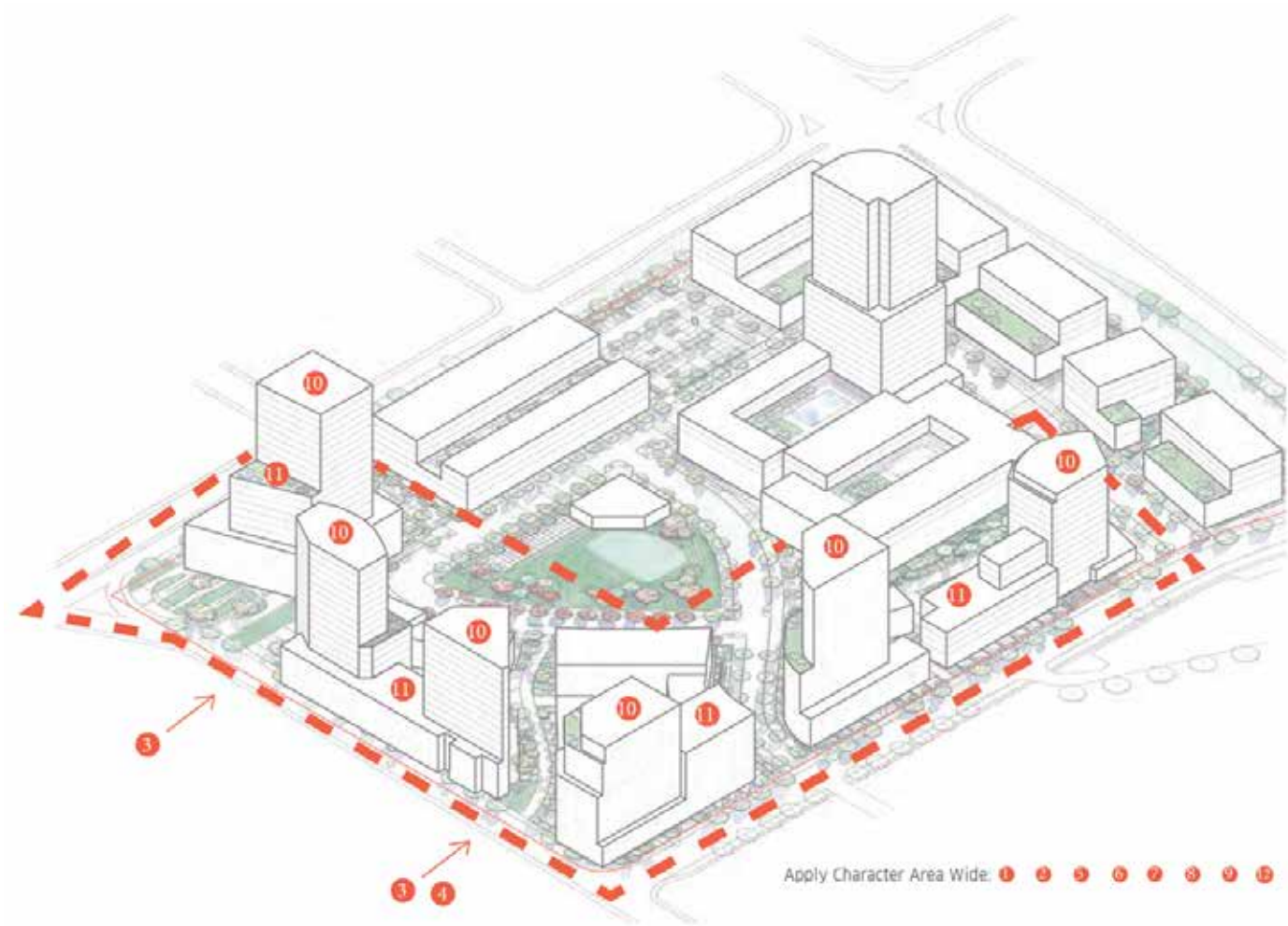
### BUILDING MASSING

9. The community building within the park shall be no higher than two stories. In a two storey building, a portion of the second storey should be reserved as an outdoor patio.

### LANDSCAPE

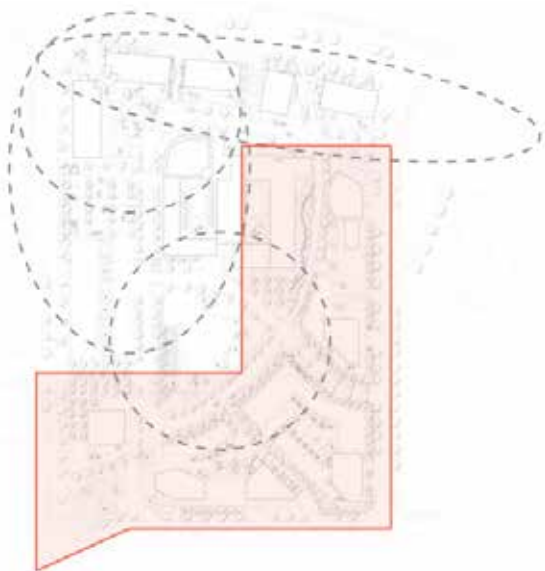
10. Landscape should reinforce the role of the central park as a neighbourhood gathering space expected to attract people year round. Seasonal interest shall be considered in plant selection including fruit trees and plants with showy fall foliage. A selection of evergreen plants or plants with winter interest (bold branch structure, striking bark, or winter berries) shall also be incorporated.
11. Drought tolerant species are encouraged.
12. Though some hard surface areas are expected to facilitate outdoor seating, event space, or the ice rink, the emphasis on the park space should be on lush landscaping.

# 9.5 RESIDENTIAL FOCUS



- 1 Continuous street tree planting and landscaped boulevards should characterize the public realm
- 2 Additional landscape areas between the sidewalk and building faces shall be provided
- 3 The majority of space in this area will be for residential uses
- 4 All buildings should emphasize a high level of transparency at ground level
- 5 Weather protection shall be provided along the face of buildings where retail is present
- 6 Buildings should be oriented towards the street
- 7 Smaller-scaled figurative elements shall be used at lower-levels to break up the massing of the building
- 8 Landscape design in this area should employ a narrow range of species in order to unify the character area as a whole
- 9
- 10
- 11
- 12





The adjacent sketch indicates the general location of the "Residential Focus" area. The 3D view provides an illustrative example of where - based on this concept plan - the Residential Focus guidelines would apply. The actual boundary may vary by 20 to 30m but is generally those portions of the Capri Centre flanking Sutherland Avenue and Capri Street but excluding those developments adjacent to Harvey Avenue.

*The "Residential Focus" character area is the primary location for residential-only development at the Capri Centre. In all cases commercial uses are permitted as part of a mixed-use development, but given the commercial focus at Gordon Drive and Harvey Avenue and the surrounding residential uses, this character area is envisioned as having a strong residential quality.*

## DESIGN GUIDELINES

### PUBLIC REALM

1. Continuous street tree planting and landscaped boulevards should characterize the public realm.
2. Additional landscape areas between the sidewalk and building faces shall be provided.
3. Through-block pedestrian connections from Sutherland Avenue and Capri Street should have clear sight lines and visual access into the internal areas of the Capri Neighbourhood, particularly towards the park.
4. Additional consideration should be given to incorporating bicycle infrastructure along Sutherland Avenue.

### OCCUPANCIES

5. The majority of space in this area will be for residential uses including street-level "townhouse" style housing and condominium use in podium and tower forms. Allowance for small-scale neighbourhood serving retail along Sutherland Avenue is acceptable.

### BUILDINGS' RELATIONSHIP TO THE STREET

6. All buildings should emphasize a high level of transparency at ground level achieved through extensive use of windows. Facades should incorporate- through articulation or change in materials- vertical delineation every 8m to 12m in order to facilitate the inclusion of small-scale retail tenants. Common residential entries should be lit and well-signed. Private residential (street level townhouses, for example) entries should be 3 to 5m away from the sidewalk to allow for patio space or landscape area and 0.75m to 1.25 m above street level.

7. Weather protection shall be provided along the face of buildings where retail is present. This cover may take the form of fabric awnings or fixed, metal and glass canopies. The minimum width of weather protection should be 1.5 to 2.0 metres with a ground clearance of 2.75 metres to the underside of the structure.
8. Buildings should be oriented towards the street and be located no more than 5m from the street edge to frame the public space and, in particular, create a sense of enclosure around the "market square" and "central park."

### BUILDING MASSING

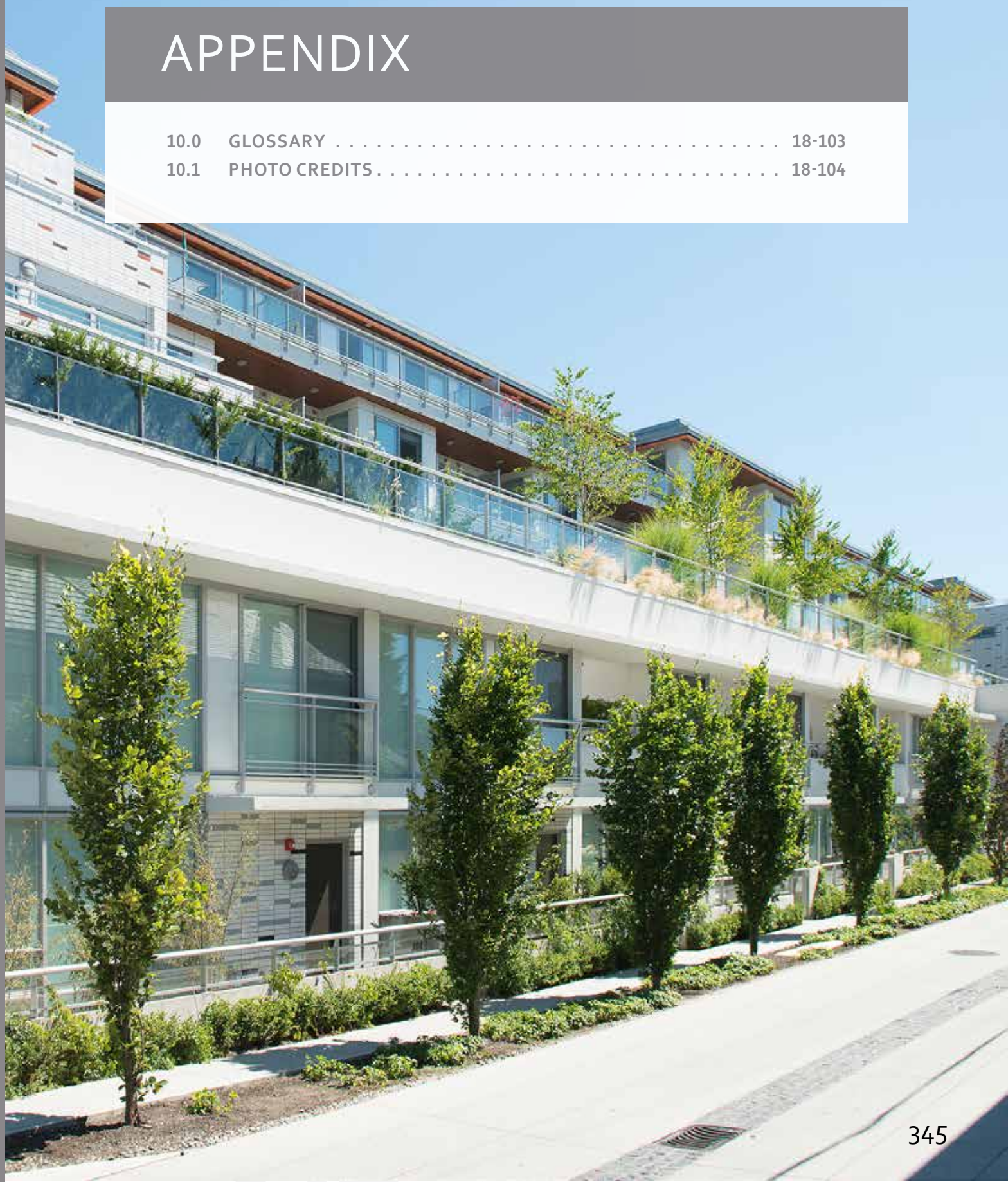
9. Smaller-scaled figurative elements shall be used at lower-levels to break up the massing of the building. Tower forms should have strong vertical elements to define upper levels and extensive glazing. Solar shading devices are acceptable.
10. Tower heights should range from 14 to 22 storeys while podium elements will range from 4 to 8 storeys.
11. Rooftop spaces of podium elements (less than 14 storeys) shall not be left bare but should be utilized as amenity space for residents of each building or should incorporate a green roof.

### LANDSCAPE

12. Landscape design in this area should employ a narrow range of species in order to unify the character area as a whole.

# APPENDIX

10.0	GLOSSARY . . . . .	18-103
10.1	PHOTO CREDITS . . . . .	18-104





**Active Uses**

Uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, and other social uses.

**Active Transportation**

Describes all human-powered forms of travel, such as walking, cycling, in-line skating, skateboarding, skiing, canoeing, and more.

**Building Envelope (Enclosure)**

The elements that make up the outer shell of a building that separate indoor from outdoor spaces. A building's envelope prevents or controls the entry of heat, water, air, noise, and light from entering or leaving.

**Cornice / Cornice Lines**

Horizontal decorative moldings that provides a definitive limit to a building element, for example over a door or window, or around the top edge of a pedestal.

**CPTED (Crime Prevention Through Environmental Design)**

Refers to a group of strategies and concepts (including the design of buildings and landscaping) intended to reduce the fear of crime and opportunities to commit crimes.

**Cupola**

A relatively small, often dome-like, protruding structure on top of a building's roof.

**Eyes on the Street**

Casual observation, from the street or from adjacent buildings, provided by people as they go about their daily activities.

**Facade Articulation**

Design elements, both horizontal and vertical, that help create an interesting and welcoming building elevation. These include building materials, special ground-floor design treatments, facade modulation, corner treatments, building setbacks for upper stories, and facade elements such as window treatments, building entries, and other architectural details.

**Façade**

The exterior of a building face.

**Fenestration**

The arrangement of windows and doors on the elevations of a building.

**Ground-oriented**

Buildings that have direct access to the street or ground level.

**Human Scale**

Human Scale refers to the use of architectural features, details, and site design elements that are human proportioned and clearly oriented towards pedestrian activity to allow people to feel comfortable using and approaching it.

**Private Open Space / Amenity Space**

An open area or place that is privately owned and exclusively occupied, usually attached to a private dwelling or unit. Some privately owned open space can be made available for the public to access and use (privately owned public space).

**Private Realm**

Spaces owned by a private person or group and kept for their exclusive use.

**Public Realm**

Spaces that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

**Street frontage**

Refers to where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.

**Street Wall**

The vertical elements of buildings that define the edges of public streets.

**Streetscape**

The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces, etc, that combine to form the street's character.

**Thermal Bridging**

The transfer of heat through materials and structures that interrupt the building's continuous insulation layer, causing heat to escape the interior of the building to the outside air. Thermal bridges lower overall building energy efficiency.

**Turret**

A small tower that projects vertically from the wall of a building.

**Universal Accessibility**

The ability of all users to safely negotiate spaces and is a key factor in ensuring the usability buildings and the public realm.

**WWR (Window to Wall Ratio)**

The percentage of a building's facade that is made up of glazing.



# 10.1

## PHOTO CREDITS

Figure 15: IBI Group

Figure 18: Zakhem Real Estate Group

Figure 19: Mosaic Homes

Figure 28: Weinstein A+U Architects

Figure 32: PWL

Figure 35: Holst Architecture

Figure 37: Hapa Collaborative

Figure 39: GBL Architects

Figure 40: Shift Architects

Figure 61: Westbrook Consulting

Figure 62: Westbrook Consulting

Figure 63: PWL

Figure 66: Holst Architecture

Figure 69: Chandler Associates Architecture

Figure 70: Tourism Victoria

Figure 71: Office McFarlane Biggar

Figure 73: Westbrook Consulting

Figure 75: MMA Architectural Systems





## CATEGORY

Section 488(1)(e) of the Local Government Act allows for the establishment for the form and character of intensive residential development.

## PROPERTIES AFFECTED

Unless exempted (see Exemptions Section below) a development permit addressing design guidelines (see Guidelines Section below) must be approved for all properties with a portion of the lot having slopes greater than 20% and thus located within a Hillside Development Permit Area.

- Construction of, addition to, or alteration of a building or structure; and
- Subdivision of land.

## JUSTIFICATION

Many of the remaining undeveloped residential lands in Kelowna are on steep slopes and hillsides. Conventional single family residential developments located on hillsides are typically very disruptive on steep slopes. For this reason, intensive residential development leaving a significant portion of the land in a relatively undisturbed state is endorsed. All development in hillside areas with slopes 20% and greater will be reviewed for form and character to ensure preservation of significant natural features, consideration of visual impacts, and good urban design.

## OBJECTIVES

- Promote development that respects the terrain, vegetation, drainage courses and constraints related to the hillside environment of the site;
- Promote the siting of buildings and designs that are compatible with the steep slope context;
- Minimize visual impact on the hillside through appropriate siting, finishes, materials and colours;
- Preserve the natural, hillside character and avoid scarring;
- Ensure compatibility with existing neighbourhood or streetscape; and
- Promote a high standard of design, construction and landscaping.
- Ensure road design and anticipated use (e.g. parking) provides for a safe environment and ease of on-going maintenance.

## EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- Construction of a new building that does not substantially alter the approved lot grading plan endorsed at the time of subdivision or Hazardous Condition Development Permit (DP) issuance; or
- Development on a property with slopes of 20% or greater occupying less than 50% of the lot area and where the proposed building envelope is outside of this steep sloped area; or
- Where the only activity being proposed is construction of retaining wall(s), and where such would not have a negative visual impact on the public realm and meets the 'Landscaping and Retaining Walls Design Guidelines' as referenced in this chapter; or

- Construction which is limited to the addition, replacement or alteration of doors, windows, building trim, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions; or
- Interior/exterior building alterations that do not expand the existing building foundation; or
- An alteration to a building that doesn't require the issuance of a building permit; or
- Construction, addition or alteration not to exceed 30 sq. m (323 sq. ft) for a single storey accessory structure (4.5 m in height) is proposed and where no variance(s) of the Zoning Bylaw are required; or
- Construction, addition or alteration not to exceed 45 sq. m (484 sq. ft) for a single storey building (4.5 m in height) where the building is non-habitable space and where no variance(s) of the Zoning Bylaw are required; or
- The addition of a second dwelling attached to a principal dwelling, provided construction of the new addition does not exceed 30 sq. m (323 sq. ft); or
- Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location; or
- A technical subdivision for lot consolidation or road widening. Note: The advice of a coordinating professional will be considered in determining qualification for an exemption.

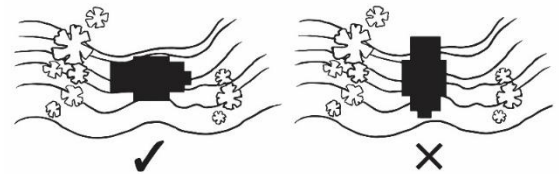
## GUIDELINES

The following guidelines may be applied when setting Development Permit conditions:

### 1.0 Context Considerations

- 1.1 Orient buildings on the site to complement the natural topography (i.e., the greatest horizontal dimension is parallel with, not perpendicular to, the natural contour of the land);
- 1.2 Incorporate alternative development opportunities (i.e., cluster housing, unique building envelope arrangements, and multiple lots with shared access), where appropriate, to minimize visual impact and preserve natural character of the hillside;
- 1.3 Set buildings into the hillside and step up or down the slope to mimic the natural topography;
- 1.4 Avoid placing tall buildings at high points on the site or in highly visible areas;
- 1.5 Design and locate buildings so the hillside landscape rather than the sky serves as a backdrop;
- 1.6 Retain or enhance significant natural features and landforms, including ridgelines;
- 1.7 Create or optimize view corridors with staggered lots, the strategic placement of roads, sensitive lot grading, appropriate landscaping, etc.;
- 1.8 Position buildings to preserve and enhance sightlines to and from significant view points;

**Figure 19.1: Orient buildings to complement the natural topography**



**Figure 19.2: Step buildings up or down the slope**



**Figure 19.3: Set buildings into the hillside**



- 1.9 Ensure any structures, building faces, street or building lighting do not dominate the landscape.

## 2.0 Site Design

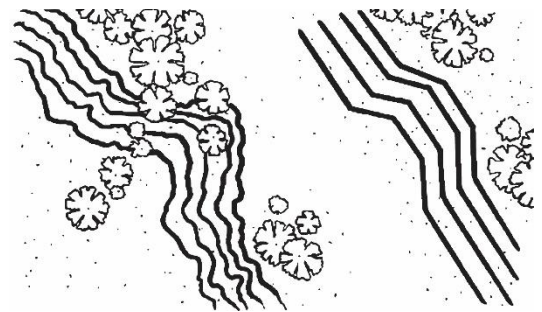
- 2.1 Preserve any slopes greater than 30% as undisturbed unless roads are required to access developments;
- 2.2 Restrict on-street parking where alternative road standards allow for narrow roads. Parking pads off the travel surface may be supported.
- 2.3 Minimize cut and fill excavation to preserve the natural topography of the hillside. Necessary cuts and fills should be balanced to reduce trucking costs;
- 2.4 Minimize the visual impact of grading by incorporating the majority of cut and fill within the building envelope to avoid visual scarring;
- 2.5 Design ground floor elevations and heights to be sensitive to adjacent properties and neighbouring sightlines;
- 2.6 Locate house and design driveway to minimize length and/or visual dominance of the driveway and associated grading;
- 2.7 Ensure that altered slopes appear natural with varied contours and vegetation, avoiding sharp angles.

## 3.0 Landscaping and Retaining Walls

- 3.1 Incorporate landscaping that is natural and blends in with any existing vegetation minimizing large areas of formal landscaping;
- 3.2 Preserve existing plant materials of significant size or relocate within the site;
- 3.3 Incorporate landscaping that enhances building design and architectural elements;
- 3.4 Revegetate any unavoidable cut and fill along ridgelines with natural landscaping;
- 3.5 Minimize the impact of development by screening structures through effective use of landscaping materials;
- 3.6 Incorporate retaining walls utilizing native building materials (i.e., earth berms, rock forms, or stone) to minimize the visual impact of cuts;



**Figure 19.4: Design manufactured slopes to appear natural**



**Figure 19.5: Terrace retaining walls to reduce cut and fill and minimize height**



**Figure 19.6: Roof forms broken into smaller components to reflect natural topography**

- 3.7 Minimize fence and retaining wall height and length. Stepped or terraced walls with landscaping are encouraged for areas where steep cuts are required.

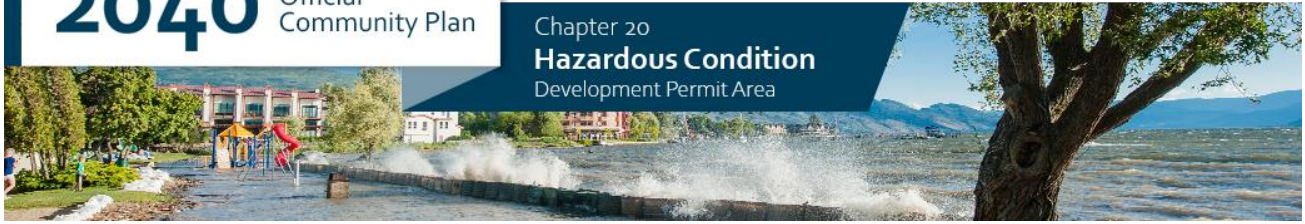
#### **4.0 Building Aesthetics**

- 4.1 Incorporate building masses that reinforce the sensitivity of the natural topography;
- 4.2 Design buildings that are compatible with the neighbourhood in terms of proportion, size, mass and height.

#### **5.0 Commercial or Multiple Unit Hillside Residential Development**

- 5.1 Incorporate required parking into the natural landscape minimizing the requirement for lot grading (i.e., avoid large, flat parking areas);
- 5.2 Design buildings with variable floor and roofline elevations and architectural treatment to achieve height variation;
- 5.3 Stagger siting of buildings and screen with mature vegetation to minimize the “wall effect”;
- 5.4 The slope of the roof should be oriented in the same direction as the natural slope of the lot.





A. Hazardous Condition DP

- Category
- Properties affected
- Justification
- Objectives
- Exemptions
- Guidelines

B. Wildfire DP

- Category
- Properties affected
- Justification
- Objectives
- Exemptions
- Guidelines



## A. Hazardous Condition DP

### CATEGORY

Sec. 488 (1) (b) of the *Local Government Act* allows for the protection of development from hazardous conditions.

### PROPERTIES AFFECTED

Unless exempted (see Exemptions Section below) a Development Permit addressing hazardous condition guidelines (see Guidelines Section below) must be approved for those properties as shown as Hazardous Condition Development Permit Areas (DPA) on Map 20.1 before:

- Subdivision of land;
- Alteration of land, including but not limited to clearing, grading, blasting, preparation for or construction of services, roads and trails; and/or,
- Construction of, addition to, or alteration of a building or structure.

*(Note that areas shown on Map 20.1 are approximate depictions of these DPAs; the exact boundaries of a DPA may need to be determined on a site-specific basis prior to development occurring in these locations.)*

### JUSTIFICATION

Hazardous conditions including, but not limited to, flooding, mud flows, debris torrents, bank instability, erosion, groundwater seepage, land slip, rock falls, subsidence, or avalanche may in some cases be abated by using appropriate precautionary measures as part of site and building design, construction, and long-term maintenance. Flood hazard is currently limited to the Mill Creek floodplain, until detailed work identifying floodplain limits on other watercourses is completed.

### OBJECTIVES

The objectives of requiring Hazardous Condition Development Permits are to:

- Minimize the risk to people and property from natural hazards;
- Manage development and construction practices in natural hazard areas to protect structures from damage; and
- Provide stable and accessible building sites.

### EXEMPTIONS

A Hazardous Condition Development Permit will not be required when:

- The proposed development will not be impacted by the identified hazardous condition(s). For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report on the development and hazardous condition, prepared by a qualified professional, registered in British Columbia; or
- A restrictive covenant is in place which effectively mitigates the hazardous condition(s) on the property and saves harmless the City of Kelowna. For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report on the development and hazardous condition, prepared by a qualified professional, registered in British Columbia; or
- The only activity being proposed onsite relates to the removal of hazardous tree(s). For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report prepared by a certified forestry professional registered in British Columbia holding either a) Wildlife/Danger Tree Assessor qualifications; or b) Tree Risk Assessment Qualifications (TRAQ); or
- The trigger for a Development Permit is a building permit and where the only hazard on the site is flooding and where the minimum floor elevation meets the requirements of the Mill Creek Floodplain Bylaw; or
- The actions and activities are necessary to prevent immediate threats to life or property; or

- The activity proposed on the site relates solely to normal farm practices in accordance with the Farm Practices Protection Act and the landowner follows other regulations listed in the Act; or
- Construction which is limited to the addition, replacement or alteration of doors, windows, building trim, or roofs, and would have no impact on the form and character of the building and would not impact the existing landscaping or access provisions; or
- Interior/exterior building alterations that do not expand the existing building foundation; or
- Construction, addition or alteration not exceeding 30m<sup>2</sup> (323 ft<sup>2</sup>) where no variance(s) of the Zoning Bylaw is (are) required and that are not within the setback of the hazard; exclusive of properties within the Mill Creek Floodplain; or
- Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location; exclusive of properties within the Mill Creek Floodplain; or
- A technical subdivision for lot consolidation.

## GUIDELINES

The general guidelines for issuing Development Permits in a Hazardous Condition Development Permit Areas are below; however, not all guidelines will be applicable to all developments. Typically, an assessment report which has been prepared by a professional qualified in the relevant discipline and licensed to practice in British Columbia will be required. Where a report has been accepted by the City of Kelowna, recommendations will be used to establish conditions for the Development Permit. Care will need to be taken to ensure that guidelines intended to mitigate hazardous conditions are implemented in a manner sensitive to the environmental protection and preservation guidelines as outlined in Chapter 21 Natural Environment Development Permit Guidelines.

### 1. General

- 1.1. Do not excavate, fill, place, erect or construct any building or permanent structure in areas subject to hazardous conditions.
- 1.2. Site buildings and structures in accordance with setbacks determined by the City or a geotechnical report by a qualified professional.
- 1.3. Register Section 219 restrictive covenants for areas that have been identified as hazardous, when required.
- 1.4. Prohibit habitable buildings on hazardous condition lands where future danger cannot or should not be mitigated.
- 1.5. Require that the long-term **factor of safety** exceeds 1.5 for modified slopes.
- 1.6. Vegetation
  - Maintain existing vegetation to absorb water, minimize erosion and protect the slope. Protect environmentally significant features, such as wildlife trees or rare habitats, in accordance with *Chapter 21 Natural Environment Development Permit Guidelines*.
  - Avoid encroaching into the critical root zones of those trees being retained.
  - Revegetate disturbed slopes where gullied or bare soil is exposed as per a qualified professional's report. Use species that are:
    - Indigenous to the Okanagan Valley;
    - Pest-resistant;
    - Drought-tolerant;
    - BC FireSmart®;
    - Compatible with urban development; and
    - Adapted to the specific site conditions today (soil type, sun, shade, moisture) and for a changing climate.
- 1.7. Retaining walls
  - Where possible, design the site to avoid the need for retaining walls.

- When necessary, design retaining walls by a qualified professional to meet Version 1.0 of the Engineers & GeoScientists of British Columbia Civil and Transportation Infrastructure Retaining Wall Design Professional Practice Guidelines (November, 2019), as amended, and respect the natural character of the site.
- 2. Steep Slope Hazards**
    - 2.1. Design the development to minimize any alterations to the steep slope and to reflect the site rather than altering the site to reflect the development
    - 2.2. For those applicable properties, design and build in accordance with *Chapter 19: Hillside Development Permit Area* to avoid disturbance of steep slopes and hazardous condition areas.
    - 2.3. Preserve areas with natural slopes of 30 per cent or more as natural open space.
    - 2.4. Construct accesses such as footpaths and stairways to minimize slope disturbance.
    - 2.5. Avoid placing fill, excavated material, sand or soil near the top of slope.
    - 2.6. Design any structural mitigation measures by a qualified professional.
  - 3. Rock fall, debris flow and landslide hazards**
    - 3.1. Develop the site according to geohazard mitigation recommendations by a qualified professional for rock fall, debris flow and landslide hazards on the subject, adjacent and any other potentially affected properties.
  - 4. Ridgelines, cliffs or ravines hazards**
    - 4.1. Set back development a minimum of 10 metres from the top of ridgelines, cliffs or ravines. Variation of the setback may be considered if a geotechnical review by a qualified professional can justify a reduced setback.
  - 5. Flood hazards**
    - 5.1. Require that all new construction or renewal within the Mill Creek Flood Plain, meet the minimum flood elevation and conditions specified in the Mill Creek Flood Plain Bylaw.
    - 5.2. Where possible, reduce the flood hazard to existing permanent structures on the property by raising the habitable space to flood construction levels.
    - 5.3. Maintain and/or restore vegetation within the required riparian management area setback to minimize erosion in accordance with the applicable guidelines for Watercourses and Riparian Areas as outlined in *Chapter 21 Natural Environment Development Permit Guidelines*.



## B. Wildfire DP

### CATEGORY

Sec. 488(1)(b) of the *Local Government Act* allows for the protection of development from hazardous conditions.

### PROPERTIES AFFECTED

Unless exempted (see Exemptions Section below) a development permit addressing wildfire guidelines (see Guidelines Section below) must be approved for those properties shown as Wildfire DP areas on Map 20.2 before:

- Subdivision of land; or
- Multi-family, commercial, institutional and industrial development.

*(Note that areas shown on Map 20.2 are approximate depictions of these DPAs; the exact boundaries of a DPA may need to be determined on a site-specific basis prior to development occurring in these locations.)*

### JUSTIFICATION

Wildfires are a natural part of Kelowna's wildland ecosystems. Development in Wildfire DP Areas is a risk as wildfire can spread quickly from forests and grassed slopes to homes. The intent of the Wildfire DP Guidelines is to ensure that all new development is resilient to catastrophic wildfire hazardous fuel conditions through abatement. Using appropriate precautionary measures as part of site and building design, construction, landscaping and long-term maintenance can help minimize risk to property and people from wildfire hazards.

### OBJECTIVES

The objectives of requiring Hazardous Condition Development Permits for Wildfire are to:

- Mitigate the risk to property and people from wildfire hazards;
- Minimize the risk of fire to the City's wildland areas; and
- Promote activities to reduce wildfire hazards while addressing environmental issues.

### EXEMPTIONS

A Hazardous Condition Development Permit addressing Wildfire will not be required if the development consists of the following:

- Construction of a single family dwelling on an existing lot; or
- Addition or alteration to an existing single family dwelling; or
- For multi-family, commercial, institutional, industrial
  - Construction which is limited to the addition, replacement or alteration of doors, windows, building trim, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions; or
  - Interior/exterior building alterations that do not expand the existing building foundation; or
  - Construction, addition, or alteration not exceeding 30m<sup>2</sup> (323 ft<sup>2</sup>) where no variance(s) of the Zoning Bylaw is (are) required; or
  - Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.
- The proposed development will not be impacted by the identified hazardous condition(s). For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report on the development and the hazardous condition, prepared by a qualified professional, registered in British Columbia; or
- A restrictive covenant is in place which effectively mitigates the hazardous condition(s) and saves harmless the City of Kelowna. For the City to determine whether the proposed development qualifies for

this exemption, applicants may be required to provide a report on the development and hazardous condition, prepared by a qualified professional, registered in British Columbia; or

- The only activity being proposed onsite relates to the removal of hazardous tree(s). For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report prepared by a forestry professional registered in British Columbia holding either: a) Wildlife/Danger Tree Assessor qualifications; or b) Tree Risk Assessment Qualifications (TRAQ); or
- Actions and activities are necessary to prevent immediate threats to life or property; or
- The activity proposed on the site relates solely to normal farm practices in accordance with the Farm Practices Protection Act and the landowner follows other regulations listed in the Act; or
- A technical subdivision for lot consolidation or road widening.

## **GUIDELINES**

### **1. Alternatives**

- 1.1. Where a Registered Professional Forester, Registered Forest Technician or Registered Professional Engineer qualified by training or experience in wildland fire protection, has undertaken an assessment and determined the fire hazard to be low provided specific conditions are met, the requirements noted in sections 2.0 through 4.0 may be relaxed. Any relaxation of guidelines requires that provisions are in place to ensure that development is carried out in accordance with the conditions noted in the professional's assessment.
- 1.2. Proposed deviations from the guidelines outlined in sections 2.0 through 4.0 can be submitted to the City as an alternative solution and will be considered if the applicant can verify that the expected level of performance meets or exceeds the level of fire safety conferred by the below measures

### **2. General**

Design and construct subdivisions, multi-family residential, commercial, industrial and institutional developments located within the boundaries of the Wildfire DP area in accordance with the following key objectives and guidelines.

- 2.1. Provide access in areas of the community that are considered isolated and that have inadequate developed access for evacuation and fire control.
- 2.2. Where wildland areas abut new subdivisions, consider placing roadways and/or trails adjacent to the wildland areas. These roads and or trails improve access to the interface for emergency vehicles and provide a fuel break between the wildland and the subdivision;
- 2.3. Design subdivisions so building sites are located on the flattest areas of the property. Avoid gullies or draws that accumulate fuel and funnel winds.
- 2.4. For wildland areas to be transferred to the City, mitigate fire hazards, through wildfire fuel modification, to a level deemed acceptable by a qualified professional in a wildfire hazard assessment prior to the transfer.
- 2.5. If deemed necessary by the qualified professional for the purpose of reducing wildfire risk, create a defensible space of at least 10 metres between development and the top of ridgelines, cliffs, ravines or slopes, with the goal of reducing risks from approaching wildfire.
- 2.6. Reduce wildfire hazards in a way that restores the natural environment. Typical methods include thinning and spacing trees and vegetation, removal of debris and dead material from the ground, and removal of lower tree branches to a minimum height of 2.5 meters.
- 2.7. Register a restrictive covenant for areas that have been identified as hazardous when required.

### **3. Buildings**

For subdivisions, register the following provisions either as part of a registered building scheme or a restrictive covenant. For multi-family, commercial, industrial, institutional developments and associated accessory buildings greater than 30 m<sup>2</sup>, design and construct the building to meet the following provisions.

3.1. Roofing Materials

- Use a fire resistant or fire-retardant roofing materials as referenced in the current BC Building Code, as amended.
- Screen or close gutters to prevent the accumulation of leaves or needles.

3.2. Exterior Cladding

- Use fire resistant materials for cladding of exterior surfaces. Untreated wood and vinyl siding are not permitted. Wood trim and architectural features are exempt from this requirement..
- Skirt manufactured homes with a fire-resistant material.

3.3. Overhanging Projections

- Use heavy timber construction as defined in the BC Building Code for structural components (post & beam) of decks, balconies and porches. Alternatively, clad the structural components with fire resistant material.
- Sheath balconies, decks, and porches (no exposed joists) with fire-resistant materials.

3.4. Exterior Doors and Windows

- Use double paned or tempered exterior windows and glazing.
- Use exterior doors and garage doors constructed of non-combustible materials.

3.5. Eaves, Soffits, and Vents

- Close eaves and soffits so no joists are exposed.
- Cover ventilation openings in exterior walls, roofs, eaves, and soffits with non-combustible corrosion-resistant panels with openings no larger than 3 mm. Wall-mounted exterior vents are exempt from having wire mesh with 3 mm openings if vents with mobile flaps are used (subject to venting requirements in the BC Building Code).

3.6. Chimneys

- Construct chimneys for wood burning fire appliances with spark arrestors made of 12 gauge (or better) welded or woven wire mesh, with openings not exceeding 12 mm.

**4. Landscaping**

4.1. Address the following landscaping modifications prior to issuance of the development permit to 30 metres (Priority Zones 1 and 2) from anticipated building sites as illustrated in Figure 1. Where hazard levels are assessed as being high or greater, fuel management should also be undertaken to 100 metres (Priority Zone 3) from the anticipated building site or to the edge of the property.

- Thin the canopy and understory and prune lower branches to create an environment that reduces the risk of a crown fire as per a fuel management prescription developed by a registered forest professional;
- Space and maintain trees so that canopy spacing is a minimum of 3 metres;
- Remove dead and dying trees unless suitable specimens have been converted into wildlife trees as assessed by a forest professional with Wildlife Danger Tree qualifications; and
- Use alternatives to burning, or an approved burning method such as pit, trench or air curtain burning to remove hazardous woody debris from wildfire fuel treatments.



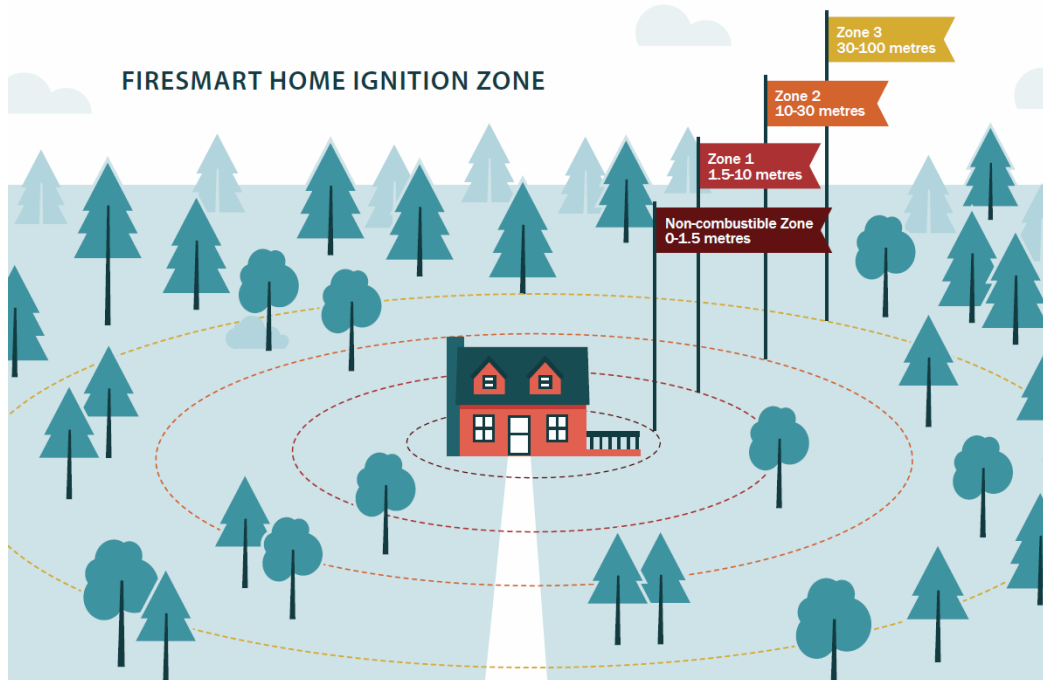





Figure 20.1: Diagram illustrating the fire priority zones around a building location  
Source: Province of BC, FireSmart® Begins at Home Manual

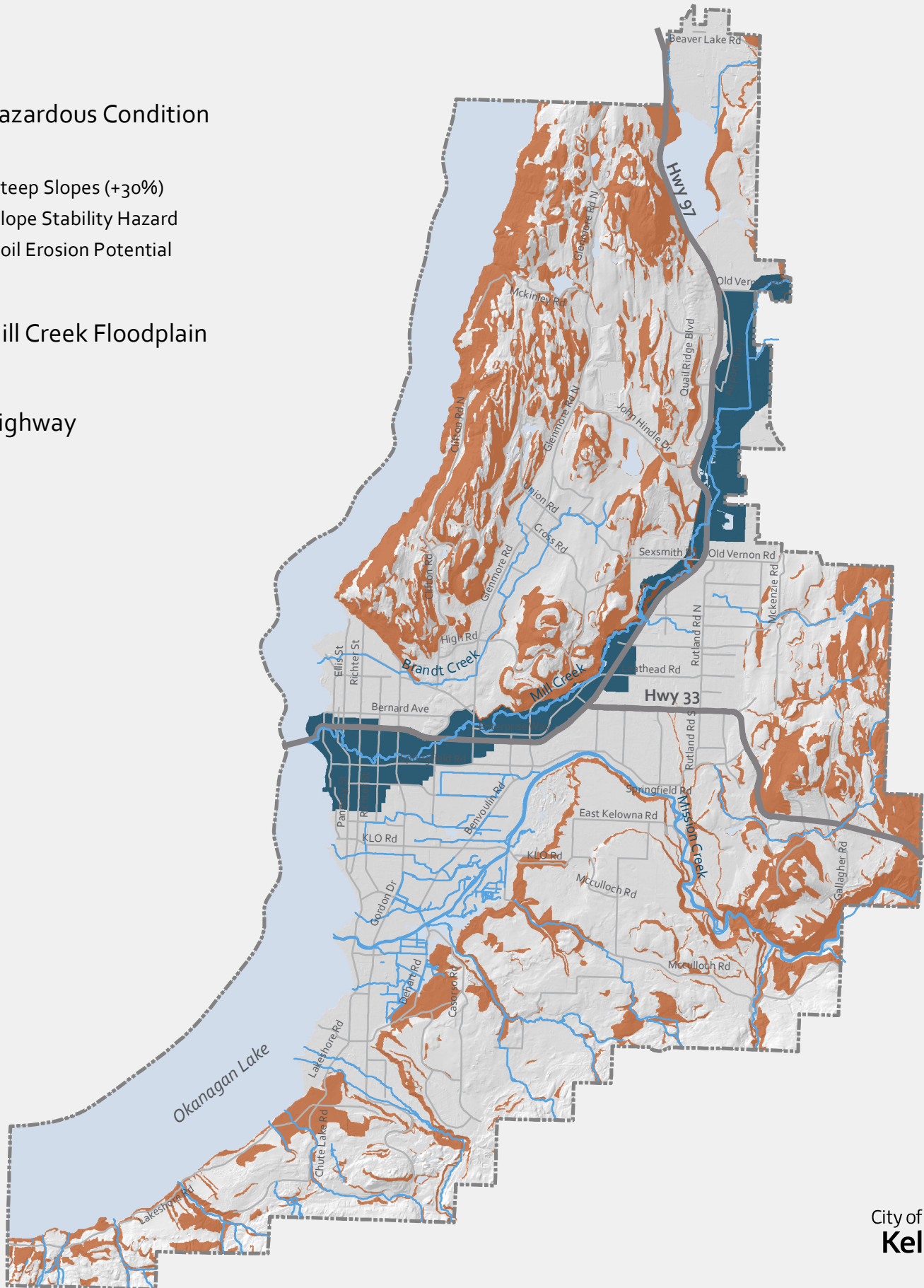
- 4.2. For subdivisions, register the following landscaping provisions either as part of a registered building scheme or a restrictive covenant to support ongoing mitigation of risks. For multi-family, commercial, industrial, institutional developments and associated accessory buildings greater than 30 m<sup>2</sup> ensure the following are considered as part of landscape design and maintenance. These provisions apply to the area on a property within 10 metres (Priority Zone 1) of the dwelling units as illustrated in Figure 20.1.
- Landscape using the City of Kelowna's FireSmart® Landscaping Guidelines.
  - Ensure there are no trees, limbs or shrubs overhanging roofs or growing under the eaves of buildings.
  - Space and maintain trees to achieve a minimum 3 metre canopy spacing.
  - Remove ladder fuels by pruning coniferous trees so that there are no branches to a height of 2.5 metres (up to three whorls of live branches may be left on smaller trees); and
  - Maintain hedges below a height of 2.0 m (juniper and cedar hedges are prohibited).
  - Construct fences with non-combustible fencing materials.
  - Keep piled debris (firewood, building materials, and other combustible material) out of Fire Priority Zone 1; and
  - Remove (at least annually) surface litter, downed trees and dead and dying trees.



 Hazardous Condition

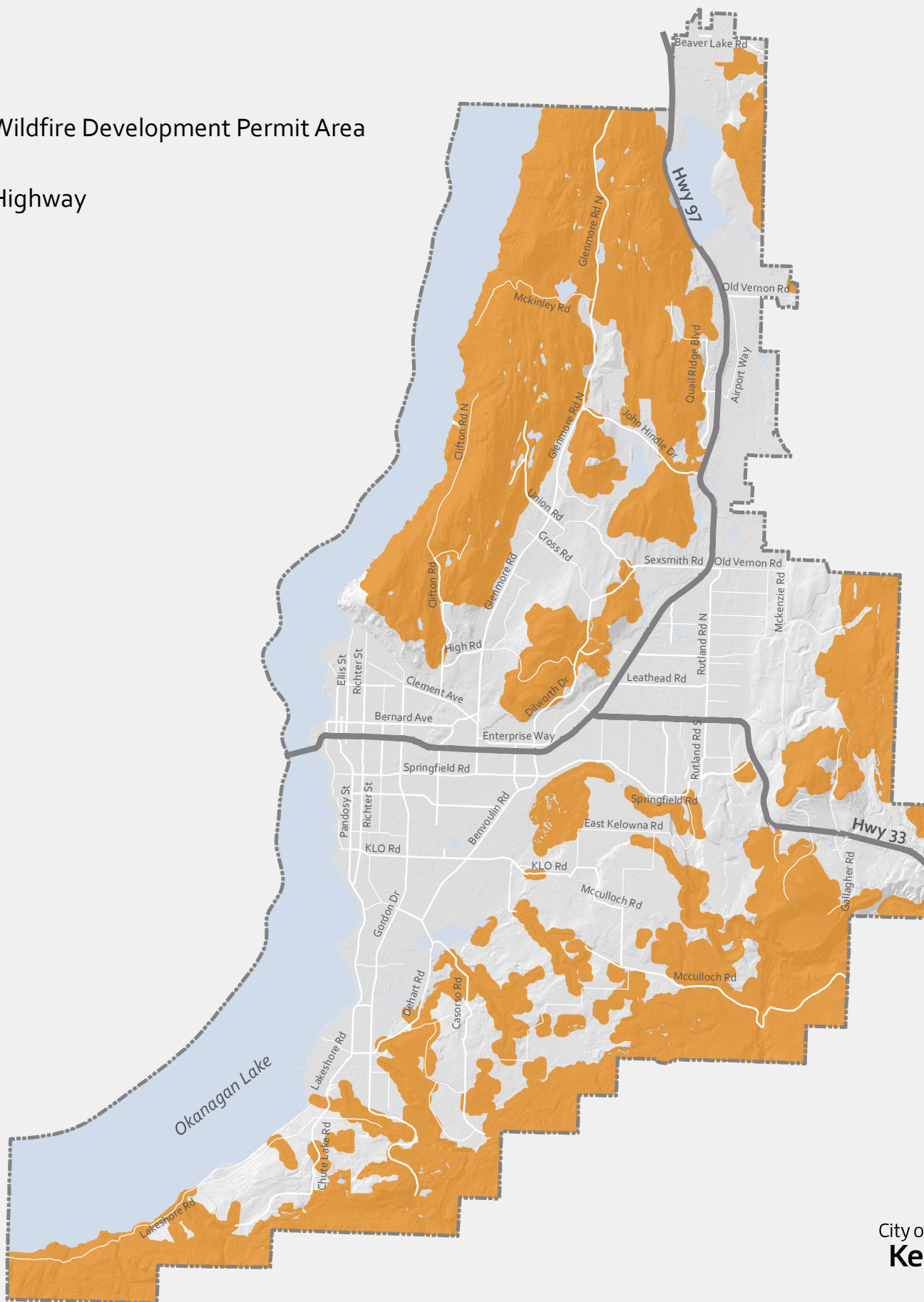
- Steep Slopes (+30%)
- Slope Stability Hazard
- Soil Erosion Potential

 Mill Creek Floodplain

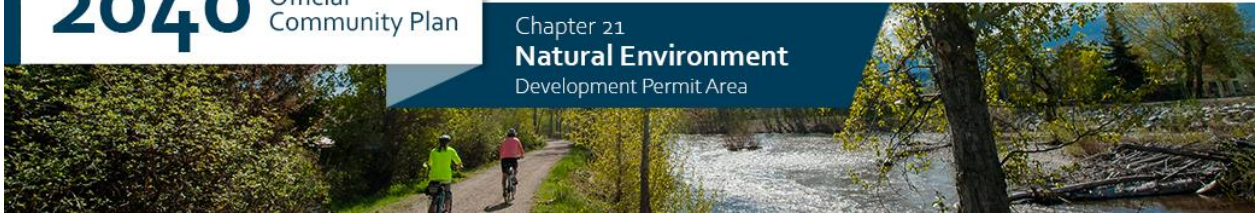
 Highway



-  Wildfire Development Permit Area
-  Highway







## CATEGORY

Sec. 488 (1)(a) of the *Local Government Act* allows for the protection of the natural environment, its ecosystems and biological diversity.

## PROPERTIES AFFECTED

Unless exempted (See Exemptions Section below) a development permit addressing natural environment guidelines (see Guidelines Section below) must be approved for those properties shown as Natural Environment Development Permit Areas (DPA) on Map 21.1 before:

- Subdivision of land;
- Alteration of land, including but not limited to clearing, grading, blasting, preparation or construction of services, roads and trails;
- Drilling a well for consumptive or geothermal purposes; and/or
- Construction of, addition to, or alteration of a building or structure.

## JUSTIFICATION

There are many environmentally sensitive and groundwater resources within the City of Kelowna that have high intrinsic value and are therefore important to the City and its citizens. These areas have been designated as Natural Environment DPAs. The City of Kelowna uses this authority to require development permits for proposals that may impact the environment, ground and surface water, or other natural conditions. The DPA designation for protection of the natural environment is intended to complement federal and/or provincial acts and regulations.

Aquatic ecosystems encompass watercourses of all types including creeks, streams, rivers, ponds, lakes, wetlands, and springs, as well as associated **riparian management areas**, which are areas of land and vegetation adjacent to watercourses that help maintain healthy aquatic environments. These ecosystems have been identified through inventories commissioned by the City and through partnerships with provincial and federal initiatives. Sensitive aquatic ecosystems are designated as Natural Environment DPA's because of their environmental significance as habitat for fish and wildlife, their ecosystem connectivity, their vital functions in natural water storage and flood protection, their role in reducing climate change impacts by acting as sinks for carbon dioxide and attenuating water flows, their ability to protect water quality, and their sensitivity to disturbance by development.

Terrestrial **sensitive ecosystems** encompass areas such as old coniferous forests, coniferous woodlands, grasslands and sparsely vegetated ecosystems including rock outcrops, talus and cliffs. These ecosystems have been identified through inventories commissioned by the City and through partnerships with provincial and federal initiatives. These areas are designated as Natural Environment DPAs due to their environmental significance as habitat and connectivity for wildlife, their contribution to local and regional biodiversity, and their sensitivity to disturbance by development.

The Okanagan Ecosystem Connectivity Corridor (the Corridor), as illustrated in Map 14.1., along the southern and eastern edge of the City is part of a larger regional ecosystem extending from Okanagan Mountain Provincial Park to Kalamalka Lake Provincial Park. It connects sensitive terrestrial ecosystems, watercourses

and sensitive drainage areas as one natural functioning low elevation ecosystem which is appropriate for our dry interior species. The Corridor is sensitive to development disturbance and is designated as a Natural Environment DPA due to its significance as unique natural ecosystems, the importance of protecting connectivity for biodiversity, climate regulation, species movement, resiliency to environmental disturbance such as climate change, and **ecosystem services** that contribute to human well-being.

As part of the City's Sensitive Ecosystem Inventory, sensitive drainage areas were identified based on soil drainage, slope position, slope morphology and geomorphic processes. These areas have evolved over thousands of years creating a sensitive equilibrium with water discharge, and as such have been identified as Natural Environment DPA.

The City of Kelowna also protects sensitive groundwater resources through the Natural Environment Development Permit Process. With the exception of the City of Kelowna, the other major water suppliers in the City rely partially on groundwater to provide drinking water to citizens in their respective service areas. As groundwater is used for domestic use and consumption, protecting Kelowna's aquifers should be given priority through quality and quantity protection measures. Groundwater can also sustain important habitat as base flow or discharge to surface water sources. As a result, care must be taken to ensure that existing land uses, and future developments do not contaminate underlying aquifers and promote their sustainable use. **Mitigation** is promoted and enhanced through the issuance of Natural Environment Development Permits for relevant properties.

Overall, the Natural Environment Development Permit process is used to determine how adverse environmental impacts can or cannot be decreased using appropriate precautionary measures as part of site and building design, construction, and long-term maintenance.

## OBJECTIVES

The objectives of Natural Environment DPAs are to ensure that negative impacts on environmental sensitive areas are minimized by:

- Protecting, restoring and enhancing **environmentally sensitive areas** as functioning ecosystems;
- Protecting and enhancing water quality;
- Protecting drinking water sources and subsurface aquifers against possible contamination from land use and development activities;
- Managing the introduction and spread of **invasive species**;
- Minimizing soil disturbance;
- Protecting hydrological functions;
- Protecting biodiversity, as well as wildlife habitats, features and functions; and
- Promoting the efficient use of water to ensure a sustainable hydrologic system.

## EXEMPTIONS

A Natural Environment Development Permit will not be required when:

- A property has a covenant registered under the Land Title Act, which effectively protects the entire **environmentally sensitive area**, and all the conditions in the covenant have been met, and the proposed development will not affect any portion of the **environmentally sensitive area**; or
- The land is not environmentally sensitive and the natural feature is no longer present due to previously approved development, and cannot be restored. For the City to determine whether the proposed development qualifies for this exemption, applicants may be required to provide a report on the condition of the environmentally sensitive area, prepared by a Qualified Professional (QP), registered in British Columbia; or
- The proposed development will have no significant negative impacts on the **environmentally sensitive areas** identified on the property and/or the **environmentally sensitive area** is permanently protected. For the City to determine whether the proposed development qualifies for this exemption, applicants

- may be required to provide a report on the development and the environmentally sensitive area, prepared by a QP registered in British Columbia; or
- The only activity being proposed onsite relates to the removal of hazardous and beetle kill tree(s). For the City to determine whether the proposed activity qualifies for this exemption, applicants may be required to provide a report prepared by a certified forestry professional, registered in British Columbia holding either a) Wildlife/Danger Tree Assessor qualifications or b) Tree Assessment Qualifications (TRAQ); or
- The development activity is on Crown Land and involves timber harvesting, forest road construction, open livestock range, grazing enhancement, forest recreation or other forest management activity that is conducted under the auspices of the province; or
- The actions and activities are necessary to prevent immediate threats to life or property; or
- The activity proposed on the site will not impact the **environmentally sensitive area** and the activity relates solely to normal farm practices in accordance with the Farm Practices Protection Act and the landowner follows other requirements or regulations listed in the Act; or
- The activity proposed is on a property that is less than 0.2 ha and is subject to a Natural Environment DP for an ecosystem connectivity corridor only and no other reason, provided the activity allows for movement of wildlife.

## GUIDELINES

The general guidelines for issuing development permits in Natural Environment Development Permit Areas are listed below; however, not all guidelines will apply to all developments. Typically, an assessment report which has been prepared by a professional qualified in the relevant discipline and licensed to practice in British Columbia will be required. Report recommendations may be used by the Development Planning Department Manager, or designate, to determine conditions for the Development Permit.

Many properties will be affected by more than one environmentally sensitive attribute, and as such all applicable development permit guidelines should be followed. For example, a property may be designated a Natural Environment DPA because of a terrestrial **sensitive ecosystem** and it may also have sensitive drainage areas so both sections 2.0 and 3.0 would apply.

### 1.0 Watercourses and Riparian Areas

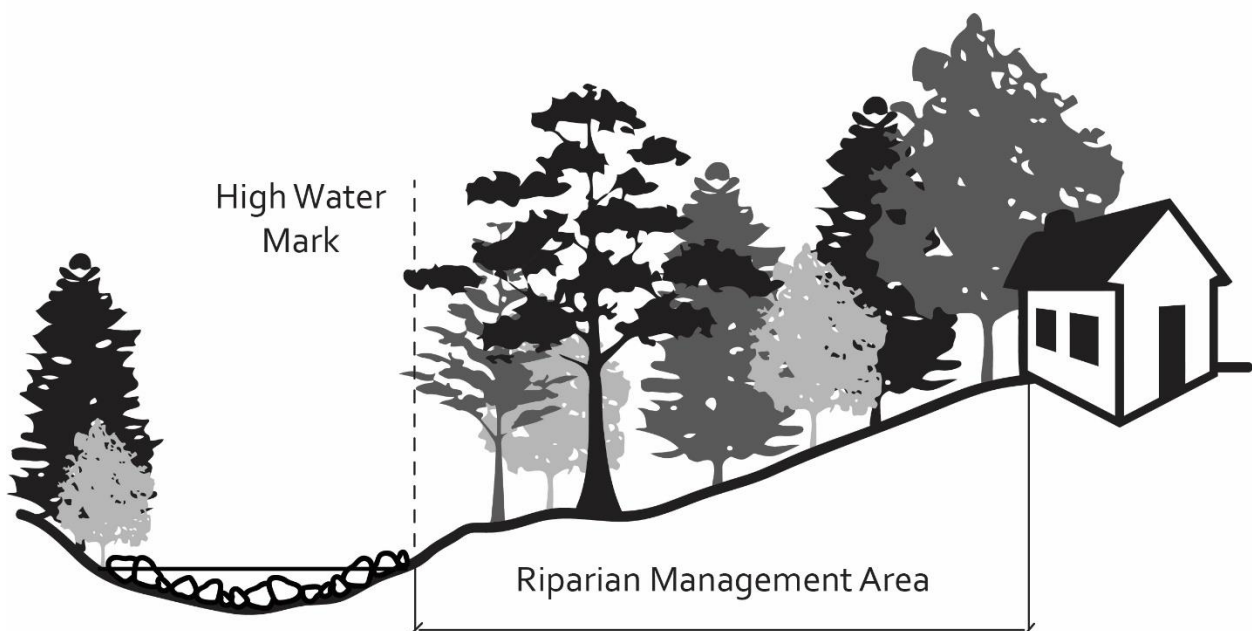


Figure 21.1: The Riparian Management Area.

Source: Adapted from: Ministry of Forests, Lands and Natural Resource Operations,



[https://www2.gov.bc.ca/assets/gov/environment/plants-animals-and-ecosystems/fish-fish-habitat/riparian-areas-regulations/rar-brochure-2016\\_final\\_web.pdf](https://www2.gov.bc.ca/assets/gov/environment/plants-animals-and-ecosystems/fish-fish-habitat/riparian-areas-regulations/rar-brochure-2016_final_web.pdf)

Table 21.1: Minimum Riparian Management Areas (RMA)

	Watercourse <sup>1</sup>	Watercourse Reach	RMA (meters) <sup>2,3</sup>
1	Bauer Brook	All	15
2	Bellevue Creek	All	15
3	Bellevue Creek (North Arm)	downstream of 4544 Gordon Drive	10
4	Bertram Creek	All	15
5	Brandt Creek	All	15
6	Bruce Creek	All	15
7	Campbell Brook	All	15
8	Cedar Creek	All	15
9	Dewdney Creek	All	15
10	Duggan Brook	All	15
11	Fascieux Creek (North and South Arm)	All	15
12	Francis Brook	All	15
13	Gopher Creek	All	15
14	Hachey Creek	All	15
15	Hydraulic Creek	All	15
16	Industry Brook	All	15
17	K.L.O. Creek	All	15
18	Okanagan Lake	All	15
19	Lebanon Creek	All	15
20	Leon Creek (aka Thompson Creek)	All	15
21	Michael Brook	All	15
22	Mill Creek	Downstream of Hardy Street	15
23	Mill Creek	Upstream of Hardy Street	30
24	Mission Creek	Downstream of Gordon Drive	15
25	Mission Creek	Upstream of Gordon Drive	50
26	Priest Creek	All	15
27	Rembler Creek	All	15
28	Rumohr Creek	All	15
29	Scotty Creek	All	15
30	Simpson Spring	All	15
31	Thompson Brook	All	15
32	Varty Creek	All	15
33	Upper Vernon Creek	All	15
34	Whelan Creek	All	15
35	Wilson Creek	All	15
36	Wetlands (no association with fish habitat)	All	15
37	Wetlands (associated with fish habitat)	All	30
38	Escarpments or ravines	All	10
39	Springs	All	15

**Notes for Table 21.1**

1. Any watercourse not in this list is subject to the provincial acts and regulations.
2. Measured perpendicularly inland from the top of the bank, top of ravine or natural boundary, as applicable. RMA's apply to both sides of the stream.
3. Minimum RMA widths are intended to achieve "no net loss" when considering individual site conditions.

- 1.1 Meet or exceed the requirements of the provincial Riparian Areas Protection Regulation under the Riparian Areas Protection Act. At minimum, projects must comply with **Riparian Management Area** Setbacks in Table 21.1, unless conditions of Section 1.3 apply.
- 1.2 Measure the **riparian management area** setback width perpendicular from the watercourse according to the following (see Table 21.1):
  - Streams – measured from the top-of-bank, or where the top-of-bank is poorly defined, measured from the natural boundary;
  - Ravines and other stream corridors with steeply pitched banks – measured from the top of ravine bank;
  - Wetlands and lakes with gradually sloping shores – measured perpendicularly from the natural boundary; and
  - Okanagan Lake – measured from the high water mark of 343.0 m, as determined by the Province based on the highest target lake level plus 0.5m to account for wave action. The high-water mark for some sites may be higher or lower where natural indicators on the **shoreline** show that wave action or other hydrological processes affect the **shoreline** to such an extent that the recommended high water mark is not applicable at that site. In these instances, a site-specific high-water mark can be used where a QP has provided a signed technical rationale for why the high water mark is not applicable, and this is accepted by both the City and the Province. The minimum acceptable high-water mark is the highest target lake level (342.48 m) plus 0.1 m.
- 1.3 Riparian Management Area Variances
  - Applicants may apply to vary the width of the **Riparian Management Areas** listed in Table 21.1 should they be able to demonstrate hardship on the property and/or if the land was previously disturbed.
  - Support of RMA variance applications will only be considered by the City to achieve “**no net loss**” and where an assessment, completed by aQP, provides recommendations to protect the integrity of the **riparian area**.
  - Refer proposed relaxation of **riparian management areas**, storm water requirements, erosion and sediment control requirements to the City for review prior to filing the QP assessment report with the appropriate provincial ministry or agency.
  - Restore the **riparian management area** as directed by the report of the QP when required by the Development Permit.
- 1.4 Biodiversity and Habitat Protection
  - Ensure **riparian areas** act as ecological connectivity corridors to allow for the movement of species by retaining intact ecosystems and their connectivity and reconnecting fragmented ecosystems.
  - Maintain intact ecosystems. An intact ecosystem is considered to be a community or ecosystem that is maintaining proper function and has not lost significant species (for communities) or significant communities (for ecosystems).
  - Improve the viability of threatened and endangered species through the protection, enhancement, and restoration of habitat, as well as the development of contingency plans for major disruptions and transplanting wild or captive bred individuals.
  - Undertake recovery efforts to enhance or re-introduce species, subspecies and populations where species are threatened, endangered or extirpated.
  - Retain connectivity of ecosystems and avoid the creation of isolated islands of natural habitat.
  - Locate artificial snags to improve habitat.
  - Encourage the “eco-gifting” of privately held **riparian management areas** through a conservation easement, covenant, or other mechanism as a means of protecting biodiversity.

#### 1.5 Buffers and Vegetation

- Establish buffers as outlined in Table 21.1, to protect the ecological integrity of the **riparian management area**.
- Protect buffers on private land with a Section 219 covenant, when required.
- Install fencing along the buffer, where appropriate.
- Maintain ecosystems in an undisturbed state during and after the development process (e.g. avoid disturbance to sites where rare plants are growing and where **rare natural plant communities** occur).
- Conserve trees and protect their root systems from disturbance.
- Conserve trees in communities (groups of trees along with their associated understory) rather than isolating individual specimen.
- Restore ecosystems by planting species that are:
  - Indigenous to the Okanagan Valley;
  - Pest-resistant;
  - Adapted to the specific site conditions today (soil type, sun, shade, and moisture) and for a changing climate.
- Remove **invasive species** (manually where feasible) and take measures to prevent their spread.
- Protect moderate and high value wildlife trees, as assessed by a QP, from removal where the hazard risk to humans is low.
- Retain snags, leaf litter, fallen debris and natural grasslands in a manner that balances FireSmart® principles with ecosystem retention.

#### 1.6 Urban Development (roads, housing, services and utilities)

- Require development take place outside the **riparian management area**.
- Avoid locating infrastructure corridors along, parallel to, or across riparian ecosystems. Where it can be demonstrated by a QP that alternatives are not possible, design crossings that are narrow and perpendicular to sensitive areas and elevated to maintain ecosystem connections.
- Design infrastructure to maintain the hydrology of aquatic ecosystems.
- Design infrastructure corridors and trails to be as narrow as possible, creating minimum disturbance and configure them to accommodate wildlife crossings.
- Construct accesses such as footpaths and stairways to minimize slope disturbance and changes to natural drainage patterns.
- Consider removing existing structures and other obstructions from the **riparian management area** to allow for movement of wildlife.
- Site all service lines outside of the **riparian management area** to:
  - Minimize slope disturbance;
  - Discourage invasive weed growth; and
  - Require minimal maintenance by heavy equipment.
- Restore disturbed areas quickly (with consideration given to hydrologic and climatic variables) to minimize erosion, ensure sediment control and prevent the spread of invasive weeds.

#### 1.7 Fill

- Require the toe of any fill be located outside the **riparian management area**.
- Require the face of the fill be no steeper than a 3:1 slope unless retained by an approved structure.
- Require the fill be adequately protected against erosion from potential flooding, wave action, ice or other debris.

#### 1.8 Soil Disturbance

- Where appropriate, require that sediment and erosion control plans be developed and/or reviewed by a QP.
- Implement measures to minimize soil disturbance and removal of gravel, sand, soils and peat.



#### 1.9 Erosion Control

- Take temporary and permanent measures to control contamination from sediment and pollutants and to control erosion as outlined in the Subdivision, Development and Servicing Bylaw.

#### 1.10 Minimize the negative impacts of livestock (e.g. grazing, water access, crossings) in **riparian areas**.

#### 1.11 Water and Drainage

- Ensure development activities do not negatively impact the quality of surface water.
- Ensure land development and associated activities do not impact base flows, natural drainage patterns or natural stream channel geometry.
- Preserve natural watercourses and manage them as open streams.
- Maintain normal riparian processes such as flooding, seasonal drawdown, and groundwater recharge.

#### 1.12 Lakeshore stabilization

- Complete an assessment and design of lakeshore stabilization works by a QP.
- Do not reclaim eroded land below the lake high water mark.
- Use vegetative stabilization (bioengineering) techniques to prevent erosion, control sediment and provide fish and wildlife habitat in low to moderate wave action areas. For moderate to high wave action areas use a combination of vegetation and natural hard structures such as large woody debris and/or rip rap. Where engineer designed **hard armoring** is required due to high wave action, a technical rationale and design proposal must be provided to the City by a QP. Avoid using broken concrete, tires and other anthropogenic materials for stabilization.
- Ensure lakeshore stabilization works maintain existing wildlife access to the lake foreshore.

### 2.0 Terrestrial Sensitive Ecosystems

#### 2.1 Biodiversity and Habitat protection

- Retain intact ecosystems and their connectivity. Where practical and necessary, reconnect fragmented ecosystems by restoring habitat. Avoid the creation of isolated islands of natural habitat.
- Ensure **ecosystem connectivity corridors** are large enough to sustain species populations and prevent isolated habitat patches. Determine the location and extent of corridors using contemporary best management practices.
- Improve the viability of threatened and endangered species through the protection, enhancement, and rehabilitation of habitat, as well as the development of contingency plans for major disruptions and transplanting wild or captive bred individuals.
- Undertake recovery efforts to enhance or re-introduce species, subspecies and populations where species are threatened, endangered or extirpated.
- Plan, design and implement development to protect **environmentally sensitive areas**. Habitats that provide for **species at risk**, at-risk ecological communities and keystone species will be given priority for protection over development.
- Maintain intact ecosystems. An intact ecosystem is considered to be a community or ecosystem that is maintaining proper function and has not lost significant species (for communities) or significant communities (for ecosystems).
- Protect nesting, denning and breeding sites.
- Protect rock outcrops, cliffs, and talus slopes from disturbance.
- Locate artificial snags to improve habitat.
- Encourage the “eco-gifting” of privately held **terrestrial sensitive ecosystems** through a conservation easement, covenant, or other mechanism as a means of protecting biodiversity.

## 2.2 Buffers and Vegetation

- Establish buffers that are large enough to protect the ecological integrity of **the environmentally sensitive area**. The exact location and extent of buffer areas will be determined by best management practices.
- Protect buffers on private land with a Section 219 covenant, when required.
- Install fencing along the buffer, where appropriate.
- Maintain ecosystems in an undisturbed state during and after the development process (e.g. avoid disturbance to sites where rare plants are growing and where **rare natural plant communities** occur).
- Retain trees and vegetation in a manner that balances BC Fire Smart principles with ecosystem sensitivity.
- Conserve trees and protect their root systems from disturbance.
- Conserve trees in communities (groups of trees along with their associated understory) rather than isolating individual specimen.
- Restore grasslands and shrub communities.
- Restore ecosystems by planting species that are
  - Indigenous to the Okanagan Valley;
  - Drought-tolerant;
  - Pest-resistant;
  - BC Fire Smart;
  - Compatible with urban development;
  - Adapted to the specific site conditions today (soil type, sun, shade, moisture) and for a changing climate.
- Remove **invasive species** (manually where feasible) and take measures to prevent their spread,
- Protect moderate and high value wildlife trees, as assessed by a QP, from removal where the hazard risk to humans is low.
- Retain snags, leaf litter, fallen debris and natural grasslands in a manner that balances BC Fire Smart principles with ecosystem retention.

## 2.3 Urban Development (roads, housing, services and utilities)

- Site all service lines outside of **environmentally sensitive areas** and to:
  - Minimize slope disturbance;
  - Discourage **invasive species** growth; and
  - Require minimal maintenance by heavy equipment.
- Restore disturbed areas quickly (with consideration given to hydrologic and climatic variables) to minimize erosion, ensure sediment control and prevent the spread of **invasive species**.
- Avoid the location of infrastructure corridors along, parallel to, or across **sensitive ecosystems**. Where it can be demonstrated by a QP that alternatives are not possible, design crossings that are narrow and perpendicular to sensitive areas and elevated to maintain connections.
- Construct accesses such as footpaths and stairways to minimize slope disturbance and changes to natural drainage patterns.

## 2.4 Soil Disturbance

- Where appropriate, require that sediment and erosion control plans be developed and/or reviewed by a QP.
- Implement measures to minimize soil disturbance and removal of gravel, sand, soils and peat.

## 2.5 Erosion Control

- Take temporary and permanent measures to control contamination from sediment and pollutants and to control erosion as outlined in the Subdivision, Development and Servicing Bylaw.

## 2.6 Fill

- Require the face of the fill be no steeper than a 3:1 slope unless retained by an approved structure.
- Require the fill be adequately protected against erosion from potential flooding, wave action, ice or other debris.

## 3.0 Sensitive Drainage Areas

3.1 Ensure that development activities do not negatively impact the quality of surface water.

3.2 Ensure that land development and associated activities does not impact base flows, natural drainage patterns and the natural stream channel geometry.

3.3 Preserve natural watercourses and manage as open streams.

3.4 Maintain normal riparian processes such as flooding, seasonal drawdown, and groundwater recharge.

3.5 Implement measures to prevent spills of oil, grease and other contaminants into adjacent watercourses (e.g. oil/grit separators and siltation ponds).

3.6 Minimize impervious surfaces through use of permeable materials and techniques to improve absorption (e.g. gravel, pavers, grasscrete, grass field for overflow parking, “country lanes”).

3.7 Prohibit unnatural obstructions and impediments to the flow of a watercourse, ditch, drain or sewer.

3.8 Manage and minimize opportunities for livestock crossings and access to water.

3.9 Require drainage plans address the effective and environmentally sensitive handling of peak flows.

### 3.10 Buffers and Vegetation

- Retain as much existing vegetation as possible and plant native trees and shrubs to restore the vegetative where clearing has occurred. Plant species that are:
  - Indigenous to the Okanagan Valley;
  - Drought-tolerant;
  - Pest-resistant;
  - FireSmart®;
  - Compatible with urban development;
  - Adapted to the specific site conditions today (soil type, sun, shade, moisture and for a changing climate).
- Protect buffers on private land with a Section 219 covenant, when required.
- Retain trees and vegetation in a manner that balances FireSmart® principles with ecosystem sensitivity.
- Conserve trees and protect their root systems from disturbance.
- Conserve trees in communities (groups of trees along with their associated understory) rather than isolating individual specimen.
- Remove **invasive species** (manually where feasible) and take measures to prevent their spread .
- Protect moderate and high value wildlife trees, as assessed by a QP, from removal where the hazard risk to humans is low.
- Retain snags, leaf litter, fallen debris and natural grasslands in a manner that balances FireSmart® principles with ecosystem retention.



### 3.11 Soil Disturbance

- Where appropriate, require that sediment and erosion control plans be developed and/or reviewed by a QP.
- Implement measures to minimize soil disturbance and removal of gravel, sand, soils and peat.

### 3.12 Erosion Control

- Take temporary and permanent measures to control contamination from sediment and pollutants and to control erosion as outlined in the Subdivision, Development and Servicing Bylaw.

### 3.13 Fill

- Require the face of the fill be no steeper than a 3:1 slope unless retained by an approved structure.
- Require the fill be adequately protected against erosion from potential flooding, wave action, ice or other debris.

## 4.0 Vulnerable Groundwater Aquifers

### Aquifers and Wells

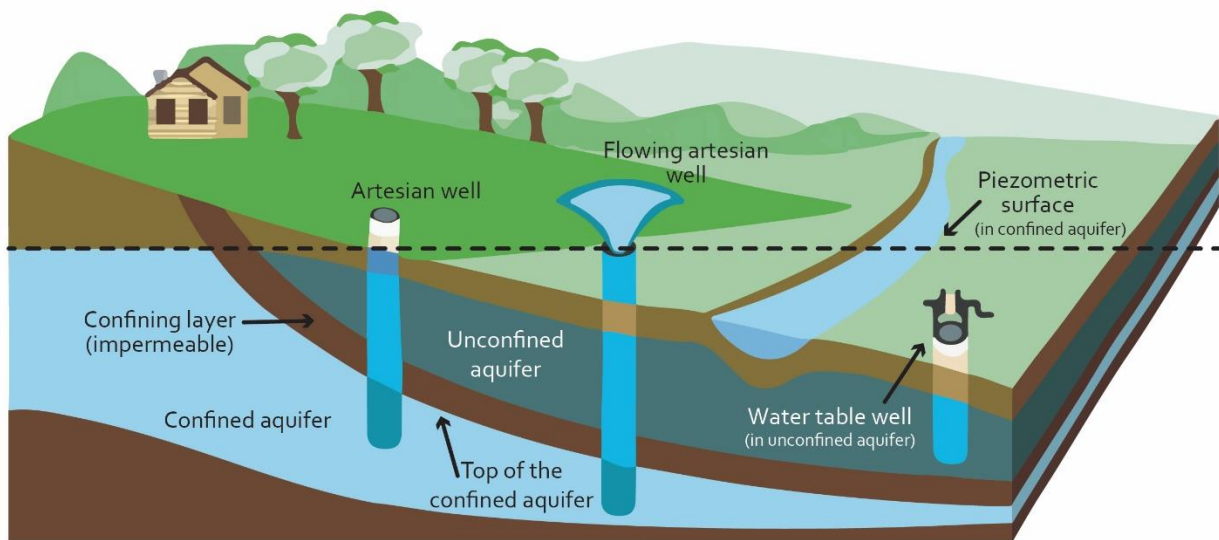


Figure 21.2: Confined and unconfined aquifers and wells. Source: Environment Canada <https://www.canada.ca/en/environment-climate-change/services/water-overview/sources/groundwater.html#sub2>

- 4.1 Prohibit land disturbance that would have a negative impact on groundwater recharge and wellhead protection areas.
- 4.2 Avoid the use of chemical fertilizers, pesticides and herbicides to protect highly vulnerable aquifers.
- 4.3 Disconnect and close private wells when a property connects to the City Water Utility as per Bylaw 11770: Well Regulation Bylaw. Encourage the disconnection and closure of private wells for those properties connecting to other local water providers.

#### 4.4 Underground storage tanks

- Require a hydrogeological report, from a QP, assessing the appropriateness of the proposed property and location for underground fuel storage tanks, chemical storage, and/or use/storage of other potential sources of groundwater contamination.
- If the subject property is considered appropriate, provide, and follow recommendations of the QP with respect to the installation and maintenance of tanks/storage containers and other associated infrastructure.

#### 4.5 Minimize the frequency with which the landscape and aquifers are disturbed (e.g. boreholes) to access groundwater flow. As an example, district energy systems are preferred over a series of individual wells for geothermal purposes.

#### 4.6 Earth Energy Systems (Geothermal)

- Conduct a hydrogeological assessment, by a qualified hydrogeological professional prior to the installation of earth energy systems, if required. The assessment must conclude that the system will result in no significant impacts to existing ground and surface water conditions (e.g. temperature and quality).
- Design and install earth energy systems (geothermal) to conform to best management practices.
- Require designers, installers and drillers of earth energy systems to be accredited by Canadian GeoeXchange Coalition (CGC).
- Certify earth energy system installations by the Canadian GeoeXchange Coalition.

### 5.0 Okanagan Ecosystem Connectivity Corridor

#### 5.1 Biodiversity and Habitat Protection

- Retain connectivity to ecosystems and avoid the creation of isolated islands of natural habitat.
- Where practical and necessary, reconnect fragmented ecosystems by restoring habitat.
- Retain the width of un-fragmented natural habitat for the Okanagan Ecosystem Connectivity Corridor (the Corridor) as 1,000 meters wide, to allow for long-term ecosystem retention and wildlife movement. In rare exceptions, the width may be reduced to a minimum of 50 meters for short distances (e.g. less than 100 meters over the entire Corridor).

#### 5.2 Buffers and Vegetation

- Maintain **native vegetation** in the Corridor in an undisturbed state during and after the development process (e.g. avoid disturbance to sites where rare plants are growing and where **rare natural plant communities** occur). Ensure to balance FireSmart® principles with natural ecosystem retention.
- Use indigenous vegetation to buffer the Corridor from the built environment wherever possible.
- Where necessary, restore sections of the Corridor by planting species that are:
  - Indigenous to the Okanagan Valley;
  - Drought-tolerant;
  - Pest-resistant;
  - FireSmart®; and/or
  - Adapted to the specific site conditions today (soil type, sun, shade, moisture) and for a changing climate.
- Remove **invasive species** (manually where feasible) and take measures to prevent their spread .
- Protect moderate and high value wildlife trees, as assessed by a QP, from removal where the safety risk to humans is low.
- Retain snags, leaf litter, fallen debris and natural grasslands in a manner that balances FireSmart® principles with ecosystem retention.
- Maintain enough vegetative hiding cover as prescribed by a QP when managing areas within the Corridor for fire, disease or weed control.

### 5.3 Urban Development

- Work with a QP to ensure species movement is maintained through the Corridor and that habitat fragmentation does not occur.
- Design new subdivision within or bordering the Corridor to allow for movement of wildlife and to avoid wildlife entrapment. Consider parcel orientation, minimizing fragmentation, positioning of future structures and other **sensitive ecosystems** on the property in the design.
- Minimize development (i.e. buildings, structures, etc) within the Corridor to ensure long-term retention of natural ecosystems and unimpeded movement of wildlife.
- In instances where structures are unavoidable, choose locations that minimize habitat fragmentation, such as along the perimeter, while also considering and avoiding other sensitive areas on the property.
- Design the site and structures to minimize impacts on the Corridor. Design considerations should include:
  - Placement of structures and infrastructure to minimize corridor fragmentation; including reduced road lengths;
  - Minimize the impacts of lighting; and
  - Landscaping and fencing (see sections 5.2 and 5.4).
- Avoid locating infrastructure corridors (e.g. roads and utilities) through the Corridor. Where necessary ensure infrastructure corridors are narrow, perpendicular to the Corridor where feasible, minimize disturbance and accommodate wildlife crossings.
- Design trails to be as narrow as possible, creating minimum disturbance to the Corridor.
- Include wildlife crossing structures (e.g. snake or amphibian crossing culverts, or box culverts to connect wetlands and necessary **drift fencing**) and associated warning signage when a road bisects the Corridor when there is potential to impede wildlife movement.
- Restore disturbed areas quickly, with consideration given to hydrologic and climatic variables, to minimize erosion, ensure sediment control and the spread of invasive weeds.
- Encourage the “eco-gifting” of privately held land in the Corridor, through a conservation easement, covenant, or other mechanism as a means of protecting biodiversity.

### 5.4 Fencing

- Ensure fencing does not pose any hazards to wildlife or movement within the Corridor. Where wildlife-proof fencing (e.g. for ungulates or snakes) may be required, work with a QP to ensure critical wildlife travel routes are not completely blocked.
- Consider updating or eliminating existing fences that may be hazardous to wildlife (e.g. broken wires and rails).
- On agricultural land, follow fencing recommendations of the British Columbia Ministry of Agriculture’s *Agricultural Fencing Handbook Complete Guide*, 2015, or as amended,. In instances where tall fences are required around orchards, provide alternate wildlife movement paths where possible and include wildlife escape gates in the fence design.

### 5.5 Soil disturbance

- Where appropriate, require sediment and erosion control plans developed and/or reviewed by a QP.
- Implement measures to minimize soil disturbance.

### 5.6 Erosion Control

- Meet erosion and sediment control requirements as outlined in the Subdivision, Development and Servicing Bylaw .



## 6.o General

### 6.1 Mitigation

- In exceptional circumstances where it is determined by a QP that the disturbance cannot be mitigated onsite, ensure offsite environmental improvements occur with the intention of achieving **no net loss** of critical habitat.

### 6.2 Ongoing Maintenance

- Require ongoing maintenance of areas that have been rehabilitated or restored as directed by report prepared by a QP.
- Register a Section 219 no build or no disturb covenant for areas that have been rehabilitated or restored.

### 6.3 Monitoring

- Provide ongoing monitoring of Development Permit conditions by a QP.

### 6.4 Performance bonding

- Submit to the City, when required, a cost estimate, prepared by a QP and accepted by the City, of the total cost of rehabilitating and/or restoring the **environmentally sensitive area**.
- Provide adequate financial security, as determined by the City, prior to the issuance of approvals of any building or site disturbance. The value of the financial security will be based upon the estimated cost of:
  - rehabilitating and/or restoring an **environmentally sensitive area**;
  - rehabilitating and/or restoring an **environmentally sensitive area**, in the event that an **environmentally sensitive area** is damaged as a consequence of a contravention of a condition contained in the development permit;
  - restoring fish habitat; and
  - repairing damage caused by construction or site disturbance.

### Natural Environment Development Permit Area

May include any combination of the following:

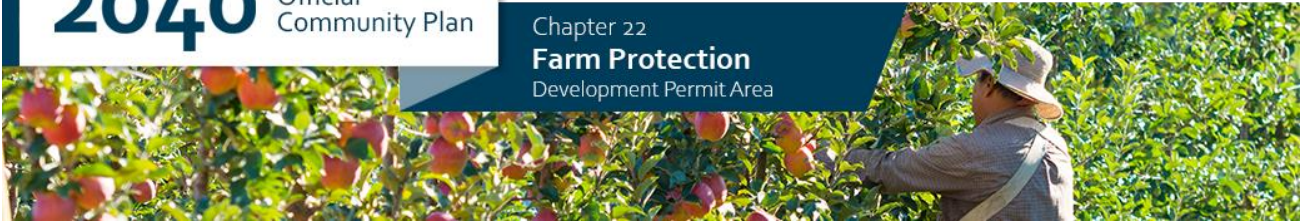
- Water Courses
- Sensitive Ecosystems
- Sensitive Drainage Areas
- Vulnerable Groundwater Aquifers

### Lake

### Wetland

### Highway





A. Farm Protection DP for development on  
lands adjacent to **Agricultural Land**

**Reserve (ALR)**

- Category
- Properties affected
- Justification
- Objectives
- Exemptions
- Guidelines

B. Farm Protection DP for development on  
agricultural lands

- Category
- Properties affected
- Justification
- Objectives
- Exemptions
- Guidelines



## A. FARM PROTECTION DP FOR DEVELOPMENT ON LANDS ADJACENT TO AGRICULTURAL LAND RESERVE

### CATEGORY

Sec. 488 (1) (c) of the Local Government Act allows for the protection of farming.

### PROPERTIES AFFECTED

Unless exempted (See Exemptions section below) a development permit addressing protection of farming guidelines (See Guidelines section below) must be approved for any development located adjacent to the **Agricultural Land Reserve (ALR)**, including properties that abut and are contiguous to agricultural lands as well as properties that would be contiguous if not for a street, lane, walkway, stream, utility lot, underground pipeline, power line, drainage ditch, watercourse, or similar feature, before

- Subdivision of land; or
- A Building Permit.

### JUSTIFICATION

Agriculture is a prominent land use in Kelowna and a vital component of the local economy. The BC **Agricultural Land Commission** and the BC Ministry of Agriculture have acknowledged that the development of lands adjoining or reasonably adjacent to farmlands may compromise their agricultural use. As growth continues in the City, the potential for land use conflicts adjacent to agricultural areas increases, necessitating the application of guidelines with respect to subdivision design, buildings, site layout, landscaping and buffering. The guidelines are expected to promote greater compatibility between the uses while protecting the agricultural uses from urban impacts and minimizing complaints for the benefit of both farm and urban residents.

### OBJECTIVES

- Minimize the impact of urban development on **ALR** lands;
- Mitigate conflict between **ALR** land and adjacent residential, commercial, industrial or institutional uses;
- Develop effective vegetated buffers along the **ALR** boundary;
- Plan new development in a manner that protects the long-term agricultural potential of adjacent **ALR** land;
- Provide a natural barrier to block noise, sight, and trespassers;
- Reduce odour, dust, and pesticide drift; and
- Provide greater definition of the boundary of the **ALR**.

### EXEMPTIONS

A Farm Protection Development Permit, for properties adjacent to the **ALR**, will not be required for:

- The subdivision of land already provides the prescribed agricultural buffer (see Guidelines) for all impacted property lines and is protected through a covenant; or
- Development on an existing lot, that does not require subdivision, and is separated from the **ALR** due to a slope greater than 30%; or
- A lot that is adjacent to an **ALR** property that is zoned for public and institutional uses (such as parks, schools, utilities); or
- A lot that has existing vegetation that meets the vegetated buffer requirements outlined in these development permit guidelines, as long as the intent of the guidelines for all other requirements have been met; or
- A lot separated by a street identified as an arterial or collector road as per in Map 13.1 Functional Classification Map.

- Construction, addition or alteration not exceeding 50 m<sup>2</sup> (538 ft<sup>2</sup>) gross floor area where no variance(s) of the Zoning Bylaw is (are) required; or
- Interior / exterior building alterations that do not expand the existing building foundation; or
- Repair, maintenance, alteration or reconstruction of existing legal buildings, structures or utilities, providing there is no expansion of the footprint; or
- Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in location, floor area and height.

## GUIDELINES

### A. GUIDELINES FOR NEW SUBDIVISIONS

#### 1.0 Subdivision Design and Layout

1.1 Design the subdivision to minimize the impacts that may occur between farm and non-farm uses on adjacent **ALR** land through the following:

- Strive to achieve a separation between future buildable areas and the **ALR** as defined in the British Columbia Ministry of Agriculture's *Guide to Edge Planning*, 2015, as amended. A modified separation distance may be considered if the following is achieved:

- Residential/Institutional:  
15 meter vegetated buffer as described in section 2.0, plus 2 meter no build zone between future structure and buffer (17 meters total)
- Industrial/Commercial:  
8 meter vegetated buffer, as described in section 2.0, plus 2 meter no build zone between future structure and buffer (10 meter total)

- Include a vegetated buffer (as described in section 2.0) within the separation between the future buildable area and the **ALR**;
- Ensure structures are a minimum of 2.0 meters away from the vegetated buffer area to ensure that the buffer is not impacted by building maintenance or pathways required to enter or exit a building;
- Cluster the lots, buildings, or structures away from **ALR** land as illustrated in Figure 22.1;
- Avoid road endings or stubs which point directly into **ALR** land as illustrated in Figure 22.2;
- Avoid half roads along the **ALR** boundary as illustrated in Figure 22.2, except where required for access by farm vehicles;
- Plan the road pattern in such a way to direct urban traffic away from routes used by farmers to move equipment; and
- Avoid utility extensions into **ALR** land.

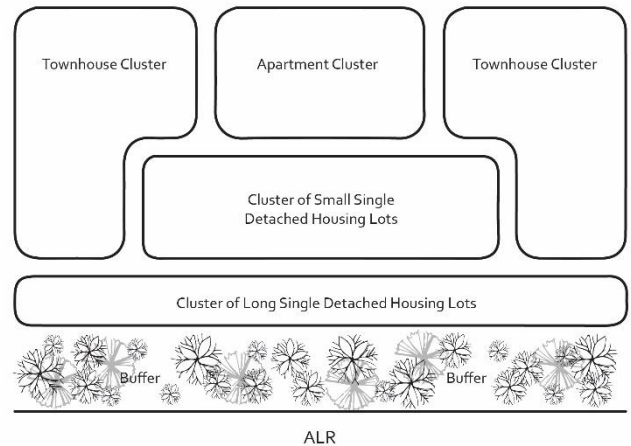


Figure 22.1: Example of residential clustering adjacent to agricultural land (adapted from BC Ministry of Agriculture Edge Planning Guide)

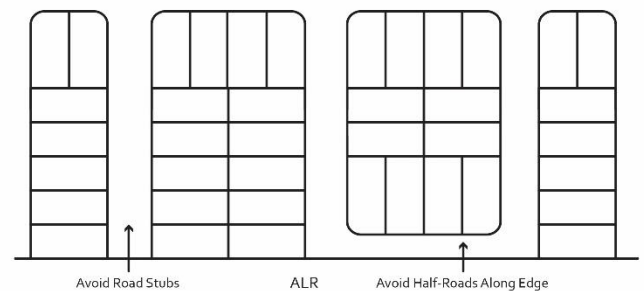


Figure 22.2: Avoid road stubs and half-roads along the boundary of agricultural land (adapted from BC Ministry of Agriculture Edge Planning Guide)

## 2.0 Vegetated buffer

### 2.1 Vegetated buffer width

- Strive to achieve the vegetated buffer widths outlined in British Columbia Ministry of Agriculture's *Guide to Edge Planning*, 2015, as amended continuous vegetated buffer is established along the urban side of the **ALR**.

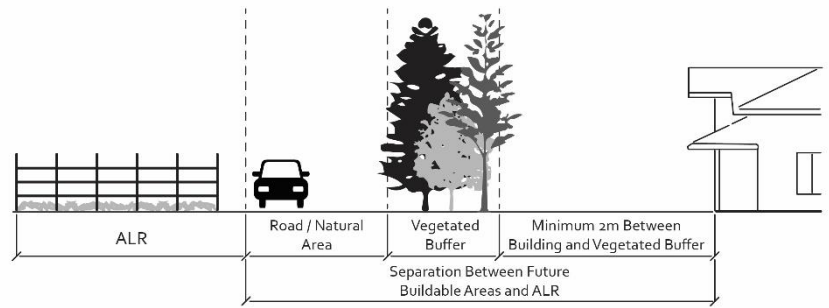


Figure 22.3: Example of ground level view of vegetated buffer along the ALR boundary.

### 2.2 Vegetated buffer design

- Design, establish and maintain the vegetated buffer to: filter noise, dust, airborne particulates and chemical spray drift from activities on adjacent **ALR** land.
- Design and construct the vegetated buffer in accordance with Figure 22.3 and Figure 22.4, or equivalent.
- Design and construct the vegetated buffer to the standards outlined in the British Columbia Society of Landscape Architects / British Columbia Nursery Landscape & Nursery Association "*The British Columbia Landscape Standard*," 2012, as amended.
- Avoid paths and/or passive recreational activities within the vegetated buffer.

### 2.3 Planting the vegetated buffer

- Retain appropriate existing tree and shrub cover in a natural state.
- Select planting material from the British Columbia Ministry of Agriculture's *Guide to Edge Planning*, 2015, as amended, for Kelowna's climate zone. Choose species that are:
  - Non-invasive;
  - Drought tolerant or require minimal irrigation;
  - Low maintenance and require little or no fertilizer;
  - Native to the area where possible;
  - Not harmful to nearby crops and do not harbor insects or diseases;
  - A deterrent to prevent trespass onto farms; and
  - Deer resistant.
- Existing vegetation may serve as the entire buffer, provided it meets the objectives of these development permit guidelines.

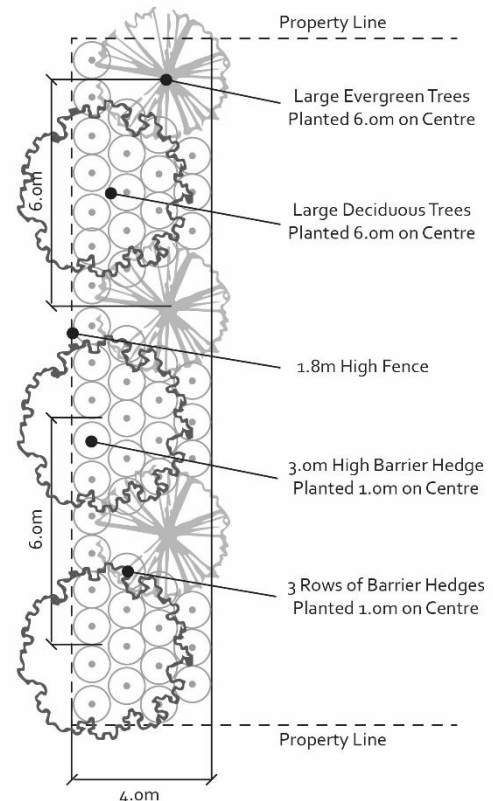


Figure 22.4: Example of vegetated buffer landscape plan for 4 m width, adjust plantings to accommodate a larger vegetated buffer width.

## 3.0 Fencing

### 3.1 Install a fence along the **ALR** boundary and/or property line. Construct fencing:

- Up to the maximum height permitted by the Zoning Bylaw;
- With solid wood, chain link, or wire mesh fabric (deer fencing).



4.0 During development and construction phases, ensure any required fill does not impact the buffer.

5.0 Restrictive covenant

5.1 A statutory restrictive covenant under section 219 of the Land Title Act, on non-agricultural land may be required during the subdivision process. The covenant shall:

- Require a 2 meter no-build zone between the vegetated buffer and future structure;
- Require vegetated buffers to be maintained to the specified width and planting diversity;
- Require no habitable structures shall be built within setback or buffer area;
- Restrict the planting of species that may potentially host diseases or pests; and
- Specify the lot is located near an agricultural area, that the following impacts from normal farm practices can be expected, such as:
  - Noise from farm operations at various times of the day, including devices used to deter wildlife;
  - Farm odours;
  - Chemical spray (e.g. fertilizers, pesticides, herbicides).

**B. GUIDELINES FOR DEVELOPMENT ON AN EXISTING LOT  
(Residential, Commercial, Industrial, Institutional, or Public)**

**1.0 Site and Building Design and Layout**

- 1.1 Design the site to strive to achieve the separation between the structure and **ALR** boundary outlined in British Columbia Ministry of Agriculture's *Guide to Edge Planning, 2015*, as amended.  
When multiple uses occur on the lot, design the site using the most stringent separation between the structure and the agricultural land boundary.
- 1.2 Include a vegetated buffer (as described in section 3.0) within the separation between the future buildable area and the **ALR** boundary.
- 1.3 Locate structures a minimum of 2.0m from the vegetated buffer area (see section 3.0) to ensure that the buffer is not impacted by building maintenance or pathways required to enter or exit a building.
- 1.4 Design the development to protect the required vegetated buffer (see section 3.0) from potential negative impacts related to on-site activities (i.e. drainage, recreational pathways, driveways).
- 1.5 Design buildings to reduce the number of doors and windows facing agricultural land.
- 1.6 Provide mechanical ventilation so occupants can choose to keep windows closed.
- 1.7 On institutional sites, locate active uses away from adjacent **ALR** land to reduce the potential impact from agricultural activities on seniors, children and people with health challenges as illustrated in Figure 22.5. Instead locate passive uses such as parking or gardens near the **ALR** edge.

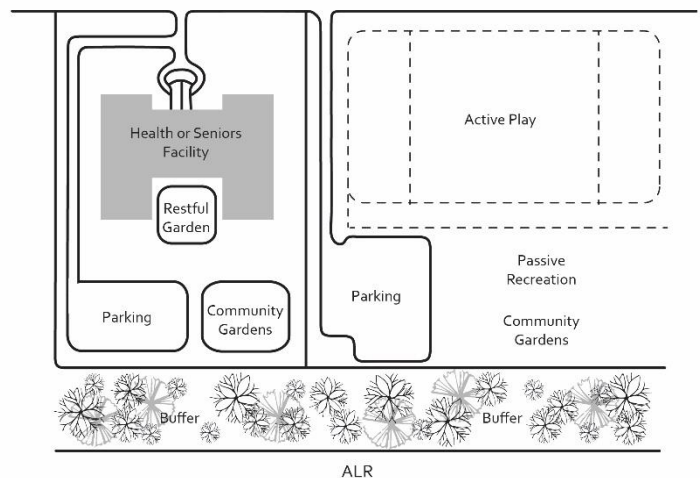


Figure 22.5: Example of institutional and park designs to limit impact on vulnerable populations. (Adapted from Ministry of Agriculture Guide to Edge Planning)

- 1.8 On park sites, locate active recreation facilities, such as playing fields, away from the **ALR** boundary as illustrated in Figure 22.5.

## 2.0 Parking and access

- 2.1 Consider locating access routes and parking in the yard area between the vegetated buffer and the building to maximize the separation between the use and **ALR** boundary as illustrated in the example in Figure 22.6.

## 3.0 Vegetated buffers

### 3.1 Vegetated buffer width

- Strive to achieve the vegetated buffer widths outlined in British Columbia Ministry of Agriculture's *Guide to Edge Planning*, 2015, as amended, ensuring a continuous vegetated buffer is established along the urban side of the **ALR** boundary. For smaller, constrained lots, achieve the following minimum vegetated buffer:
  - 4.0 meters for residential development on existing lots;
  - 6.0 meters for, multi-family, commercial or industrial developments. If there is a street separating the multi-family, commercial or industrial development from the **ALR** edge, the vegetated buffer may be reduced to 4.0 meters.

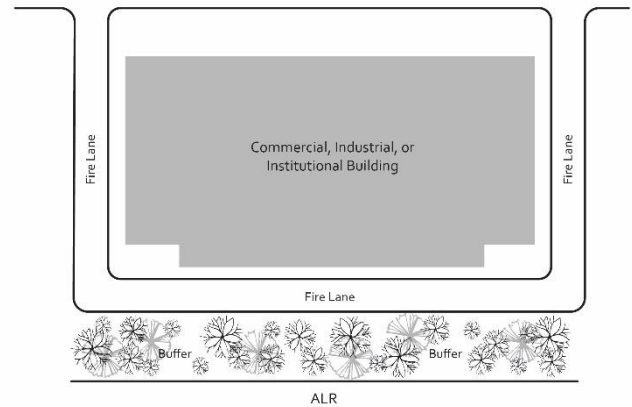


Figure 22.6: Example of fire lane adjacent to vegetated buffer.  
(Adapted from Ministry of Agriculture Guide to Edge Planning)

When multiple uses occur on the lot, the most stringent buffer width prevails.

### 3.2 Vegetated buffer design

- Design, establish and maintain the vegetated buffer to: filter noise, dust, airborne particulates and chemical spray drift from adjacent **ALR** land.
- Design and construct the vegetated buffer in accordance with Figure 22.7 and 22.8, or equivalent.
- Design and construct the vegetated buffer to the standards of the British Columbia Society of Landscape Architects / British Columbia Nursery Landscape & Nursery Association *The BC Landscape Standards*, 2012, as amended.
- Ensure the vegetated buffer is a 'no build zone.' This area should be free of buildings, pools, tennis courts, or other similar structures. Exceptions will be made for accessory structures that do not contain a dwelling unit and have no openings on the wall facing the agricultural lands and will protect the integrity and intent of the remaining vegetated buffer.
- Avoid paths and/or passive recreational within the vegetated buffer.

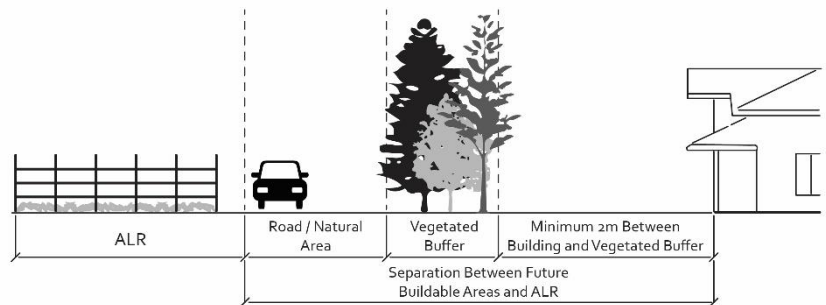


Figure 22.7: Example of ground level view of vegetated buffer along the **ALR** boundary

### 3.3 Planting the vegetated buffer

- Retain appropriate existing tree and shrub cover in a natural state.
- Select planting material from British Columbia Ministry of Agriculture's *Guide to Edge Planning*, 2015, as amended, for Kelowna's climate zone. Choose species that are:
  - Non-invasive;
  - Drought tolerant or require minimal irrigation;
  - Low maintenance and require little or no fertilizer;
  - Native to the area where possible;
  - Not harmful to nearby crops and do not harbor insects or diseases;
  - A deterrent to prevent trespass onto farms; and
  - Deer resistant
- Existing vegetation may serve as the entire buffer, provided it meets the objectives of these development permit guidelines.

### 4.0 Fencing

4.1 Install a fence along the **ALR** boundary and/or property line. Construct fencing:

- Up to the maximum height permitted by the Zoning Bylaw;
- With solid wood, chain link, or wire mesh fabric (deer fencing).

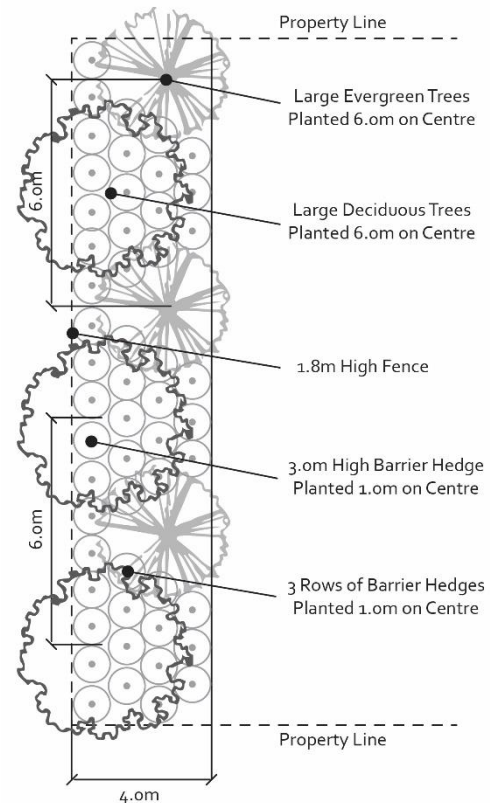


Figure 22.8: Example of vegetated buffer landscape plan for 4 m width, adjust plantings to accommodate 6 m or 8 m vegetated buffer width.

5.0 During development and construction phases, ensure any required fill deposition is handled sensitively with respect to the buffer and natural soil regimes on and off site are retained.

## B. FARM PROTECTION DP FOR DEVELOPMENT ON AGRICULTURAL LANDS

### CATEGORY

Sec. 488 (1) (c) of the *Local Government Act* allows for the protection of farming.

### PROPERTIES AFFECTED

As defined in Chapter 17, lands considered agriculture include:

- Lands situated in the **Agricultural Land Reserve (ALR)**; or
- Lands less than 30% slope with a future land use designation of Rural Agricultural and Resource and zoned for agriculture.

Unless exempted (See Exemptions section below) a development permit addressing protection of farming guidelines (See Guidelines section below) must be approved for any development located on Agricultural Lands before:

- Subdivision of land;
- A Building Permit, Soil Permit, or alteration of land unless listed in exemptions below.

### JUSTIFICATION

To protect the agricultural land resource for present and future production of food and other agricultural products. Guidelines for setbacks and buffering on agricultural lands may assist in minimizing impacts on agricultural neighbours. Impacts may include trespass, crop damage, livestock harassment, and other conflicts.

### OBJECTIVES

- Protect farm land and farm operations;
- Minimize the impact of residential uses on farm practice and farming potential in farming areas; and
- Ensure that the primary use of agricultural land is for agricultural purposes.

### EXEMPTIONS

A Farm Protection Development Permit will not be required for agricultural lands for:

- **Agricultural Structures** used exclusively for agriculture but excluding alcohol production facilities, farm retail sales, intensive impact agriculture, and facilities for storing, packing, preparing and processing farm products; or
- The issuance of a building permit for single family dwelling housing or accessory structure if a Farm Residential Footprint covenant has been registered with the BC Land Title and Survey Authority and meets the prescribed residential footprint guidelines (see Guidelines); or
- Construction, addition or alteration not exceeding 50 m<sup>2</sup> (538 ft<sup>2</sup>) where no variance(s) of the Zoning Bylaw is (are) required.

### GUIDELINES

#### 1.0 Site and Building Design

- 1.1 Locate all residential buildings (e.g. houses, garages) and associated structures (e.g. driveways, parking areas, pools, septic fields), including **farm help housing**, within a contiguous area (i.e. farm residential footprint or homeplate).
- 1.2 Design the residential footprint such that:
  - The residential footprint is located within 60 meters of the road and/or located to maximize agricultural potential and limit negative impacts on the farm, whether or not the parcel is currently farmed;



- For those properties abutting an arterial or collector road, as shown in Map 13.1 Functional Classification Map, the location of the residential footprint considers the impacts of potential future road projects;
- All underground residential services are located within the residential footprint;
- Only structures exclusively used for agriculture, including greenhouses, farm retail sales stands, and those structures associated with crop storage, on-farm processing, stables, alcohol production facilities, and tasting facility or lounge, and temporary farm working housing may be located outside the residential footprint.

#### 1.3 Temporary Farm Worker Housing

- All existing dwellings within the **farm unit** should be utilized prior to building new **temporary farm worker housing**, unless the existing dwellings are for a use consistent with the *Agriculture Land Commission Act*. Alternatively, the existing dwellings on the **farm unit** must be removed, decommissioned to an approved use or demolished including decommissioning the existing septic system, prior to the authorization of a new temporary farm worker housing structure.
- The **temporary farm worker housing** footprint should be contiguous with the residential footprint (i.e. homeplate) and / or within 60 metres of the road and/or located to maximize agricultural potential and limit negative impacts on the farm parcel.
- Establish a minimum 3 metre wide vegetated buffer for screening to adjacent property lines and between the temporary farm worker housing and active farming areas.

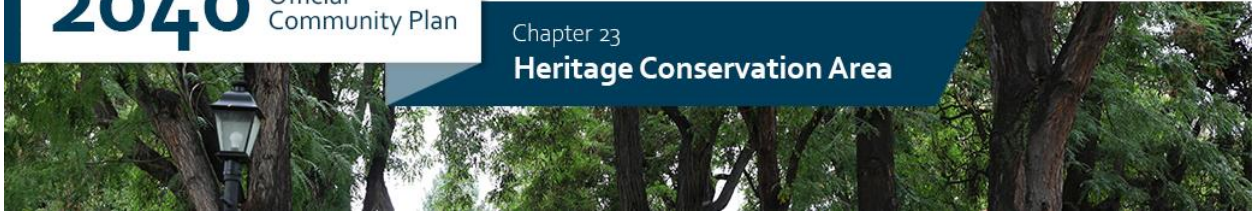
#### 1.4 Farm help dwelling (permanent)

- Through the development process, a statutory restrictive covenant under section 219 of the Land Title Act is required indicating that the dwelling is for full time farm help and must be removed should the level of operation change such that the operation does not qualify for full time farm help.
- The farm help dwelling (permanent) must be on the same lot as the principal dwelling.
- Design the farm help dwelling (permanent) residential footprint such that:
  - It is contiguous with the farm residential footprint (i.e. Homeplate)
  - The size is up to 1,000m<sup>2</sup> and must be registered on title for farm help dwelling (permanent).
  - All underground residential services are located within the farm help dwelling (permanent) residential footprint.
- Establish a minimum 3 metre wide vegetated buffer for screening to adjacent property lines and between the farm help dwelling (permanent) and active farming areas.

#### 1.5 Locate farm retail sales, alcohol production facilities, and any other structures and services related to the public that are defined as farm uses under the *ALC Act* near the road entrance or in a location that minimizes road construction to reduce the footprint and extent of services through the lot with the goal of reducing impact on the agriculture potential.

### 2.0 Parking

- 2.1 Parking pads should be constructed using permeable materials, such as gravel. Avoid pavement and concrete.
- 2.2 Parking should be contiguous with the use and located to maximize agricultural potential.



### Category

Section 614 of the Local Government Act allows local governments to, for the purposes of heritage conservation, designate Heritage Conservation Areas.

### Properties Affected

A Heritage Alteration Permit must be obtained prior to or in conjunction with issuance of a building permit for demolition or removal of a building, construction of a new building, or structural changes to the exterior of an existing building located in a Heritage Conservation Area (see Map 23.1).

### Justification

The purpose of the Heritage Conservation Area is to sustain the historical legacy of the neighbourhoods shown on Map 23.1. The special qualities of these neighbourhoods will be preserved by ensuring changes complement the established streetscape and maintain the integrity of traditional architectural forms.

### Objectives

- Maintain the residential and historical character of the Marshall Street and the Abbott Street Heritage Conservation Areas;
- Encourage new development, additions and renovations to existing development which are compatible with the form and character of the existing context;
- Ensure that change to buildings and streetscapes will be undertaken in ways which offer continuity of the 'sense-of-place' for neighbours, the broader community; and
- Provide historical interest for visitors through context sensitive development.

### Exemptions

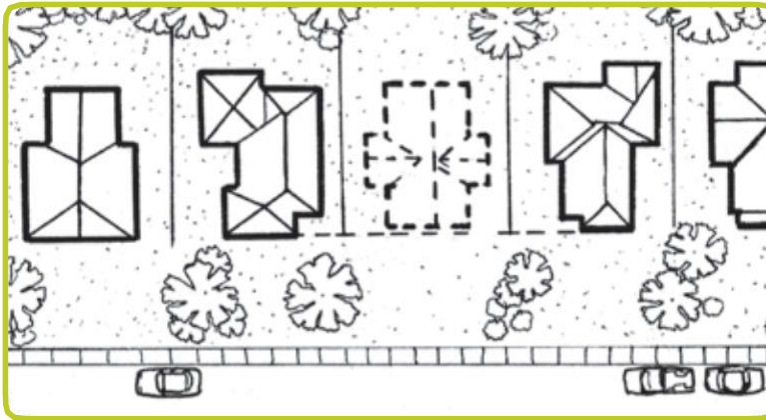
Building maintenance, interior renovations or exterior alterations not requiring a building permit do not require a Heritage Alteration Permit.

### Guidelines

Although design freedom is encouraged, it is vital to the integrity of the Heritage Conservation Areas to have the established context serve as inspiration for new development. The dominant architectural style for the streetscape should prescribe the style of new buildings while the established patterns prescribe scale, massing and streetscape relationships. Dominant patterns and key elements occurring on the streetscape of the subject site should be noted and used as the general basis for the design of a new house. The following are the landscape and architectural guidelines to be applied to all additions or new constructions within the Abbott Street and Marshall Street Heritage Conservation Areas. Applicants are encouraged to relate the guidelines to the architectural style of their property and the adjacent context. In the case of new homes, applicants are encouraged to consider the architectural style consistent with the dominant style identified for their block. However, it is not required that the architectural style of new buildings be consistent with the dominant style of the block.

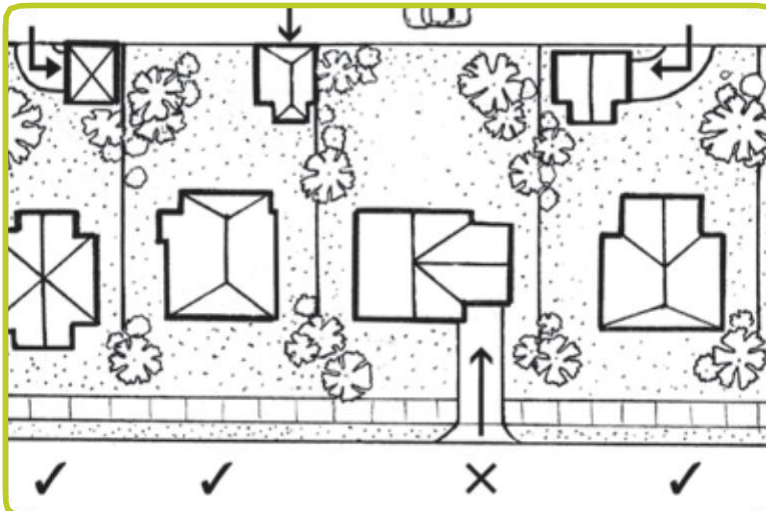
## Site Layout & Parking

*Figure 23.1: Front Yard Setbacks*



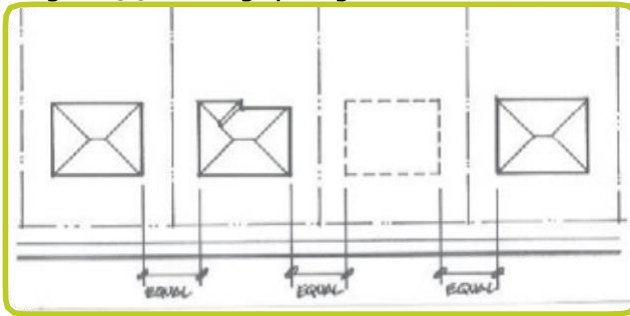
Maintain the established front yard setback by placing additions and new constructions within 10% of the adjacent or average building setback.

*Figure 23.2: Front Drives*



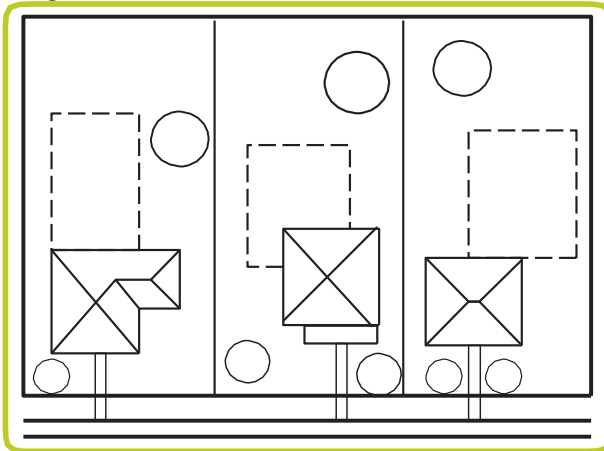
New front drives and garage doors facing the street are discouraged in areas where they are not common and particularly where rear lane access is available. Where no lane is available, front drives with rear garages are encouraged.

**Figure 23.3: Building Spacing**



Spacing between buildings should retain the established pattern.

**Figure 23.4: Rear Setback**



Rear setbacks may vary from the established pattern, within the limits of the Zoning Bylaw, to accommodate additions to the residential building footprint.

**Figure 23.5: Secondary Suites**

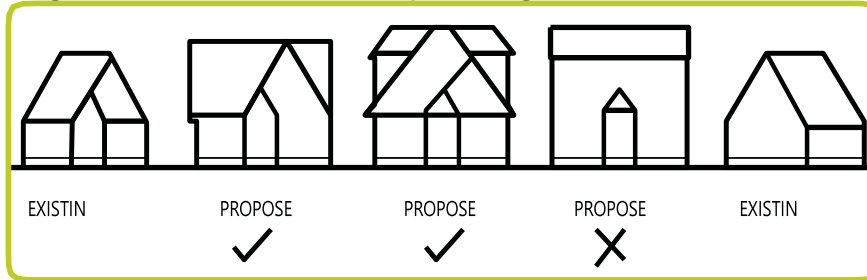


Secondary suites over garages, when permitted, are encouraged to draw architectural design inspiration from the principle residence. The massing of auxiliary buildings should be subordinate to the massing of the principal structure.



## Building Massing (Envelope)

*Figure 23.6: Established Streetscape Massing*



New construction or additions to existing structures are encouraged to maintain the established massing of the streetscape.

*Figure 23.7: Large Building Massing*



Larger buildings should use architectural design techniques to reduce the apparent massing and emulate the established neighbouring building massing.

## Architectural Pattern

*Figure 23.8: Architectural Pattern*



Established block face building spacing, foundation height, proportion, wall to window/door ratio and setbacks of adjacent development are to be considered with new development or additions to existing buildings.

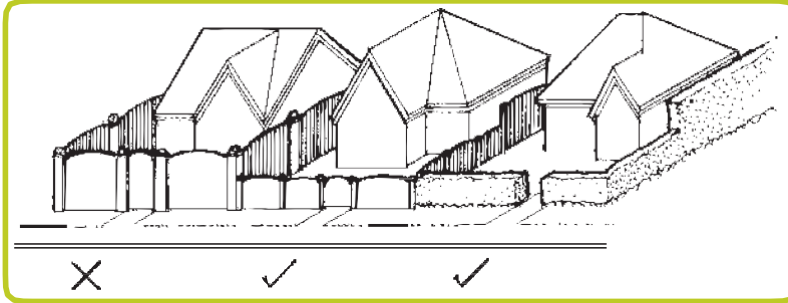
## Roof Forms, Dormers & Chimneys

*Figure 23.9: Roof Pattern*



The dominant neighbourhood roof pattern is encouraged, particularly for buildings of the same architectural style, by new or renovated development.

**Figure 23.10: Roof Building Style Consistency**



Roof form complexity, roof line silhouette, and the use of secondary elements (dormers, gables, chimneys, etc.) should be consistent with the building style. Skylights which are visible from the public street or walkway are discouraged.

**Figure 23.11: Roof Materials**



High quality, low maintenance roofing materials, of similar design to traditional materials, may be used for buildings not being restored to period authenticity.



**Figure 23.12: Soffit, Rafter, Rain Water Drainage**

Soffit overhang, rafter shape, bracket detail and rain water drainage are encouraged to be similar to the original building design or be consistent with the established methods characteristic of the architectural style of the building.



**Figure 23.13: Secondary Roof Elements**

Secondary roof elements, such as dormers, copulas and gables, are encouraged to have similar a roof slope as the principle roof.



**Figure 23.14: Chimneys**

Chimneys are encouraged to be consistent with those found on buildings of similar architectural style.

## Cladding Materials

**Figure 23.15: Cladding Materials**



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

## Doors & Windows

**Figure 23.16: Window and Door Pattern**



Window and door-to-wall area ratio, placement and style are encouraged to adhere to the pattern of the established architectural style.

**Figure 23.17: Main Entrances**



Main entrances should be prominent from the street and are encouraged to adhere to the pattern of the established architectural style.



**Figure 23.18: Door and Window Finishings**

Door and window shape, sash design, trim, casements and sills are encouraged to be of similar finish as the established architectural style.

**Figure 23.19: Front Step Consistency**

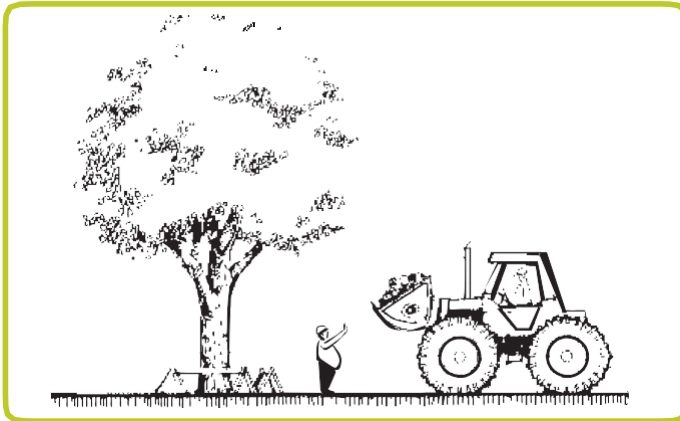
Front steps leading to the principle entrance are encouraged to be constructed in a style and of materials consistent with the established architectural style of the home.





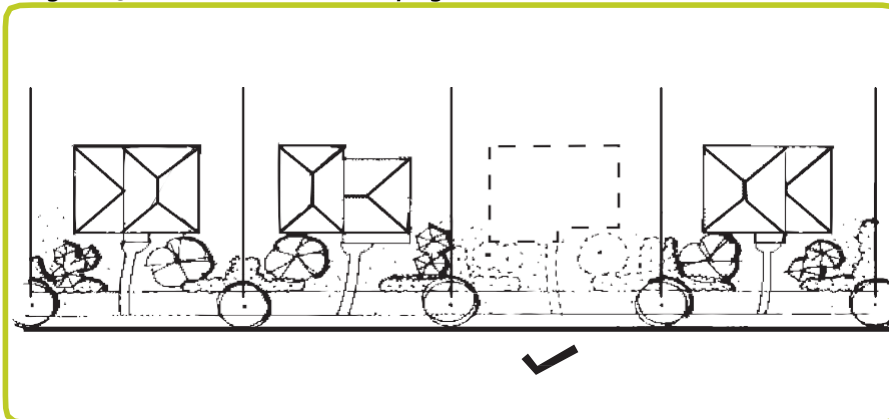
## Landscaping, Walks & Fences

**Figure 23.20: Tree Protection**



Healthy, mature trees are encouraged to be maintained and protected during and after construction.

**Figure 23.21: Front Yard Landscaping**



Front yard landscape plantings, walkways and other landscape installations are encouraged to be derived from the context of the adjacent sites.

**Figure 23.22: Front Yard Screening**



Fences or screening landscaping, greater than 1.0 metre in height, are discouraged in front yards unless inconsistent with treatment derived from the context of the adjacent sites.

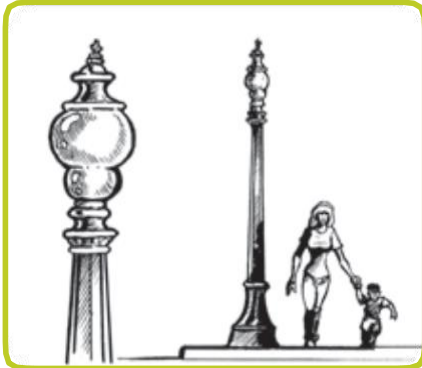
## Streetscape Guidelines

**Figure 23.23: Road Right-of-Way**



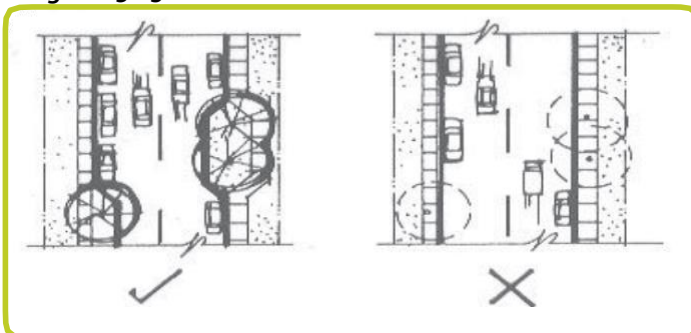
The established road right-of-way for existing streets should be retained at current dimensions. Council may consider variances of the City's servicing standards for roads within the Heritage Conservation Areas via a Development Variance Permit, Heritage Revitalization Agreement or Major Heritage Alteration Permit.

**Figure 23.24: Streetlighting**



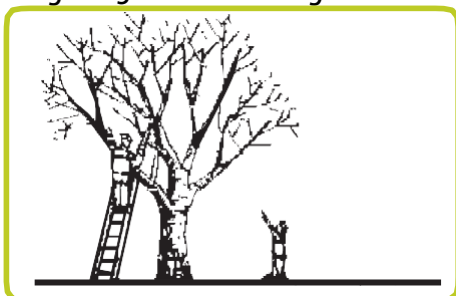
Character street lighting, in the form of the standard King Louminaire and decorative pole, is encouraged within the Heritage Conservation Areas, potentially funded through a Specified Area Bylaw for cost recovery of the incremental costs in excess of the conventional streetlight service.

**Figure 23.25: Boulevard Trees**



All healthy, mature boulevard trees within the public right-of-way are encouraged to be retained and protected during construction.

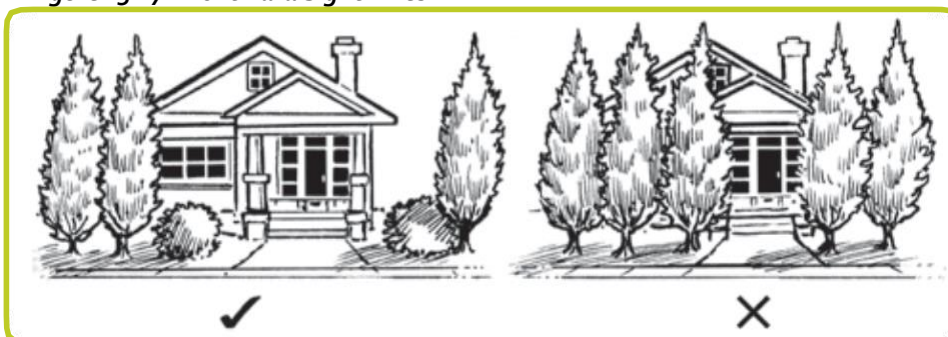
**Figure 23.26: Tree Pruning**



Any tree pruning required, for overhead wire clearances, public safety or any other reason, is encouraged to be undertaken under the direction of a Landscape Architect or arborist certified by the International Society of Arboriculture.

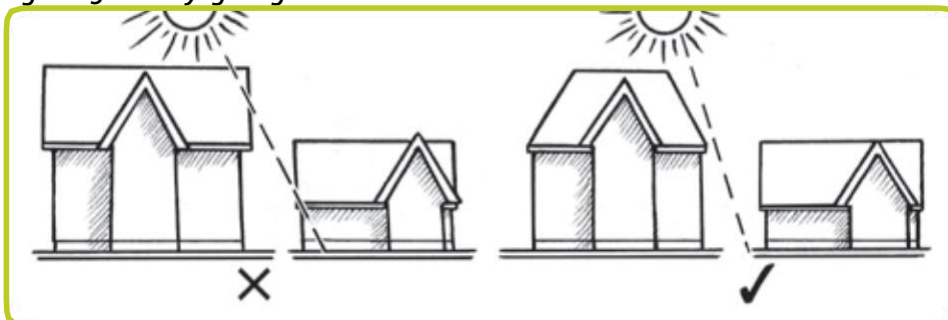
## Privacy and Shadowing Guidelines

**Figure 23.27: Front Yard Sight Lines**



The design of front yards should provide for sight lines to the front yard and residence from the front street.

**Figure 23.28: Daylighting Standards**



Casting of shadow on adjacent yards is minimized by stepping second storey elevations back to satisfy the sunlight requirements of the City's Zoning Bylaw. In cases where the architectural authenticity does not accommodate a stepped building form, overshadowing may be managed through other design solutions, such as locating the building on the site in ways which satisfy the Zoning Bylaw daylighting standards.





# Report to Council



**Date:** September 20, 2021

**To:** Council

**From:** City Manager

**Subject:** Robson Rd W 285 Z20-0010 Extension Request Bylaw No.12086

**Department:** Development Planning

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## **Recommendation:**

THAT in accordance with Development Application Procedures Bylaw No 10540, the deadline for the adoption of Rezoning Bylaw No. 12086, for Z20-0010 for Lot A, Section 23, Township 26, ODYD, Plan EPP106912 for 285 Robson Road West, Kelowna, BC, be extended from August 11, 2021 to August 11, 2022;

AND that Council directs Staff to not accept any further extension requests.

## **Purpose:**

To extend the deadline for adoption of Rezoning Bylaw No. 12086 from August 11, 2021 to August 11, 2022.

## **Community Planning:**

Rezoning Bylaw No. 12086 received second and third readings at a Regular meeting of Council held on Tuesday, August 11, 2020. Final adoption of the zone amendment bylaw is subject to the applicant meeting the requirements of the Development Engineering memorandum. The applicant has made progress and Staff are recommending that Council supports extending the deadline for adoption of Rezoning Bylaw No. 12086 by one year to August 11, 2022.

**Property Map:285 Robson Road West**



Submitted by: H. Benmore, Development Planning

**Approved for inclusion:**



Jocelyn Black, Urban Planning Development Manager

cc: ji

# REPORT TO COUNCIL



**Date:** September 20, 2021

**To:** Council

**From:** City Manager

**Department:** Development Planning

**Application:** DP21-0116

**Owner:** The Pit Stop C-Store & Gas Bar Ltd., Inc. No. BC0566689

**Address:** 3802 Gordon Drive

**Applicant:** Fox Architecture Inc.

**Subject:** Development Planning

**Existing OCP Designation:** COMM - Commercial

**Existing Zone:** C2 – Neighbourhood Commercial

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## 1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP21-0116 for Lot A District Lot 134 ODYD Plan 40137, located at 3802 Gordon Drive, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

## 2.0 Purpose

To consider a form and character Development Permit for the redevelopment of a gas station.

## 3.0 Development Planning

Staff are recommending support for the Development Permit due to the proposal's consistency with the Official Community Plan's Urban Design Guidelines. The entire building form will be enhanced to a modern style meeting the City's design guidelines and conforming to Husky's approved designs. The building materials uses a combination of steel frame, curtain wall, stucco, and concrete block. The proposal meets the City's Zoning Bylaw and no variances are required.

## 4.0 Proposal

### 4.1 Background

A Development Permit for a similar redevelopment proposal on the property was supported by Council on February 4, 2019. Development Permits expire after two years if construction has not commenced, which is why a new Development Permit is required.

### 4.2 Project Description

The applicant is proposing to make more efficient use of the site by adding to and updating the current building as well as adding a second floor that will contain offices and one residential security operator unit. The existing gas pumps will be retained but the car wash will be removed, and the existing convenience store reduced in size. A new restaurant will occupy the south side of the main floor, oriented to the adjacent shopping plaza. Electric vehicle charging stations would also be added, and the location of these stalls is shown on the Landscape Plan in Schedule C.

### 4.3 Site Context

The subject property is located at the corner of Gordon Drive and Cook Road. The site is within the Permanent Growth Boundary and along a major arterial road but is not located within an Urban or Village Centre. The Walk Score of the property is 41, indicating most errands require a car.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU5 – Bareland Strata	Single Dwelling Housing
East	RM3 – Low Density Multiple Housing	Multiple Dwelling Housing
South	C2 - Neighbourhood Commercial	Commercial shopping plaza
West	A1 – Agriculture (within ALR)	Agriculture



**Subject Property Map: 3802 Gordon Drive****4.4 Zoning Analysis Table**

Zoning Analysis Table		
CRITERIA	C2 ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Max. Floor Area Ratio (Commercial)	0.3	0.3
Max. Floor Area Ratio (Residential)	0.2	0.05
Max. Site Coverage	40 %	39 %
Max. Height	10.5 m / 2 ½ storeys	7.77 m / 2 storeys
Min. Front Yard (West)	4.5 m	7.6 m
Min. Flanking Side Yard (North)	4.5 m	4.5 m
Min. Side Yard (South)	3.0 m	4.5 m
Min. Rear Yard (East)	6.0 m	6.0 m
Other Regulations		
Min. Parking Requirements	13 stalls 1 loading stall	18 stalls 1 loading stall
Min. Bicycle Parking	6 short term stalls 1 long term stall	6 short term stalls 1 long term stall

## 5.0 Current Development Policies

### 5.1 Kelowna Official Community Plan (OCP)

#### Chapter 5: Development Process

##### *Objective 5.3 Focus development to designated growth areas*

*Policy .2 Compact Urban Form.* Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

#### Chapter 14: Urban Design DP Guidelines

##### *Objectives*

Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures

##### *Objective 11.0 Amenities, Ancillary Services and Utilities*

*Policy 11.1* Locate loading, garbage, storage, utilities and other ancillary services away from public view. All such areas shall be screened and designed as an integral part of the building to minimize impact;

*Policy 11.3* Create attractive rear alley facades with high quality materials on buildings facing residential areas (e.g. rear building entrances, windows, balconies, plazas, and plantings).

## 6.0 Technical Comments

### 6.1 Development Engineering Department

See Attachment A: City of Kelowna Memorandum

## 7.0 Application Chronology

Date of Application Accepted: May 20, 2021

<b>Report prepared by:</b>	Kimberly Brunet, Planner II
<b>Reviewed by:</b>	Jocelyn Black, Urban Planning Manager
<b>Reviewed by:</b>	Terry Barton, Development Planning Department Manager
<b>Approved for Inclusion:</b>	Ryan Smith, Divisional Director, Planning & Development Services

#### **Attachments:**

Attachment A: City of Kelowna Memorandum

Attachment B: Applicant's Rationale

Attachment C: Draft Development Permit No. DP21-0116

Schedule A: Site Plan

Schedule B: Elevations, Floorplans, Materials and Colour Board

Schedule C: Landscape Plan

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## CITY OF KELOWNA

# MEMORANDUM

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**Date:** May 28, 2021  
**File No.:** DP21-0116  
**To:** Urban Planning (KB)  
**From:** Development Engineering Manager (JK)  
**Subject:** 3802 Gordon Dr.

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The Development Engineering comments and requirements regarding this Development Permit to updates an existing gas station and to add a restaurant, residential unit and second floor office space rezoning application are as follows:

**1) Domestic Water and Fire Protection**

- a) 3802 Gordon Dr. is currently serviced with a 19mm-diameter water service. The developer's consulting mechanical engineer will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. The applicant will arrange for the removal and disconnection of the existing services and the installation of one new larger service at the applicants cost.

**2) Sanitary Sewer**

- a) Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. The applicant's consulting mechanical engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for this development. If required, the applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service at the applicants cost.

**3) Road Improvements**

- a) Gordon Rd. frontage has damaged concrete panels and driveway letdown that will need to be replaced to current City standard. Landscaped boulevard requires to irrigation and maintenance as per bylaw 10425.
- b) Cook Rd. frontage has damaged concrete panels and driveway letdown that will need to be replaced to current City standard. Landscaped boulevard requires to irrigation and maintenance as per bylaw 10425.
- c) Existing landscaped retaining wall on Cook Rd. requires to be removed from City ROW and replaced with a landscaped boulevard.
- d) North east corner landscape must be reviewed to meet Bylaw 8120 2.2 Sight lines.



#### **4) Subdivision and Dedication**

- a) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

#### **5) Electric Power and Telecommunication Services**

- a) All proposed service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

#### **6) Geotechnical Report**

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

#### **7) Design and Construction**

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be

submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

## 8) **Servicing Agreement for Works and Services**

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

## 9) **Charges and Fees**

- (a) Development Cost Charges (DCC's) are payable
- (b) Fees per the "Development Application Fees Bylaw" include:
  - (i) Street/Traffic Sign Fees: at cost if required (to be determined after design).
  - (ii) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
  - (iii) Engineering and Inspection Fee: 3.5% of construction value (plus GST).



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Ryan O'Sullivan  
Development Engineering Manager

AS

August 12, 2021

**Design Rationale for Form and Character:  
Development Permit Kiran Building 3802 Gordon Dr.**

**Overview:**

Located at the corner of Gordon & Cook, the existing building consists of a 1980's single-storey structure with a convenience store, Husky gas bar, and car wash.

We propose to create a more urban model of mixed-use using multiple new uses in a remodel and second floor addition in order to activate all four facades.

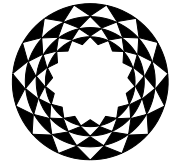
The entire building form will be modern with dynamic rooflines, canopy and overhangs. The proposed building uses a "gridiron" form to showcase the pointed corner on the trapezoidal site, and uses (and re-uses) a combination of steel frame, curtain wall, stucco and concrete block to provide a professional looking signature building at the intersection. This proposal combines the needs of an expressway commercial gas station, with the walkable neighbourhood uses of a formal restaurant and professional services and then transitions to residential use facing the adjacent housing.

The existing gas pumps will be retained on the east side facing Gordon Dr, the associated C-Store will be reduced in area, and the car wash and rear drive removed, and EV charging stations provided. A new restaurant will occupy the south side of the main floor, oriented to the adjacent shopping mall, while the new entrances to the new second floor will face north oriented towards Cook St. Upstairs, professional offices will face north, east and south, while a residential unit and private yard will face the adjacent condos to the west.

Vehicle and bicycle parking areas have been re-designed to meet both the City of Kelowna's current Section 7 Landscaping & Screening as well as Section 8 Parking & Loading requirements, with interlocking and overlapping planting and parking areas. The parking is broken into a variety of smaller locations each addressing the adjacent use.

Multiple access points at grade will serve pedestrian-oriented uses, and an outdoor south-facing seating area will help activate the site. Generous glazing on all sides will further create a vibrant street presence, provide the occupants a dynamic experience of street and agricultural views, while also assisting in CPTED "eyes on the street". Site lighting will respect Kelowna's "Dark Skies" ambitions and will consist of "Full-Cutoff" fixtures to minimize light pollution off-site.

This building is intended to be an innovative and exciting prototype rethinking the use and form of a 21<sup>st</sup> C neighbourhood store and gas bar.



City of  
**Kelowna**

## Development Permit DP21-0116

This permit relates to land in the City of Kelowna municipally known as

**3802 Gordon Drive**

and legally known as

**LOT A DISTRICT LOT 134 OSOYOOS DIVISION YALE DISTRICT PLAN 40137**

and permits the land to be used for the following development:

**Gas Bar, Retail Stores - Convenience, Offices and Food Primary Establishment**

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

<u>Date of Council Decision</u>	September 20, 2021
<u>Decision By:</u>	COUNCIL
<u>Development Permit Area:</u>	Comprehensive Development Permit Area
Existing Zone:	C2 – Neighbourhood Commercial
Future Land Use Designation:	COMM - Commercial

### **This is NOT a Building Permit.**

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

### **NOTICE**

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner:	THE PIT STOP C-STORE & GAS BAR LTD., INC.NO. BC0566689
Applicant:	Fox Architecture Inc.
Planner:	K. Brunet

Terry Barton  
Community Planning Department Manager  
Planning & Development Services

Date



## 1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

## 2. CONDITIONS OF APPROVAL

- The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- Landscaping to be provided on the land be in accordance with Schedule "C"; and
- The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect.

**This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.**

## 3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property owner of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- An Irrevocable Letter of Credit **OR** certified cheque in the amount of **\$47,125.00**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

## 5. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.  
Security shall ONLY be returned to the signatory of the  
Landscape Agreement or their designates.**

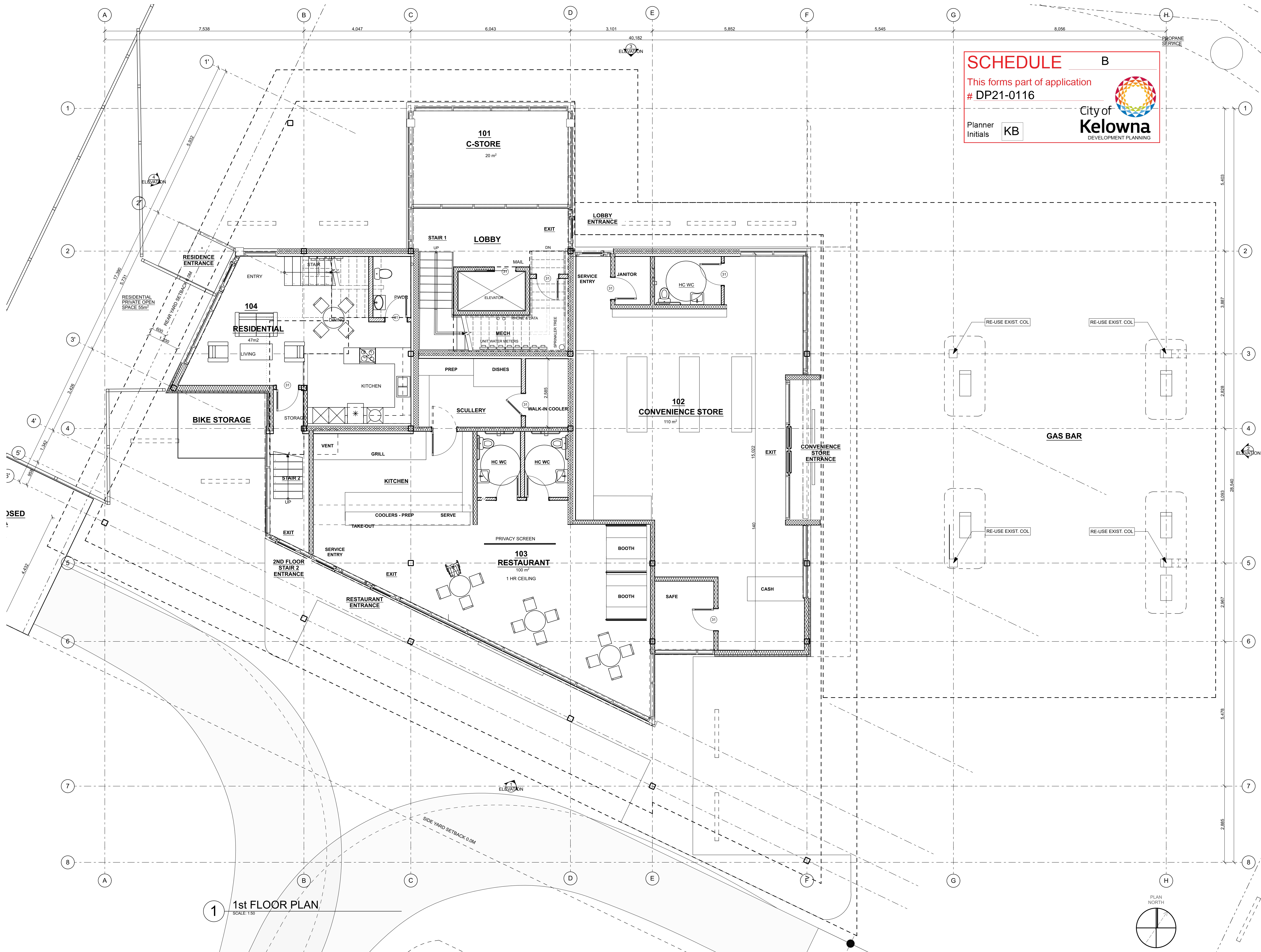












SCHEDULE B

This forms part of application  
# DP21-0116

Planner  
Initials KB

City of Kelowna

DEVELOPMENT PLANNING

1 1st FLOOR PLAN  
SCALE: 1:20

FOX ARCHITECTURE  
SUSTAINABLE MODERN DESIGN

510 West Ave  
Kelowna BC V1Y 4Z4  
foxarchitecture.ca  
778.484.3696

CONSULTANTS

PRELIMINARY  
NOT FOR CONSTRUCTION

Kiran Building

20-061

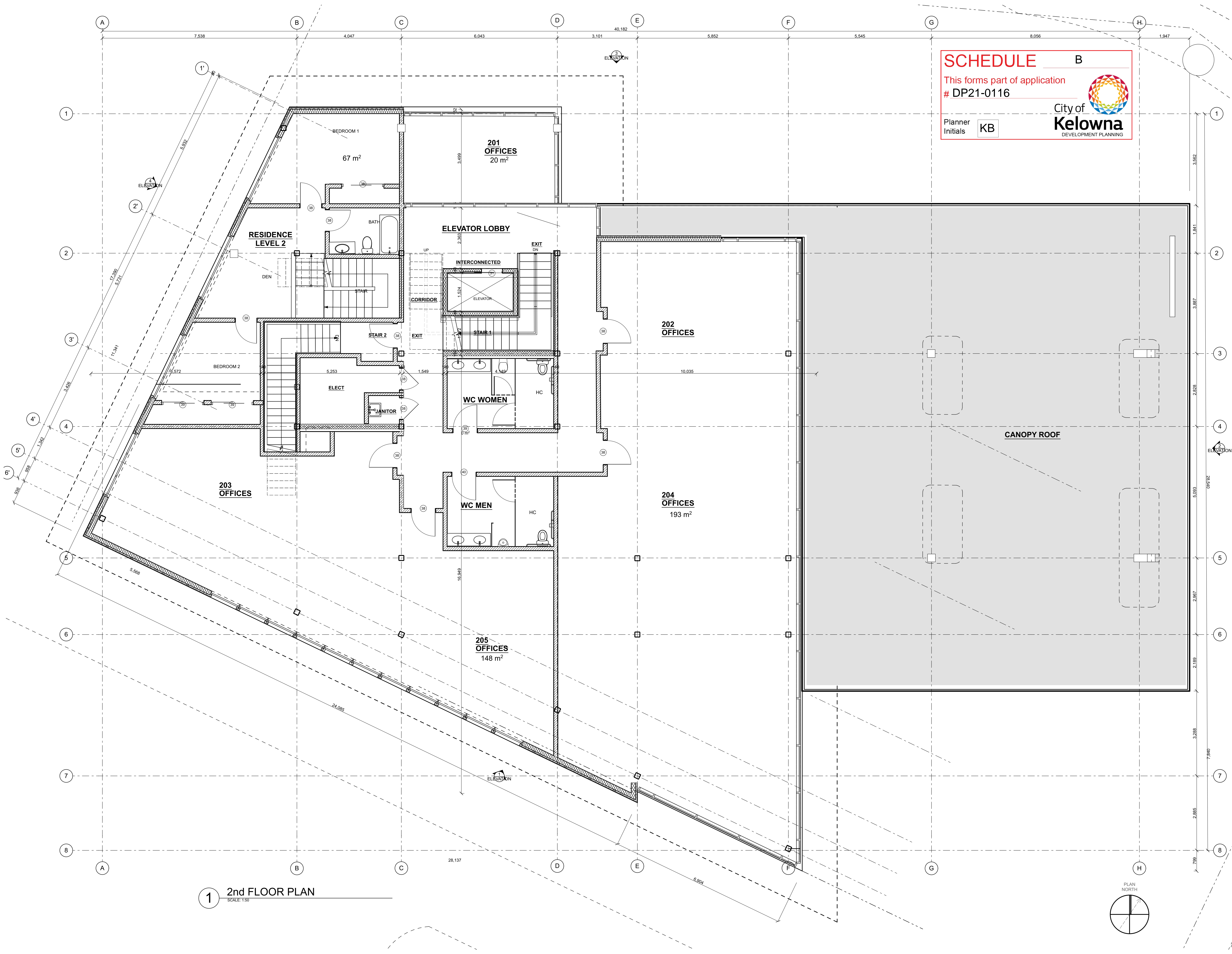
3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134 ODYD.

MAIN FLOOR PLAN

06.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

A-101





SCHEDULE

B

This forms part of application

# DP21-0116

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

1 2nd FLOOR PLAN  
SCALE: 1:50

FOX ARCHITECTURE

DESIGN

SUSTAINABLE MODERN

510 West Ave

Kelowna BC V1Y 4Z4

foxarchitecture.ca

778.484.3696

CONSULTANTS

PRELIMINARY

NOT FOR CONSTRUCTION

Kiran Building

20-061

3802 GORDON DR

KELOWNA BC V1W 3Y3

Lot A, Pln 40137, DL 134 ODYD.

2ND FLOOR PLAN

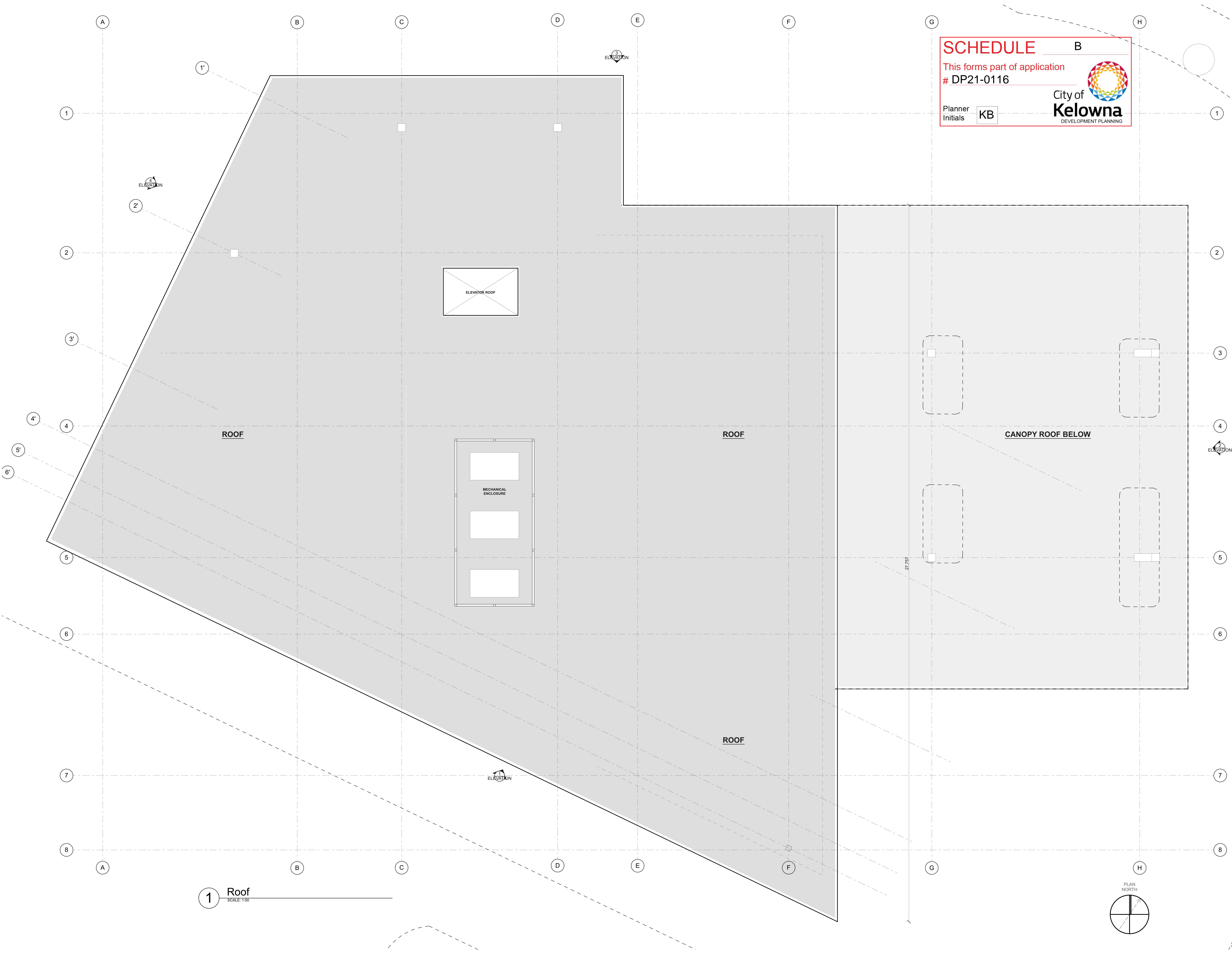
06.04.21 ISSUED FOR DP

07.29.21 ISSUED FOR DP - Rev.1

A-102

412





SCHEDULE B

This forms part of application  
# DP21-0116

Planner  
Initials KB

City of  
**Kelowna**  
DEVELOPMENT PLANNING

510 West Ave  
Kelowna BC V1Y 4Z4  
foxarchitecture.ca  
778.484.3696

FOX ARCHITECTURE  
SUSTAINABLE MODERN DESIGN

CONSULTANTS

PRELIMINARY  
NOT FOR CONSTRUCTION

Kiran Building

20-061

3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134 ODYD.

ROOF PLAN

05.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

A-103

SCHEDULE

B

This forms part of application  
# DP21-0116

Planner  
Initials KB



FOX ARCHITECTURE  
SUSTAINABLE MODERN DESIGN

510 West Ave  
Kelowna BC V1Y 4Z4  
foxarchitecture.ca  
778.484.3696

CONSULTANTS

PRELIMINARY  
NOT FOR CONSTRUCTION

20-061

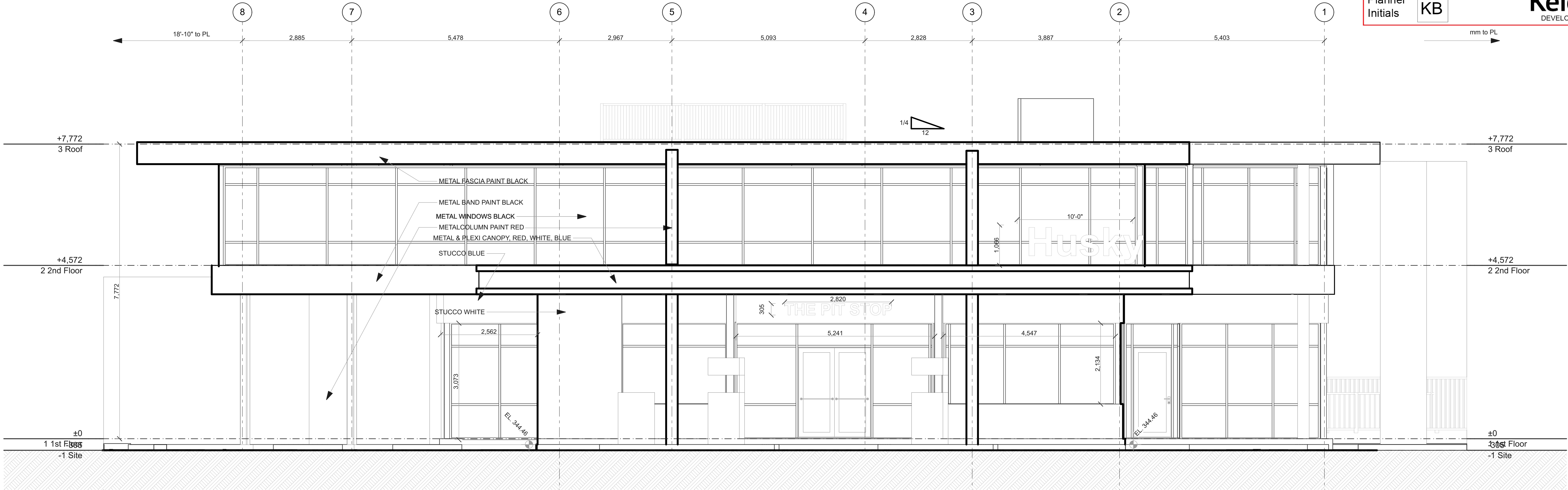
Kiran Building

3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134-0D9D.

ELEVATIONS

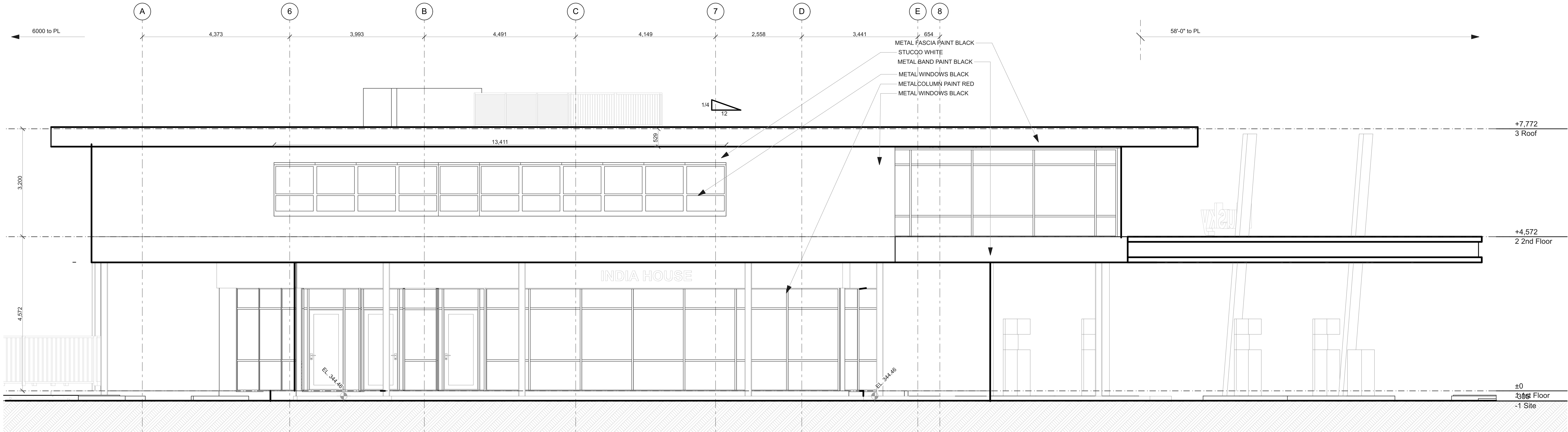
05.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

A-201



1 EAST ELEVATION

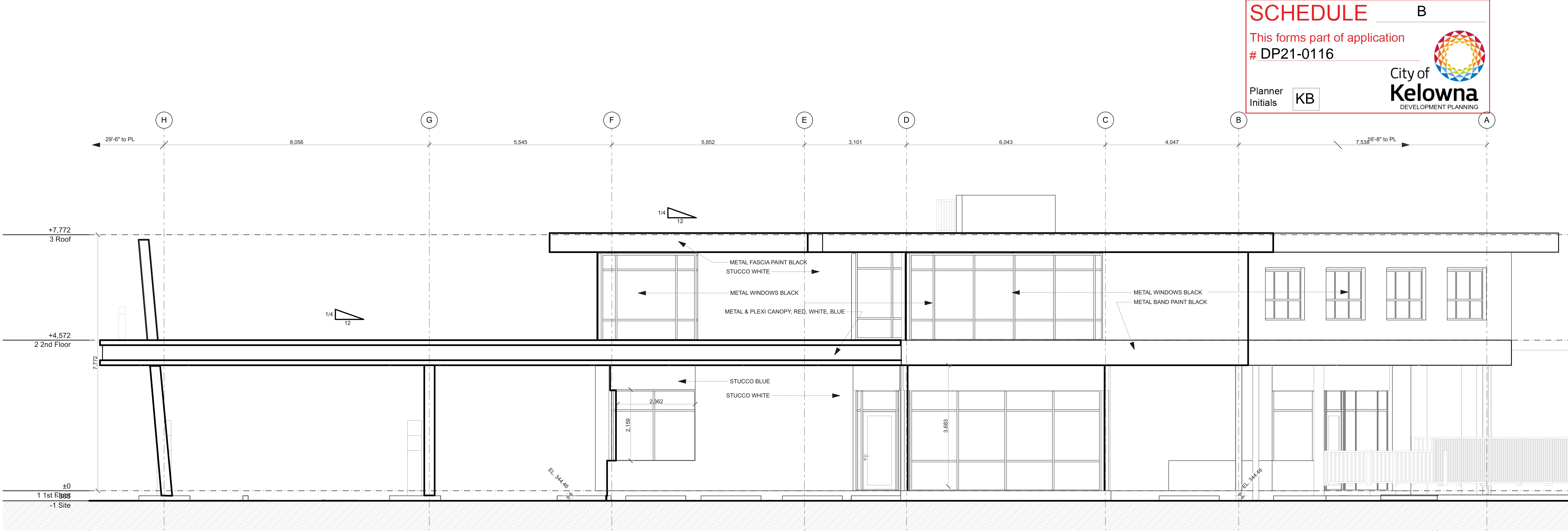
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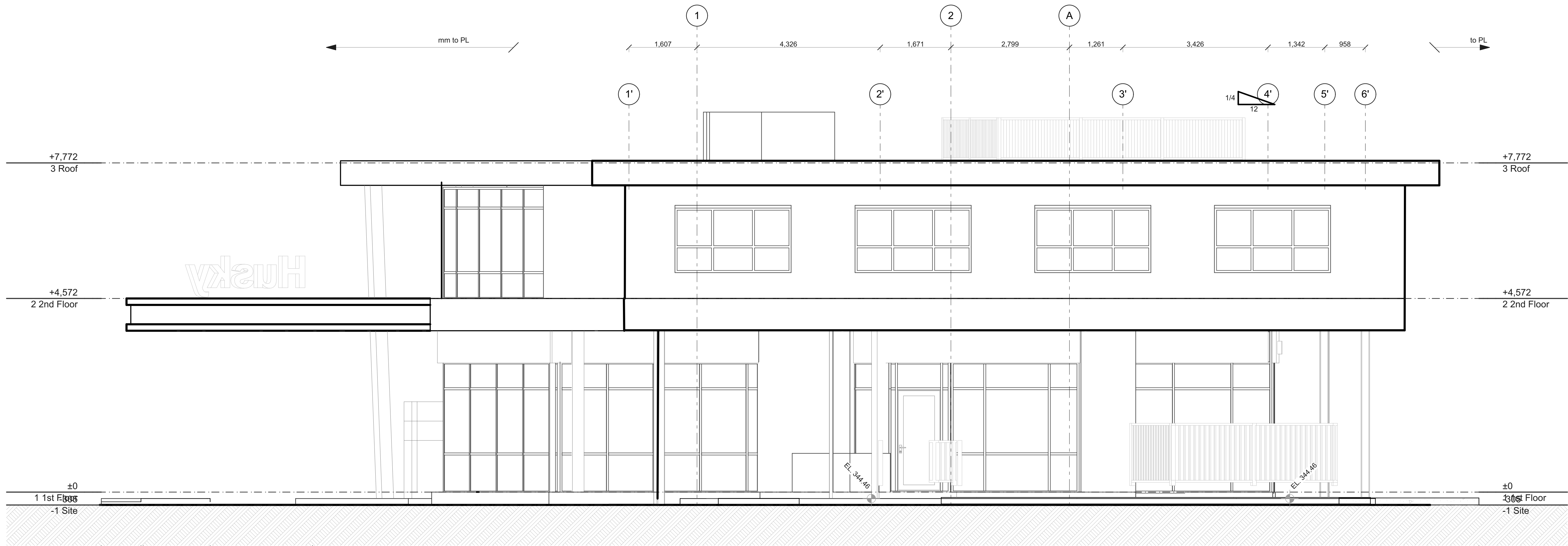
2 SOUTH ELEVATION

SCALE: 1:50





1 NORTH ELEVATION  
SCALE: 1/50



2 WEST ELEVATION  
SCALE: 1/50

**SCHEDULE** B

This forms part of application  
# DP21-0116

Planner Initials **KB**

City of Kelowna  
DEVELOPMENT PLANNING

**FOX ARCHITECTURE**  
SUSTAINABLE MODERN DESIGN

510 West Ave  
Kelowna BC V1Y 4Z4  
foxarchitecture.ca  
778.484.3696

CONSULTANTS

**PRELIMINARY**  
NOT FOR CONSTRUCTION

Kiran Building

20-061

3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134 ODYD.

**ELEVATIONS**

05.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

**A-202**





1 VIEW TO SW  
SCALE: 1:0.5215



2 VIEW TO NW  
SCALE: 1:0.5215



3 VIEW TO SOUTH  
SCALE: 1:0.5215



4 VIEW TO NORTH  
SCALE: 1:0.5215

510 West Ave  
Kelowna BC V1Y 4Z4  
foxarchitecture.ca  
778.484.3696

FOX ARCHITECTURE  
DESIGN  
MODERN  
SUSTAINABLE

CONSULTANTS

PRELIMINARY  
NOT FOR CONSTRUCTION

Kiran Building

20-061

3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134 ODYD.

3-D IMAGES

05.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

A-902



1

2

3

4

5

SCHEDULE

B

This forms part of application

6

# DP21-0116

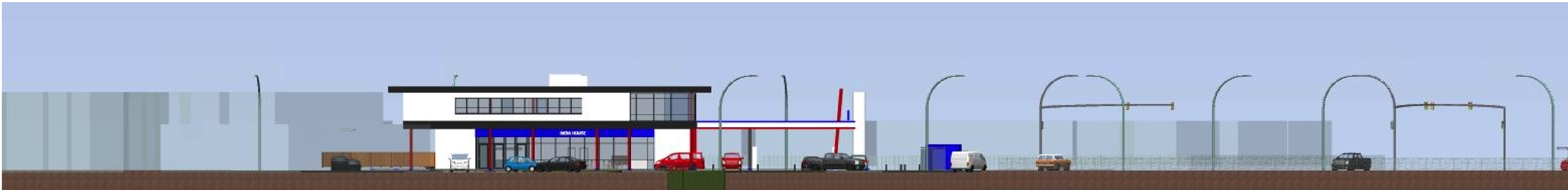
Planner  
Initials

KB

City of  
Kelowna  
DEVELOPMENT PLANNING



1 STREET VIEW LOOKING EAST



2 VIEW LOOKING NORTH



3 VIEW LOOKING WEST



4 STREET VIEW LOOKING SOUTH  
SCALE: 1:38 4484

CONSULTANTS

PRELIMINARY  
NOT FOR CONSTRUCTION

20-061

Kiran Building

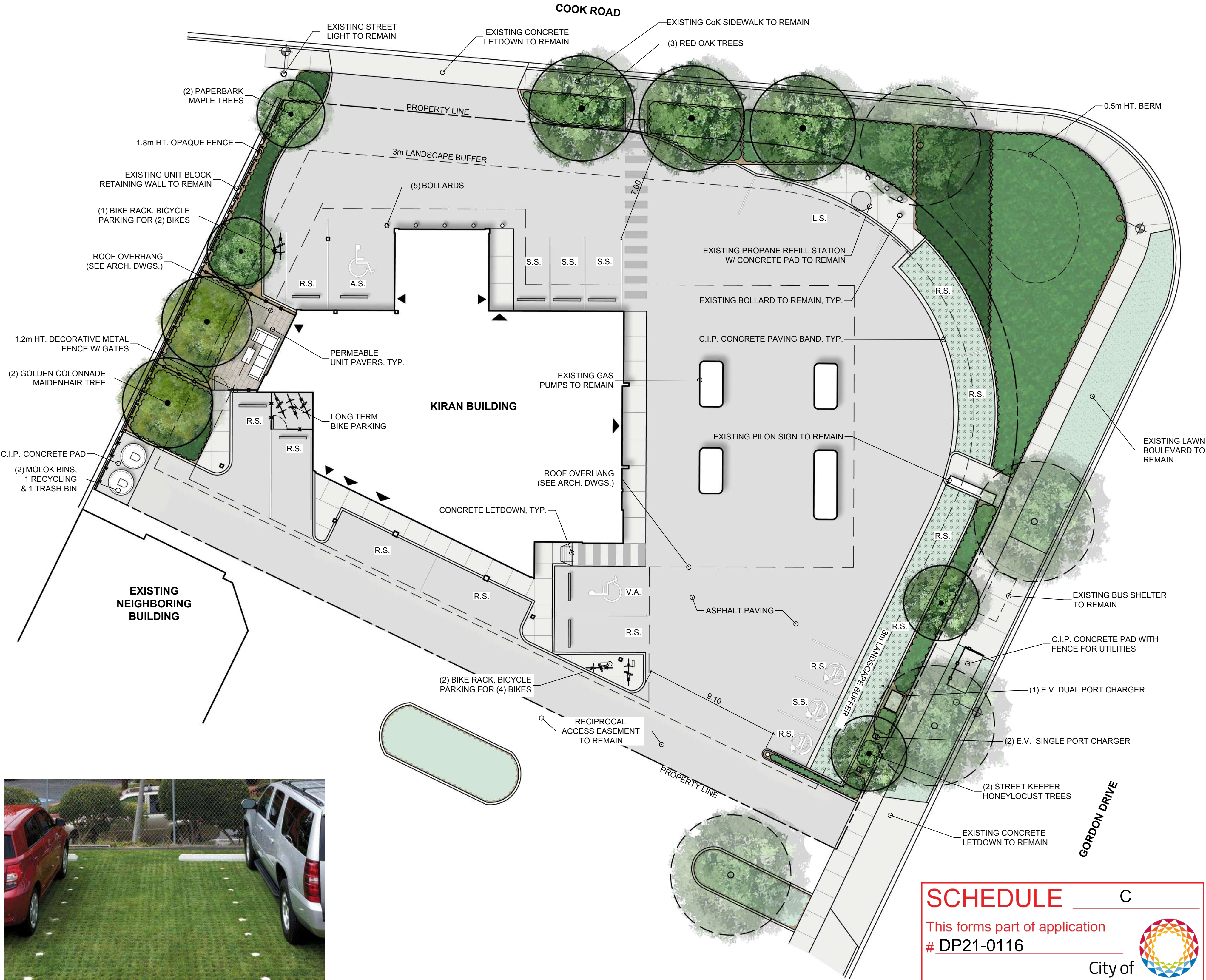
3802 GORDON DR  
KELOWNA BC V1W 3Y3  
Lot A, Pln 40137, DL 134 ODYD.

STREET VIEWS

05.04.21 ISSUED FOR DP  
07.29.21 ISSUED FOR DP - Rev.1

A-903





DRIVABLE TURF  
SUPPLIER: SOIL RETENTION  
EMAIL: info@soilretention.com  
WEBSITE: https://soilretention.com/

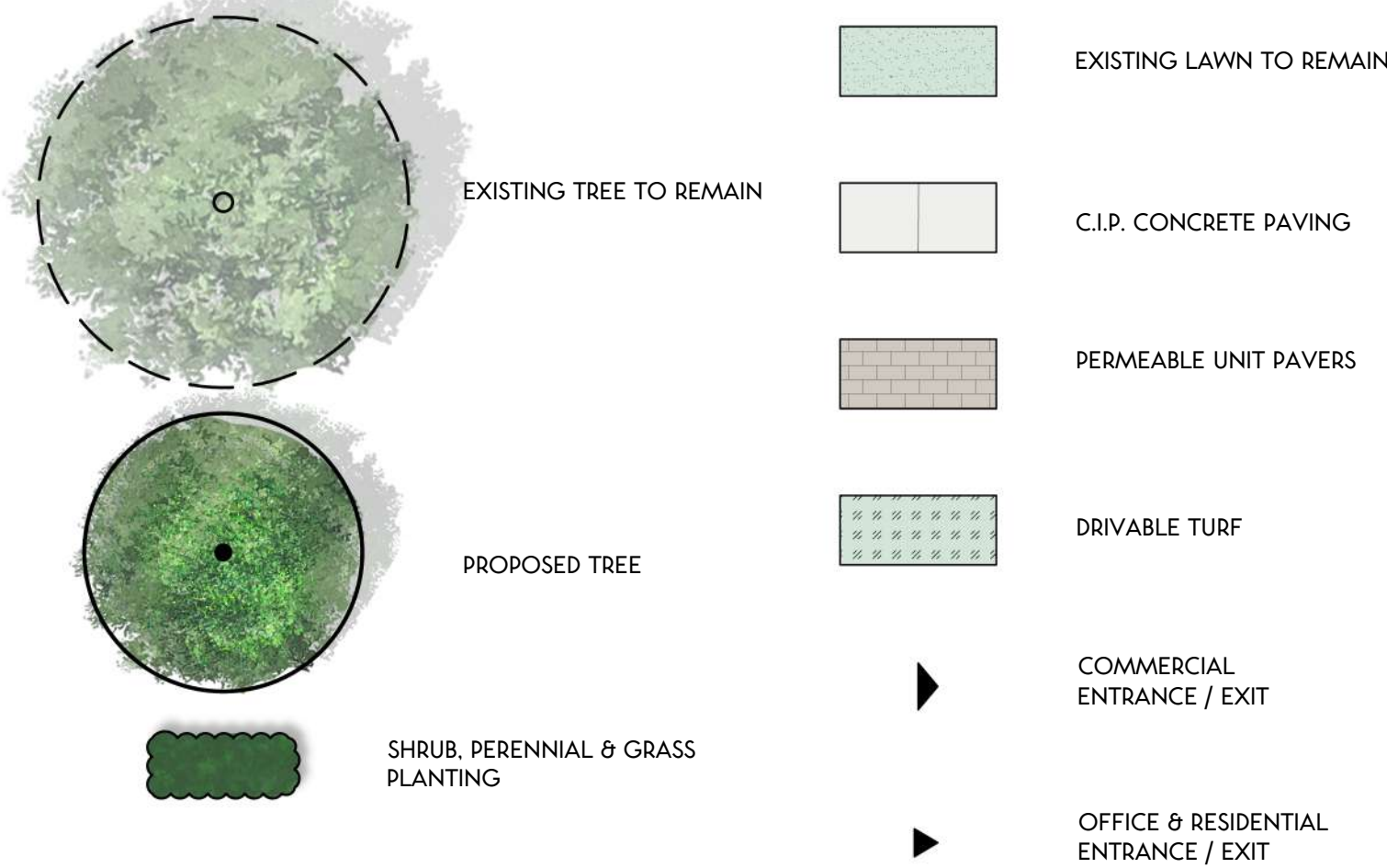
## SCHEDULE C

This forms part of application  
# DP21-0116

Planner  
Initials KB



### LEGEND:



### PARKING SUMMARY:

#### CARS:

- R.S. REGULAR SIZED PARKING STALL (12)
- S.S. SMALL SIZED PARKING STALL (4)
- L.S. LOADING STALL (1)
- A.S. ACCESSIBLE PARKING STALL (1)
- V.A. VAN ACCESSIBLE PARKING STALL (1)

#### BIKES:

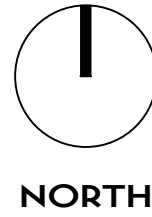
- SHORT TERM BIKE PARKING (6)
- LONG TERM BIKE PARKING (3)

### DEVELOPMENT PERMIT NOTES:

- PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE LATEST EDITION OF THE CANADIAN LANDSCAPE STANDARDS, PUBLISHED BY C.L.N.A. AND C.S.L.A. AS WELL AS THE CITY OF KELOWNA LANDSCAPE STANDARDS IN BYLAW 7900.
- THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL BUT REFLECTS THE MINIMUM CITY OF KELOWNA FORM AND CHARACTER REQUIREMENTS.
- PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY AT THE TIME OF CONSTRUCTION.
- TREES SHALL BE INSTALLED IN DEFINED SOIL PITS OR PLANTING BED AREAS. ADEQUATE SOIL VOLUME SHALL BE PROVIDED BASED ON THE SPECIFIED TREE SPECIES AND LOCATION.
- ORNAMENTAL SHRUB, GRASS AND PERENNIAL CLUSTERS ARE TO BE PLACED WITHIN DEFINED PLANTING BEDS. ALL PLANTING BEDS SHALL HAVE A MIN. OF 450mm (18") IMPORTED GROWING MEDIUM AND 75mm (3") OF COMPOSTED MULCH OR APPROVED EQUAL.
- DECORATIVE ROCK AREAS SHALL HAVE A MIN. OF 75mm (3") OF DECORATIVE COBBLE ROCK. COMMERCIAL GRADE LANDSCAPE FABRIC SHALL BE INSTALLED BELOW ALL DECORATIVE ROCK AREAS.
- DRIVEABLE TURF AREAS SHALL INCLUDE GRANULAR BASE, CONCRETE REINFORCING GRID, GROWING MEDIUM AND GRASS SEED.
- A HIGH EFFICIENCY IRRIGATION SYSTEM SHALL BE INSTALLED FOR ALL PLANTING BEDS, TURF AND DRIVEABLE TURF AREAS AND SHALL CONFORM TO THE CITY OF KELOWNA'S IRRIGATION STANDARDS IN BYLAW 7900.

### PLANT LIST:

TREES			
Botanical Name	Common Name	Size	Root
<i>Acer griseum</i>	Paperbark maple	6cm Cal.	B&B
<i>Ginkgo biloba</i> 'Golden Colonnade'	Golden Colonnade maidenhair tree	6cm Cal.	B&B
<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Street Keeper'	Street Keeper honeylocust	6cm Cal.	B&B
<i>Quercus rubra</i>	Red oak	6cm Cal.	B&B
SHRUBS			
Botanical Name	Common Name	Size/Spacing	Root
<i>Berberis thunbergii</i> 'Monry'	Sunset barberry	#02 Cont./1.0m O.C.	Potted
<i>Buxus</i> 'Green Velvet'	Green Velvet boxwood	#02 Cont./1.0m O.C.	Potted
<i>Cornus sericea</i> 'Kelsey'	Kelsey dogwood	#02 Cont./0.9m O.C.	Potted
<i>Philadelphus</i> 'Snowbelle'	Snowbelle mockorange	#02 Cont./1.25m O.C.	Potted
<i>Spiraea japonica</i> 'Crispa'	Crispa spirea	#02 Cont./0.75m O.C.	Potted
<i>Taxus media</i> 'Hicksii'	Hicks yew	#02 Cont./1.0m O.C.	Potted
PERENNIALS			
Botanical Name	Common Name	Size/Spacing	Root
<i>Astilbe arendsii</i> 'Deutschland'	Early white astilbe	#01 Cont./0.6m O.C.	Potted
<i>Rudbeckia fulgida</i> 'Goldsturm'	Goldsturm coneflower	#01 Cont./0.6m O.C.	Potted
<i>Paxistima canbyi</i>	Cliff green	#01 Cont./1.0m O.C.	Potted
<i>Salvia nemorosa</i> 'Sensation Rose'	Sensation Rose salvia	#01 Cont./0.45m O.C.	Potted
<i>Sedum spectabile</i> 'Autumn Joy'	Autumn Joy stonecrop	#01 Cont./0.6m O.C.	Potted
GRASSES			
Botanical Name	Common Name	Size/Spacing	Root
<i>Bouteloua gracilis</i> 'Lovington'	Lovington blue grama	#01 Cont./0.3m O.C.	Potted
<i>Calamagrostis acutiflora</i> 'Overdam'	Variegated feather reed grass	#01 Cont./0.75m O.C.	Potted
<i>Deschampsia caespitosa</i> 'Pixie Fountain'	Dwarf tufted hair grass	#01 Cont./0.45m O.C.	Potted
<i>Sesleria autumnalis</i>	Autumn moor grass	#01 Cont./0.45m O.C.	Potted



NORTH



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REVISIONS / ISSUED:	
1	AUG 12/21 ISSUED FOR DP APPLICATION
NO.	DATE
DESCRIPTION	



CLIENT:  
FOX ARCHITECTURE  
KELOWNA, B.C.

PROJECT:  
KIRAN BUILDING  
KELOWNA, B.C.

SHEET TITLE  
LANDSCAPE  
PLAN

DESIGN BY	LS
DRAWN BY	LS
CHECKED BY	KN
PROJECT NO.	18-036
SCALE	1:150

SHEET NO.

L-1

NOT FOR CONSTRUCTION

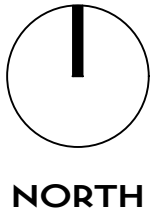


/VOLUMES/BENCH/400 - PROJECTS/2018/18-036\_KIRANUSKY\_MULTISE/440 - PRODUCTION/442 - DRAWINGS/00-CURRENT/00\_18-036\_CONCEPT\_LAYOUTS\_M.DWG



LEGEND:

- HIGH WATER USE (LAWN BOULEVARD)
- HIGH WATER USE (DRIVABLE TURF)
- MODERATE WATER USE (SHRUB, PERENNIAL, GRASS & ANNUAL PLANTING)
- UNWATERED PERVIOUS AREAS (PERMEABLE PAVERS)



NOT FOR CONSTRUCTION

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REVISIONS / ISSUED:		
1	AUG 12/21	ISSUED FOR DP APPLICATION
NO.	DATE	DESCRIPTION

**BENCH**

| 4-1562 water street, kelowna bc v1v 1j7 |  
| 1 250 860 6778 |

CLIENT:  
**FOX ARCHITECTURE**  
KELOWNA, B.C.

PROJECT:  
**KIRAN BUILDING**  
KELOWNA, B.C.

SHEET TITLE  
**HYDROZONE PLAN**

DESIGN BY	LS
DRAWN BY	LS
CHECKED BY	KN
PROJECT NO.	18-036
SCALE	1:150

SHEET NO.  
**L-2**

**SCHEDULE** C

This forms part of application  
# DP21-0116

Planner Initials **KB**

City of Kelowna  
DEVELOPMENT PLANNING





# DP21-0116

# 3802 Gordon Drive

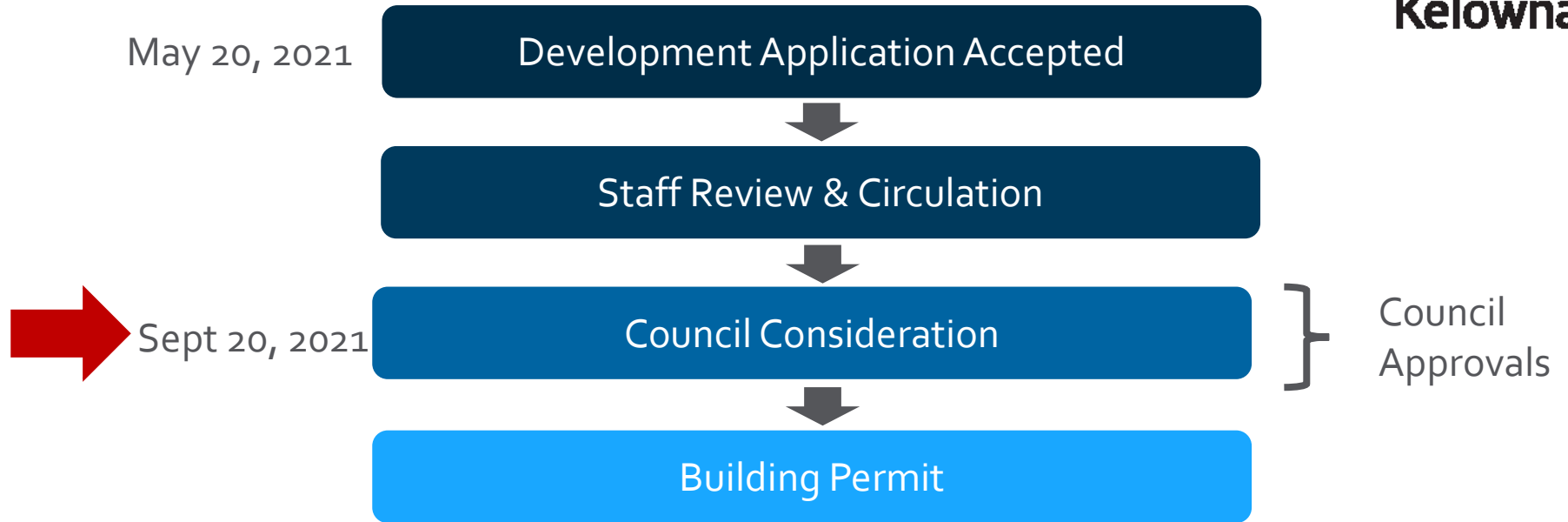
Development Permit Application



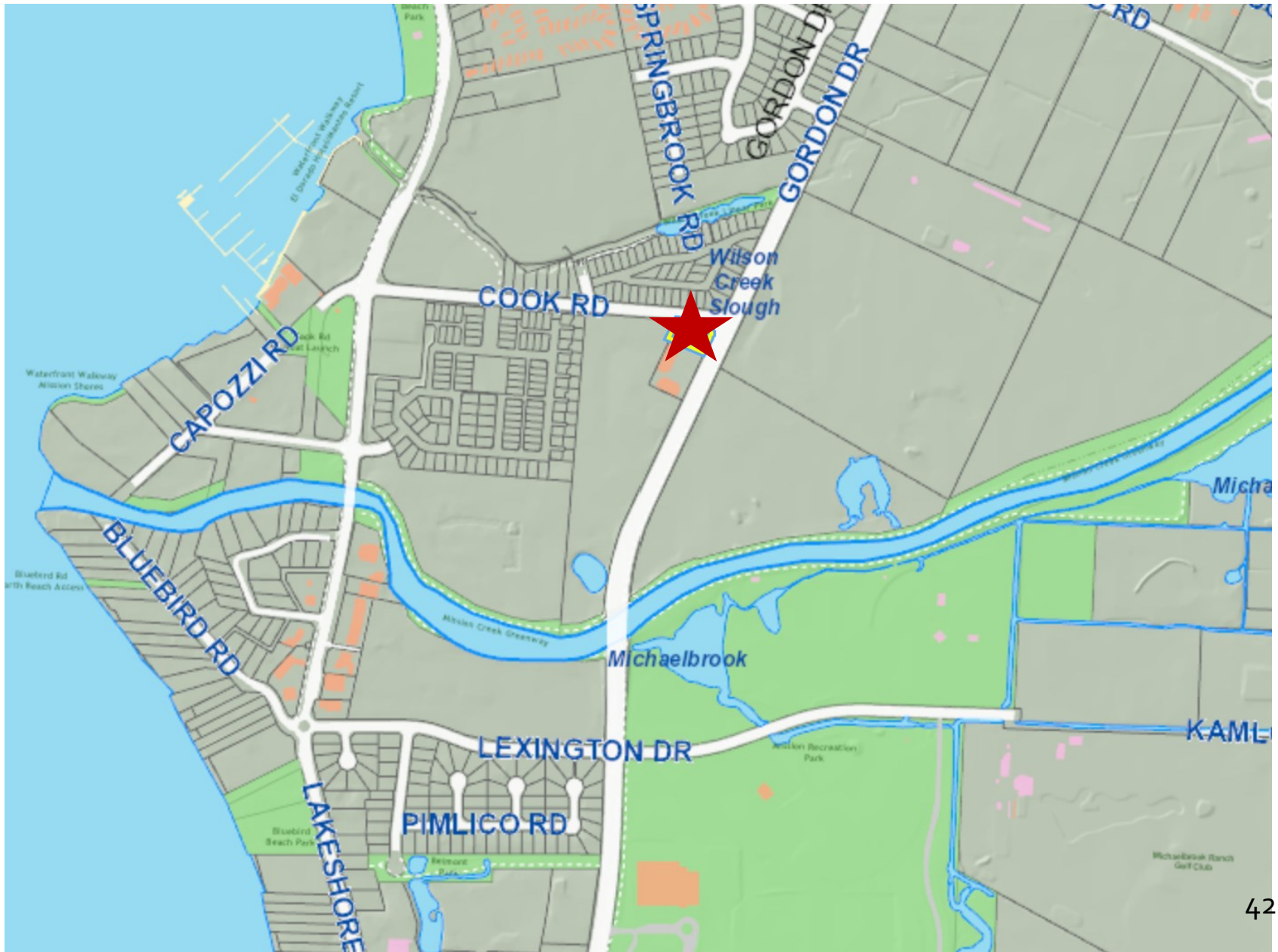
# Proposal

- ▶ To consider a form and character Development Permit for the redevelopment of a gas station.

# Development Process

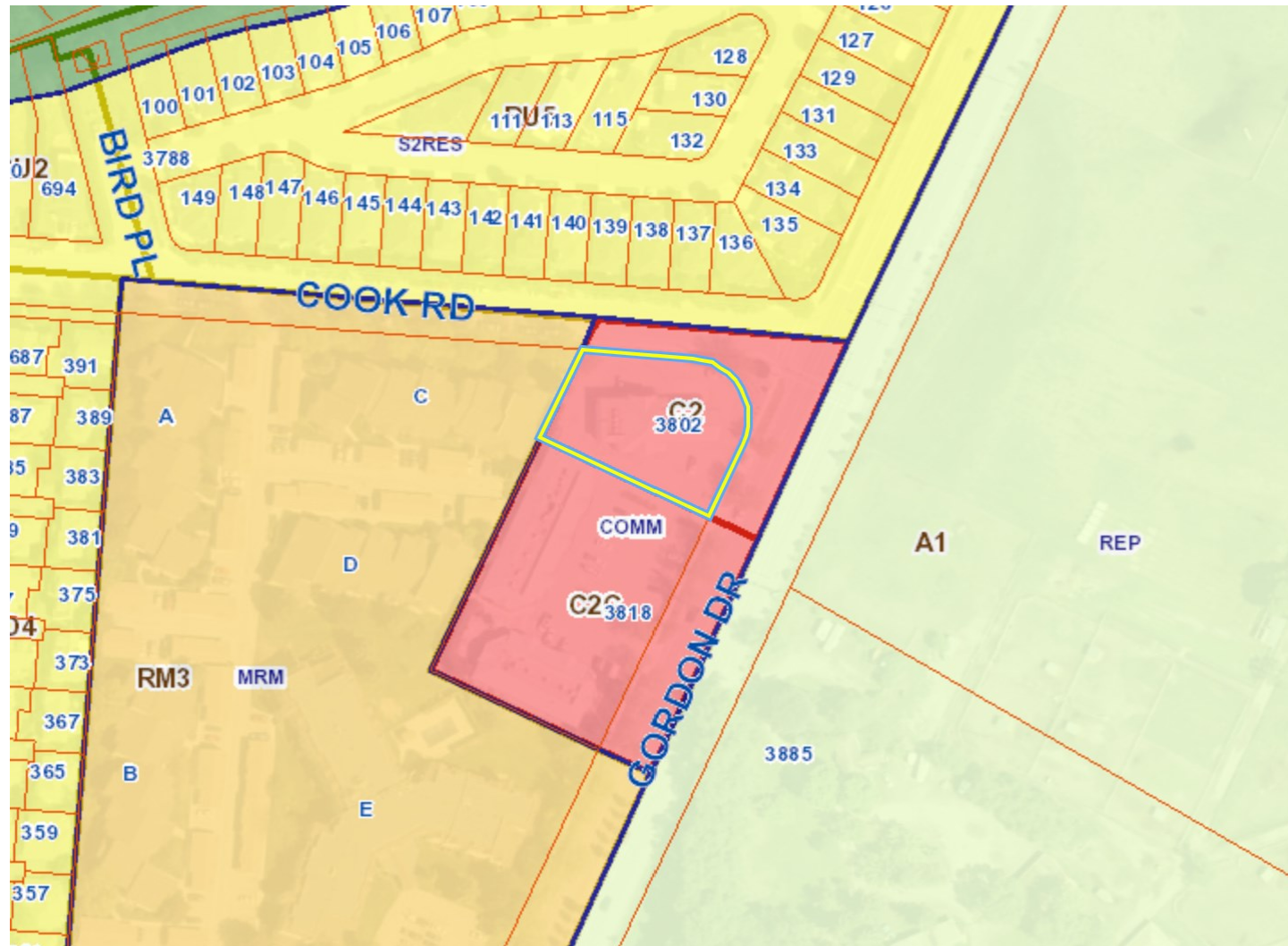


# Context Map





# OCP Future Land Use / Zoning



# Subject Property Map



Walk Score  
**41**

## Car-Dependent

Most errands require a car.

Transit Score  
**35**

## Some Transit

A few nearby public transportation options.

Bike Score  
**65**

## Bikeable

City of Kelowna

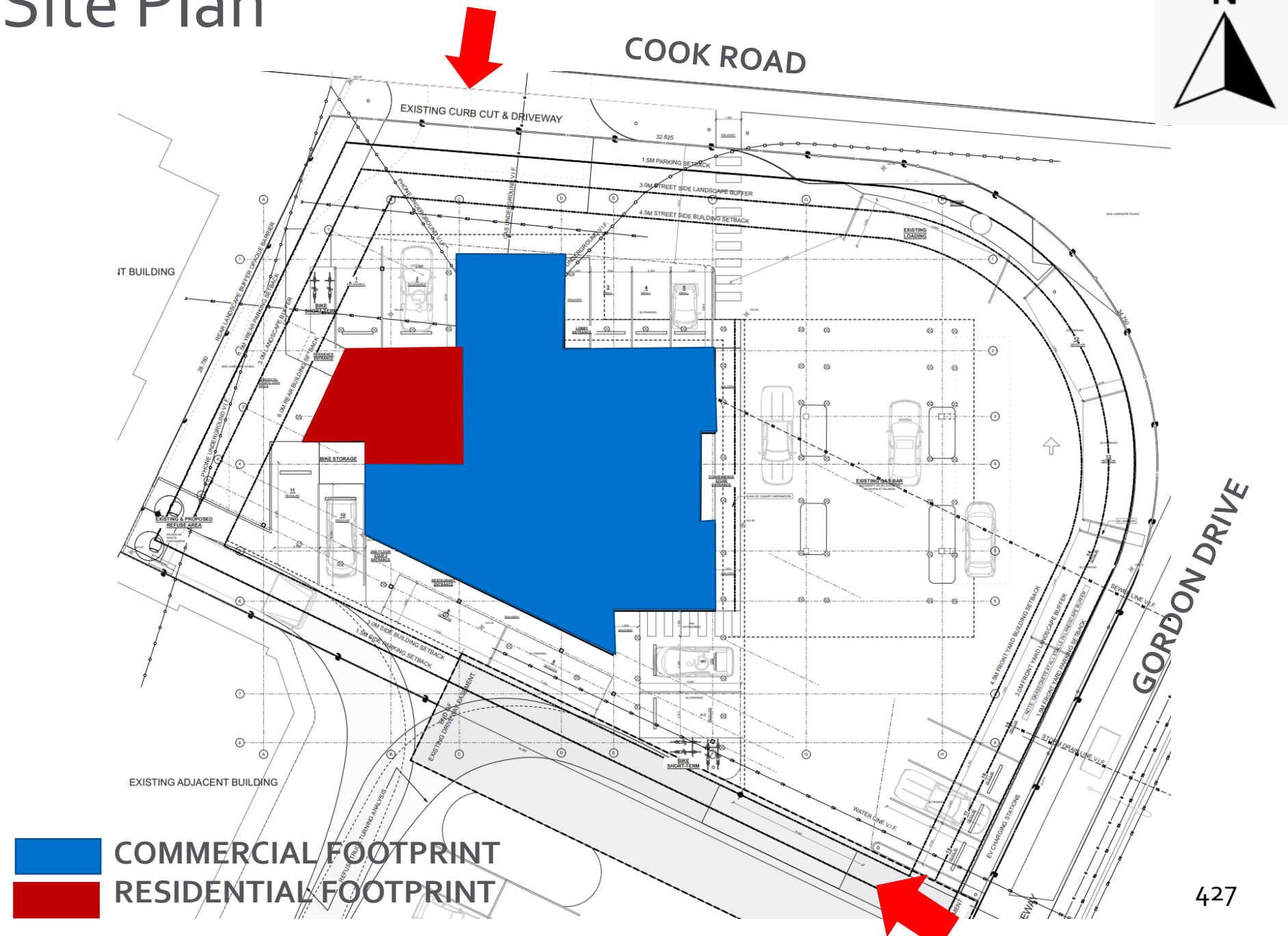
425

# Project details

- ▶ Existing Gas Station and Pump Island to Remain
- ▶ Addition of a Second Floor
  - ▶ Offices
  - ▶ One Residential Security Operator Unit (Dwelling)
- ▶ Car Wash Removed
- ▶ Convenience Store size adjusted and additional small convenience store added
- ▶ Addition of a restaurant



# Site Plan



**COMMERCIAL FOOTPRINT**  
**RESIDENTIAL FOOTPRINT**

# Renderings – Gordon Drive



# Renderings – Gordon Drive





# Renderings – Cook Road



# Renderings – South Elevation



# Landscape Plan





# Staff Recommendation

- ▶ Staff are recommending support for the Development Permit
  - ▶ Consistent with OCP Design Guidelines



## *Conclusion of Staff Remarks*

**CITY OF KELOWNA**  
**BYLAW NO. 12103**  
**Z20-0017 – 4633 Frederick Road**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A District Lot 580A SDYD Plan 38083 located at Frederick Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU2 – Medium Lot Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 14<sup>th</sup> day of September, 2020.

Considered at a Public Hearing on the 6<sup>th</sup> day of October, 2020.

Read a second and third time by the Municipal Council this 6<sup>th</sup> day of October, 2020.

Adopted by the Municipal Council of the City of Kelowna this

---

Mayor

---

City Clerk



**CITY OF KELOWNA**  
**BYLAW NO. 12165**  
**TA21-0001 – Section 13 – Urban Residential Zones**

---

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Section 13.6 - RU6 – Two Dwelling, RU6b – Two Dwelling Housing with Boarding or Lodging House, 13.6.2 Permitted Uses** be amended by:

Deleting the following:

“(d) **two dwelling housing**”

And replacing it with the following:

“(d) **two dwelling housing** subject to Section 13.6.5 (d) of this bylaw”

2. AND THAT **Section 13.6 - RU6 – Two Dwelling, RU6b – Two Dwelling Housing with Boarding or Lodging House, 13.6.4 Building and Structures Permitted** be amended by:

Deleting the following:

- “(a) **one single detached house** which may contain a **secondary suite**
- (b) **duplex housing\***
- (c) **semi-detached housing\***
- (d) **two single detached houses** which may not contain **secondary suites\***
- (e) permitted **accessory buildings or structures**
- (f) **one carriage house**
- (g) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)

NOTE: **Buildings** or **structures** indicated by an (\*) are only permitted on **lots** that meet the **subdivision regulations for two dwelling housing.**”

And replacing it with the following:

- “(a) **one single detached house** which may contain a **secondary suite**
- (b) **duplex housing**
- (c) **semi-detached housing**
- (d) **two single detached houses** which may not contain **secondary suites\***
- (e) permitted **accessory buildings or structures**
- (f) **one carriage house**
- (g) Only one secondary dwelling unit is permitted (e.g. secondary suite or carriage house)”

3. AND THAT **Section 13.6 - RU6 – Two Dwelling, RU6b – Two Dwelling Housing with Boarding or Lodging House, 13.6.5 Subdivision Regulations** be amended by:

Deleting the following:

- "(a) The minimum **lot width** is 13.0 m for single detached housing, except it is 15.0 m for a corner lot.
- (b) The minimum lot width for two dwelling housing is 18.0 m, except it is 20.0 m for a corner lot.
- i. Where a lot with a developed semi-detached housing development is being subdivided along a party wall the minimum lot width is 9.0 m, except it is 11.0 m for a corner lot, and a party wall agreement is registered on the titles of both lots."

And replacing it with the following:

- "(a) The minimum **lot width** is 18.0 m except it is 20.0 m for a corner lot.
- (b) [Deleted]"

4. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 14<sup>th</sup> day of June, 2021.

Considered at a Public Hearing on the 13<sup>th</sup> day of July, 2021.

Read a second and third time by the Municipal Council this 13<sup>th</sup> day of July, 2021.

Approved under the Transportation Act this 15<sup>th</sup> day of July, 2021.

Sean Potter  
\_\_\_\_\_  
(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

# CITY OF KELOWNA

## BYLAW NO. 12263

### TA21-0009

## Section 13 – Urban Residential Zones

### RU1 – Large Lot Housing and RU2 – Medium Lot Housing - Carriage Houses

---

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Zoning Bylaw No. 8000 be amended as follows:

1. THAT **Section 13 – Urban Residential Zones, Section 13.1 RU1 – Large Lot Housing, Section 13.1.3 Secondary Uses** be amended by deleting the following:

“The **secondary uses** in this **zone** are:

- (a) **bed and breakfast homes**
- (b) **child care centre, minor**
- (c) **carriage house (RU1c and RU1hc only)**
- (d) **group homes, minor**
- (e) **home based businesses, major**
- (f) **home based businesses, minor**
- (g) **secondary suites**
- (h) **short term rental accommodation** subject to Section 9.17 of this bylaw”

And replacing it with:

“The **secondary uses** in this **zone** for a lot located outside the Core Area, as defined on Map 5.1 in the City’s Official Community Plan are:

- (a) **bed and breakfast homes**
- (b) **child care centre, minor**
- (c) **carriage house (RU1c and RU1hc only)**
- (d) **group homes, minor**
- (e) **home based businesses, major**
- (f) **home based businesses, minor**
- (g) **secondary suites**
- (h) **short term rental accommodation** subject to Section 9.17 of this bylaw

The **secondary uses** in this **zone** for a lot located with the Core Area, as defined on Map 5.1 in the City’s Official Community Plan are:

- (a) **bed and breakfast homes**
- (b) **child care centre, minor**
- (c) **carriage house**
- (d) **group homes, minor**
- (e) **home based businesses, major**
- (f) **home based businesses, minor**
- (g) **secondary suites**
- (h) **short term rental accommodation** subject to Section 9.17 of this bylaw”

2. AND THAT **Section 13 – Urban Residential Zones, Section 13.1 RU1 – Large Lot Housing, Section 13.1.4(c) Buildings and Structures Permitted** be amended by deleting the following:



“(c) one **carriage house** (RU1c and RU1hc only)”

And replacing it with:

“(c) one **carriage house** (RU1c and RU1hc subzone required for any lot located outside the Core Area, as defined on Map 5.1 in the City’s Official Community Plan)”

3. AND THAT **Section 13 – Urban Residential Zones, Section 13.1 RU1 – Large Lot Housing, Section 13.1.7(b) Other Regulations** be amended by deleting the following:

“A “c” notation shown on Schedule “A” as part of the identified **zone** classification indicates that a **secondary use** in the form of a **carriage house** is permitted on the properties so designated, subject to meeting the conditions of **use** of the **zone**. A “c” zoning classification on a property shall be established by rezoning the subject property to the “c” version of the parent **zone**.”

And replacing it with:

“A “c” notation shown on Schedule “A” as part of the identified **zone** classification indicates that a **secondary use** in the form of a **carriage house** is permitted on the properties so designated, subject to meeting the conditions of **use** of the **zone**. A “c” zoning classification on a property shall be established by rezoning the subject property to the “c” version of the parent **zone** and is required for any lot located outside the Core Area, as defined on Map 5.1 in the City’s Official Community Plan.”

4. AND THAT **Section 13 – Urban Residential Zones, Section 13.2 RU2 – Medium Lot Housing, Section 13.2.3 Secondary Uses** be amended by deleting the following:

“The **secondary uses** in this **zone** are:

- (a) **bed and breakfast homes**
- (b) **child care centre, minor**
- (c) **carriage house** (RU2c and RU2hc only)
- (d) **group homes, minor**
- (e) **home based businesses, major**
- (f) **home based businesses, minor**
- (g) **secondary suites**
- (h) **short term rental accommodation** subject to Section 9.17 of this bylaw”

And replacing it with:

“The **secondary uses** in this **zone** for a lot located outside the Core Area, as defined on Map 5.1 in the City’s Official Community Plan are:

- (a) **bed and breakfast homes**
- (b) **child care centre, minor**
- (c) **carriage house** (RU2c and RU2hc only)
- (d) **group homes, minor**
- (e) **home based businesses, major**
- (f) **home based businesses, minor**
- (g) **secondary suites**
- (h) **short term rental accommodation** subject to Section 9.17 of this bylaw

The **secondary uses** in this **zone** for lot located within the Core Area, as defined on Map 5.1 in the City’s Official Community Plan are:

- (a) **bed and breakfast homes**

- (b) child care centre, minor
- (c) carriage house
- (d) group homes, minor
- (e) home based businesses, major
- (f) home based businesses, minor
- (g) secondary suites
- (h) short term rental accommodation subject to Section 9.17 of this bylaw"

5. AND THAT **Section 13 – Urban Residential Zones, Section 13.2 RU2 – Medium Lot Housing, Section 13.2.4(c) Buildings and Structures Permitted** be amended by deleting the following:

"(c) one **carriage house** (RU2c and RU2hc only)"

And replacing it with:

"(c) one **carriage house** (RU2c and RU2hc subzone required for any lot located outside the Core Area, as defined on Map 5.1 in the City's Official Community Plan)"

6. AND THAT **Section 13 – Urban Residential Zones, Section 13.2 RU2 – Medium Lot Housing, Section 13.2.7(e) Other Regulations** be amended by deleting the following:

"A "c" notation shown on Schedule "A" as part of the identified **zone** classification indicates that a **secondary use** in the form of a **carriage house** is permitted on the properties so designated, subject to meeting the conditions of **use** of the **zone**. A "c" zoning classification on a property shall be established by rezoning the subject property to the "c" version of the parent **zone**."

And replacing it with:

"A "c" notation shown on Schedule "A" as part of the identified **zone** classification indicates that a **secondary use** in the form of a **carriage house** is permitted on the properties so designated, subject to meeting the conditions of **use** of the **zone**. A "c" zoning classification on a property shall be established by rezoning the subject property to the "c" version of the parent **zone** and is required for any lot located outside the Core Area, as defined on Map 5.1 in the City's Official Community Plan."

7. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 9<sup>th</sup> day of August, 2021.

Considered at a Public Hearing on the 24<sup>th</sup> day of August, 2021.

Read a second and third time by the Municipal Council this 24<sup>th</sup> day of August, 2021.

Approved under the Transportation Act this 13<sup>th</sup> day of September, 2021.

Sean Potter

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(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk



# Report to Council



**Date:** September 20, 2021  
**To:** Council  
**From:** City Manager  
**Subject:** 2021 Planning and Development Statistics – Quarter 2  
**Department:** Planning and Development Services

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## **Recommendation:**

THAT Council receives, for information, the report from the Planning and Development Services department dated September 20, 2021, with information relating to Planning and Development Statistics;

## **Purpose:**

This report updates Council on Building and Development Statistics for the second quarter of 2021.

## **Background:**

To keep Council current with local development and construction trends, the Divisional Director of Planning and Development Services will endeavor to bring quarterly reports forward for Council's information. As the structure of this report continues to develop, the goal is to improve the connection between Council's consideration of development applications on a weekly basis and the larger picture of housing goals in the Official Community Plan.

## **Discussion:**

Changes made to development fees and standards over the last couple of years have clearly shown the sensitivity of the local development industry to changes. This continued to be evident in the second quarter of 2021.

## **Building Permit Intake Statistics – Quarter 2 - 2021**

Overall, the second quarter of 2021 development application statistics showed a continuation of the upward trend in development activity from the first quarter. Factors that impacted the development industry in this quarter include:

- a) Step Code Level 3 implementation for new Single-Family Dwellings
- b) Continued demand for all types of housing – particularly multi-family housing in the City's core area

A heavy influence on permit values in Q1 was the Building Permit deadlines for DCC grandfathered projects. On June 1, Step Code 3 came into effect. Part 9 Building Permits received after June 1, 2021 (with relevant major occupancy types) were required to demonstrate compliance with Step Code 3 requirements. Prior to the June 1 deadline the City saw 129 new permits in a two-day period totaling \$88,325,202.00 in estimated construction value.

### **Planning Application Intake Statistics – Quarter 2 - 2021**

The Planning department is on pace to process approximately 900-development applications in 2021. This volume is consistent with development activity peaks seen in 2016 and 2019. There continues to be significant development interest in the City with the focus mainly on Kelowna's core area.

To date, 2418 units have been permitted in 2021 which is above the 5-year average of 2106 units. Of those units, 1672 are multi-family in form. 54% of these multi-family units are in Kelowna's urban core. Of note, there have also been 385 applications for secondary suites in 2021 which is also above the 5-year average. These are guaranteed rental housing units that help the City ensure a diverse housing stock is being constructed.

### **Looking Ahead**

Staff have been working to coordinate information from relevant data sources into a dashboard that will be able to be used in the future to show trends in development statistics. This will help with both resource and budget forecasting in the future. Staff hope to be able to better illustrate how/when permitting processes translate into additional taxation revenue.

Other significant initiatives related to the Planning and Development Services division that can be expected to come forward in the final quarter of 2022 include:

- Official Community Plan 2040 adoption
- EV Strategy Endorsement
- Public Consultation for Zoning Bylaw update
- Champion of the Environment Check-In/Update
- Tree Protection Options Report

### **Considerations not applicable to this report:**

Internal Circulation:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Financial/Budgetary Considerations:

**Submitted by:** R. Smith, Divisional Director, Planning and Development Services

**Approved for inclusion:** D. Gilchrist, City Manager

Attachment: 1 - PowerPoint

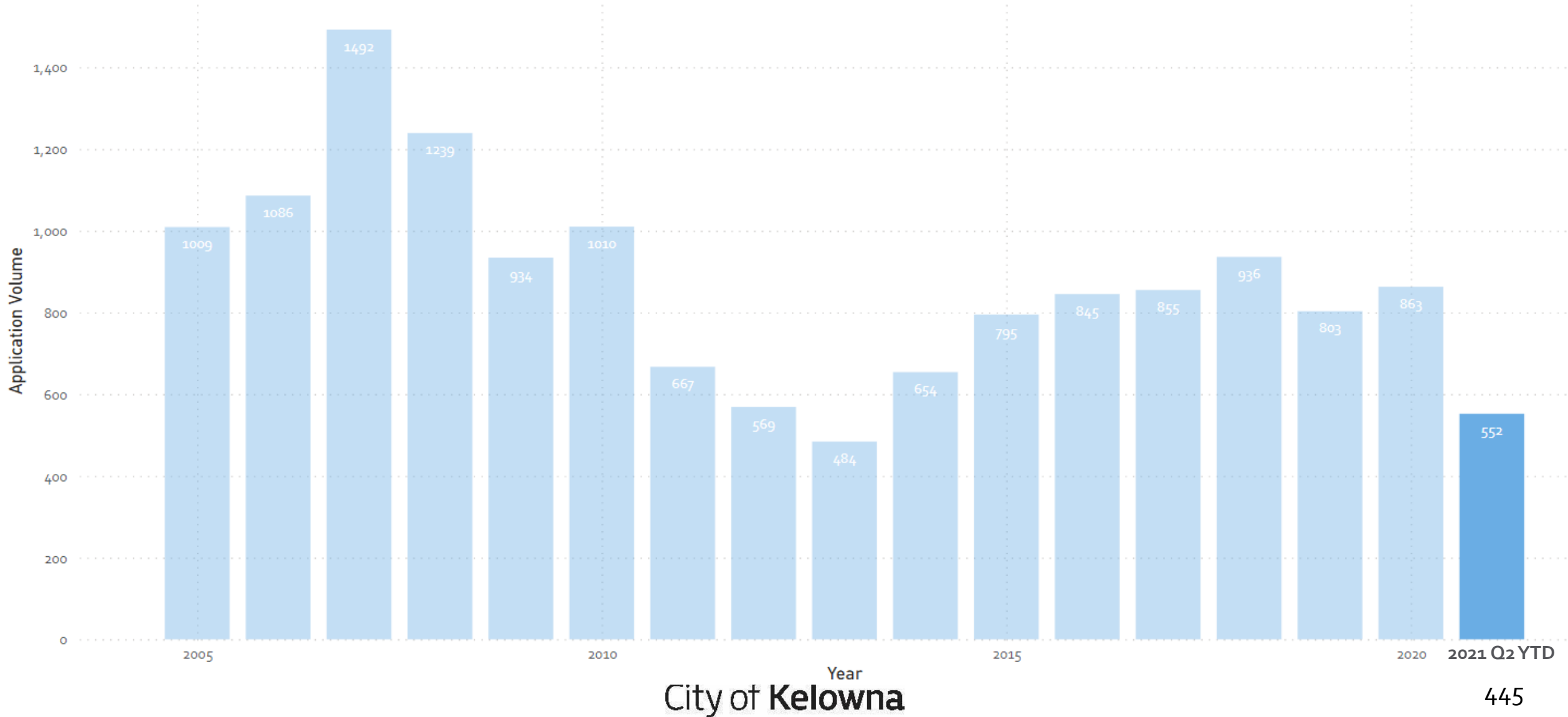


# 2021 Development Statistics - Quarter 2 - Summary Report

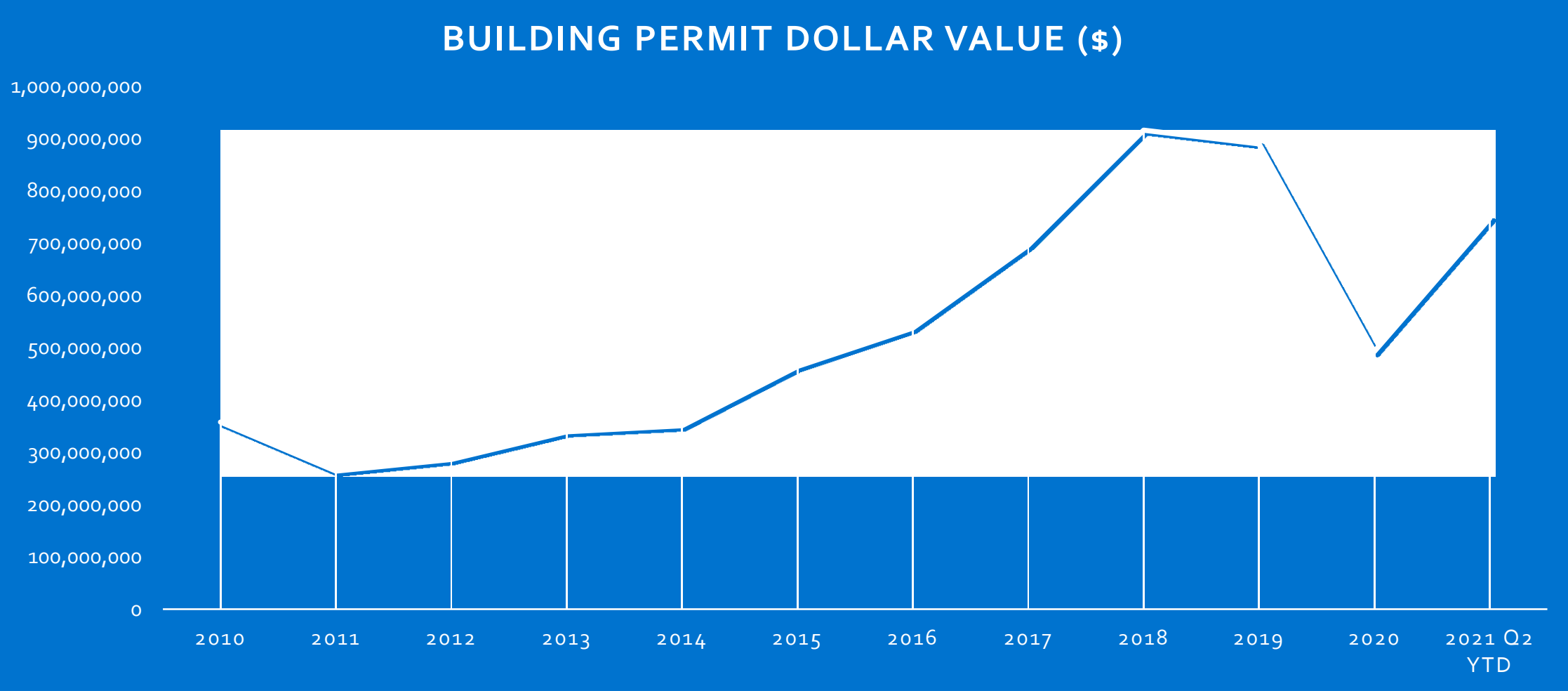
September 20, 2021



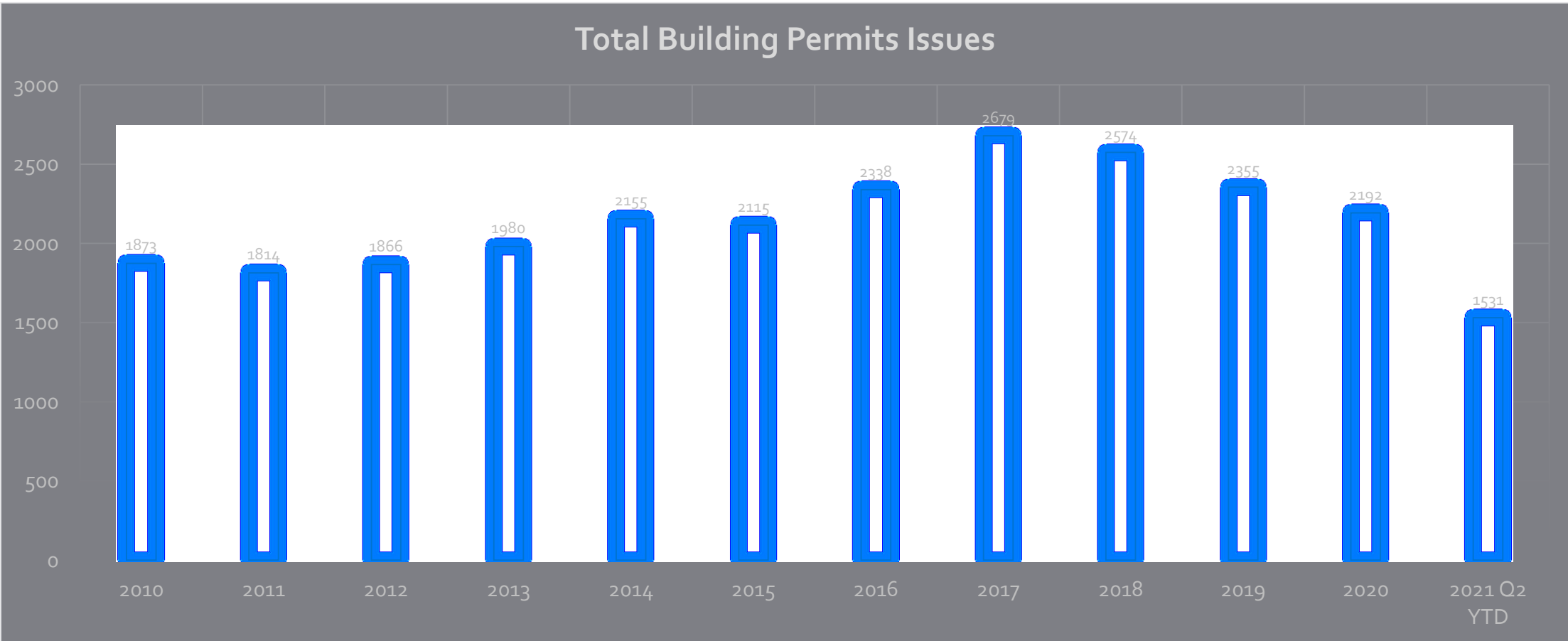
# Planning Application Volume



# Total Building Permit Value (\$)



# Total Building Permits Issued



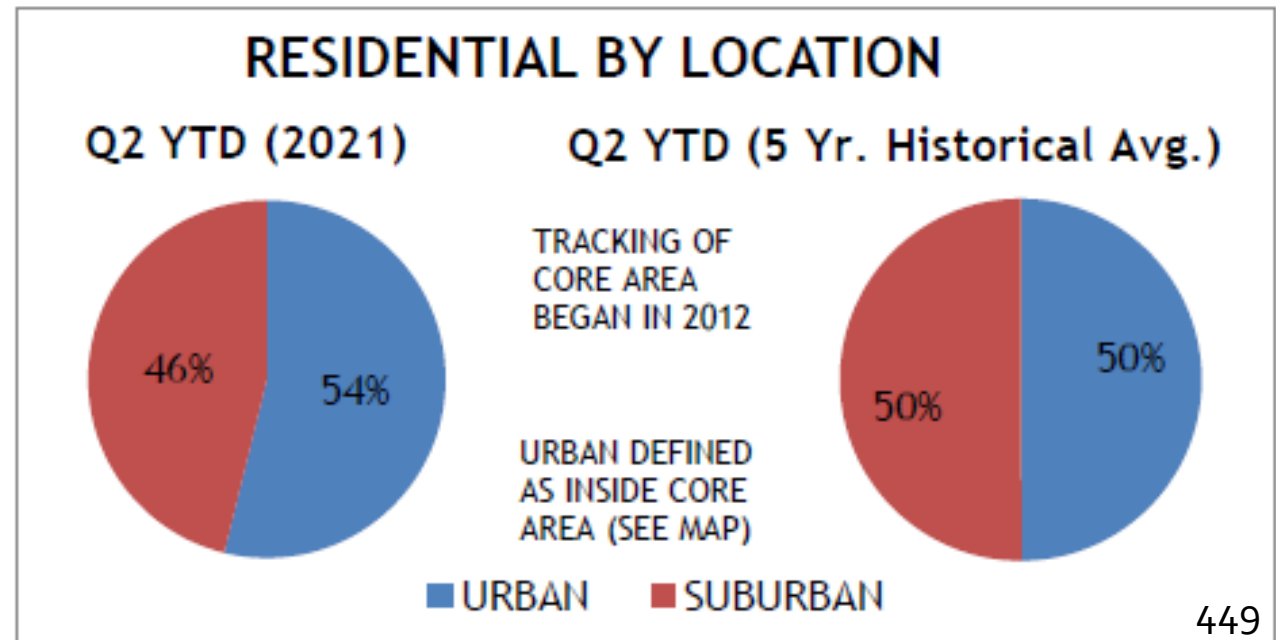
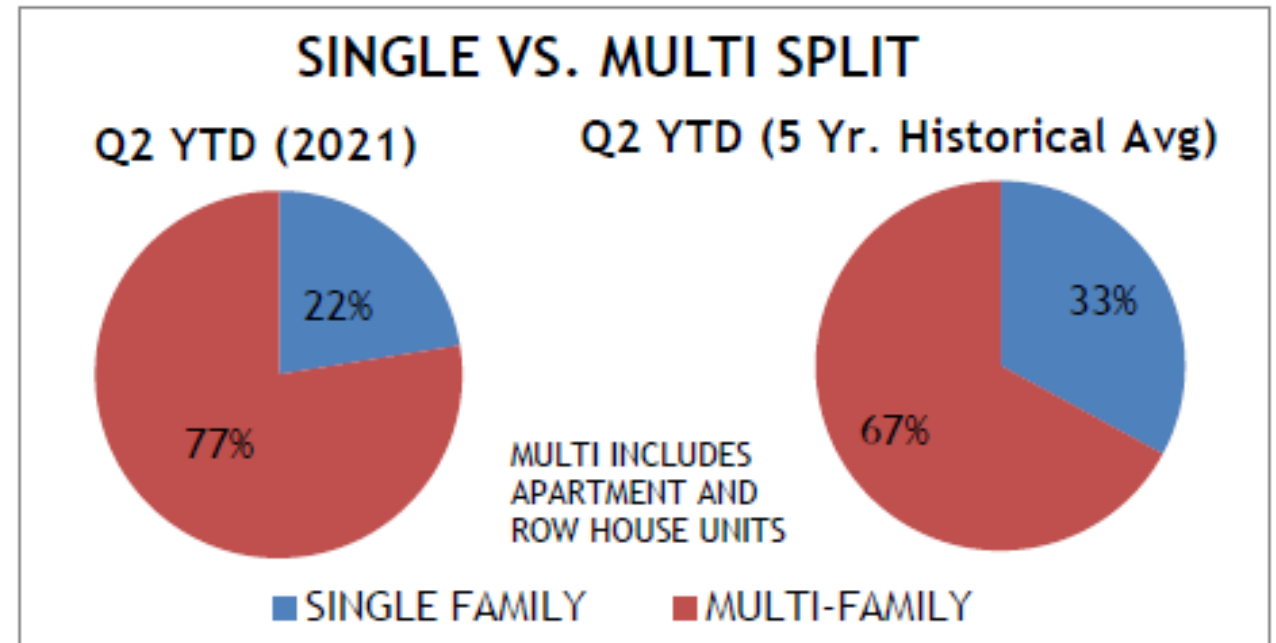


# New Housing Units Created – Q2 YTD Comparison

TYPE	2021 (Q2 YTD)	5 YEAR AVG (Q2 YTD)	10 YEAR AVG (Q2 YTD)	2011 (Q2 YTD) (fewest new units since 1989)
Single Detached	276	160	149	118
Semi-Detached	46	34	23	5
Secondary Suites	162	128	94	29
Row Housing	365	99	71	41
Apartment Units	1,335	587	328	0
Mobile Home	2	3	2	2
Carriage House	9	14	10	N/A
Total	2,195	1,025	676	195

carriage houses tracking began in 2013

# Housing Type and Location

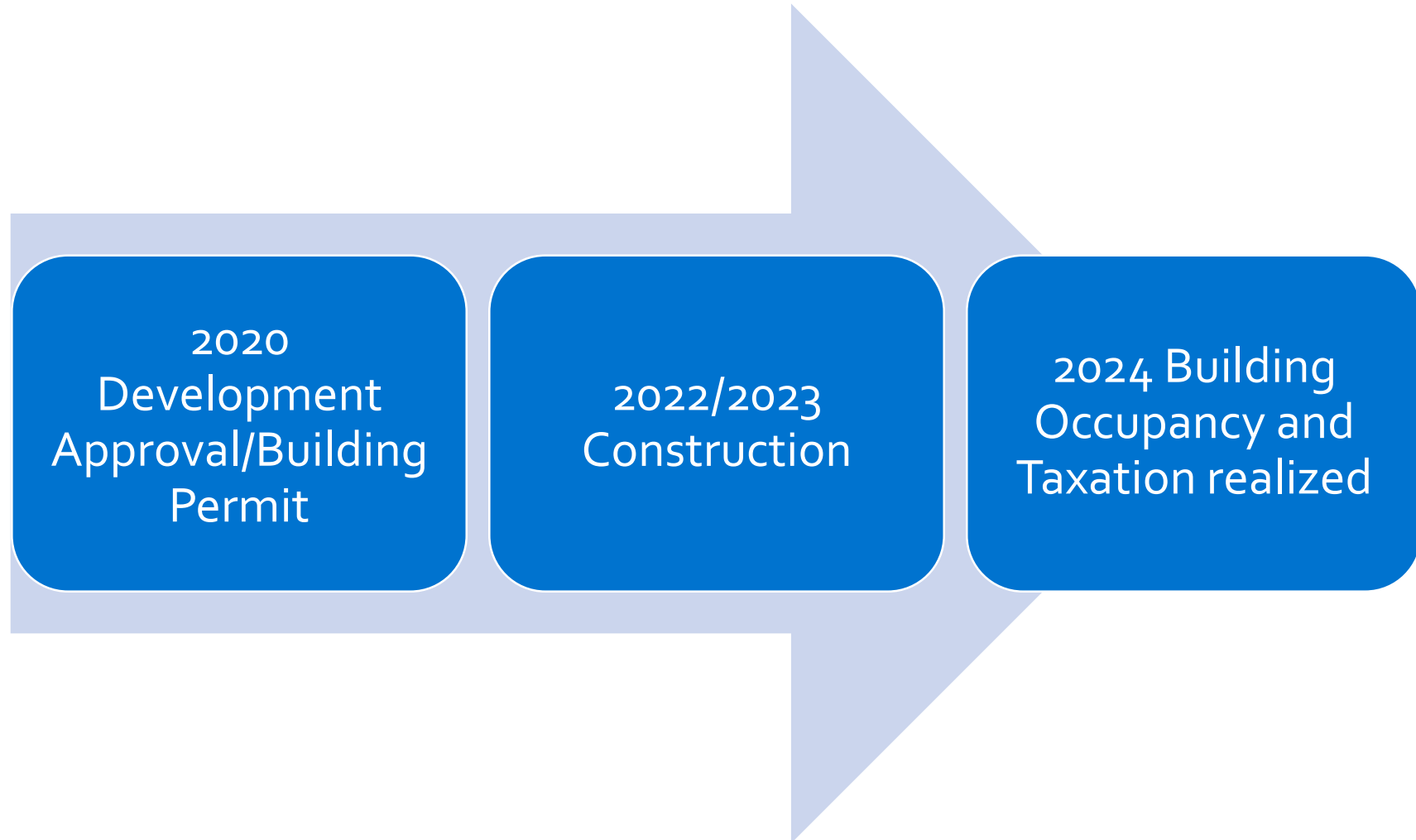


# The impacts of regulatory changes

- ▶ Local market is very sensitive to regulatory changes that impacts costs
  - ▶ High volumes of BP applications in Q1
  - ▶ Step Code implementation in Q2
  - ▶ DCC grandfathering for Planning applications in 2020



# Development Process to Tax Revenue



# Looking Ahead

- ▶ Multi-family housing continues to make up the bulk of housing approvals
- ▶ Tracking volumes, timelines in order to properly resource the development and building review process
  - ▶ Parts of the development process are currently experiencing resourcing challenges due to staffing
- ▶ Some minor process interruptions expected over the winter and spring related to OCP adoption and new Zoning Bylaw



*Questions?*

For more information, visit [kelowna.ca](http://kelowna.ca).



## **DRAFT RESOLUTION**

Re: 2022 Council Meeting Schedule

Staff is recommending the following schedule for regular Council Meetings in 2022:

THAT the 2022 Council Meeting Schedule be adopted as follows:

### **Monday Regular Meetings**

January 10, 17, and 24  
February 7, 14 and 28  
March 7, 14, and 21  
April 4, 11, and 25  
May 2, 9, 16 and 30  
June 13, 20, 27, and 29\*  
July 11 and 25  
August 8 and 22  
September 12, 19 and 26  
October 3  
November 14, 21 and 28  
December 5 and 8\*

### **Public Hearing/Regular Meetings**

January 18  
February 8  
March 1 and 22  
April 12  
May 10 and 31  
June 21  
July 12 and 26  
August 9 and 23  
September 20  
October 4  
November 15 and 29

- \* June 29<sup>th</sup> – Pre-Budget Council Meeting
- \* December 8<sup>th</sup> – 2022 Budget Deliberations

### **BACKGROUND:**

The recommended schedule provides for thirty-one (31) Monday Council Meetings (excluding the June 29<sup>th</sup> Pre-Budget Council Meeting and the December 8<sup>th</sup> 2022 Budget Deliberations) and sixteen (16) Public Hearing/Regular Council Meetings. As in previous years, the schedule accommodates Council's attendance and participation at the SILGA, FCM and UBCM annual conventions.

Date: September 20, 2021

File: 0610-50



Office of the City Clerk  
1435 Water Street  
Kelowna, BC V1Y 1J4  
250-469-8645  
kelowna.ca

## Council meetings 2022 schedule

Monday Regular Meetings (9 a.m./1:30 p.m.)	Public Hearing/Regular Meeting (6 p.m.)
2022 Pre-Budget meeting, June 29 (evening)	2022 Budget deliberations, Dec 8 (9 a.m.)
Summer schedule	Statutory holiday
Year-end closure	Civic Election
	Inaugural Council Meeting
Conventions:	SILGA: April 26-29 (Salmon Arm)
	FCM: June 2-5 (Regina)
	UBCM: September 12-16 (Whistler)

Meetings are held in City Hall's Council Chamber at the above-noted times, unless otherwise advertised.

JANUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

FEBRUARY						
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27	28					

MARCH						
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27	28	29	30	31		

APRIL						
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24	25	26	27	28	29	30

MAY						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JUNE						
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19	20	21	22	23	24	25
26	27	28	29	30		

JULY						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER						
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25	26	27	28	29	30	

OCTOBER						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

# CITY OF KELOWNA

## BYLAW NO. 12278

### Amendment No. 37 to Airport Fees Bylaw No. 7982

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The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Airport Fees Bylaw No. 7982 be amended as follows:

1. THAT **Section 14. AUTOMOBILE PARKING FEES**, 14.1 PARKING LOTS be amended by adding the following:

“ Effective September 20,2021

- |  |   |
|--|---|
| (f) UBCO Student and Staff<br>Parking (non-travel) | \$360.00 per semester or part thereof ” |
|--|---|

This bylaw may be cited for all purposes as "Bylaw No. 12278, being Amendment No. 37 to Airport Fees Bylaw No. 7982."

Read a first, second and third time by the Municipal Council this 13<sup>th</sup> day of September, 2021.

Adopted by the Municipal Council of the City of Kelowna this

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Mayor

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City Clerk