City of Kelowna
Regular Council Meeting
AGENDA

Monday, January 10, 2022

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 Provincial Health Officer Order regarding face coverings, a mask or face covering must be worn in the gallery of Council Chambers except when presenting to Council.

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

2. **Confirmation of Minutes**

   PM Meeting - December 6, 2021
   Budget Deliberations - December 9, 2021

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

   3.1. **Pooley Rd 3700 - A21-0012 FH21-0003 - Jealous Fruits Ltd., Inc. No. 1282068**

   To consider an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit application to allow Temporary Farm Worker Housing to accommodate 48 seasonal workers on the subject property.

   3.2. **Webster Rd 815 - A21-0014 - Lakhwinder Singh Brar and Paramjit Kaur Brar**

   To consider an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit application to allow for the conversion of an existing single-family dwelling into temporary farm worker housing.

   3.3. **Supplemental Report - Cambridge Ave 651 - Z21-0085 (BL12313) - Provincial Rental Housing Corporation, Inc. No. BC0052129**

   To receive a summary of notice of first reading for Rezoning Bylaw No. 12313 and to give the bylaw further reading consideration.

City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, December 6, 2021
Location:	Council Chamber
	City Hall, 1435 Water Street

Members Present	Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Brad Sieben, Luke Stack* and Loyal Wooldridge
Members participating remotely	Councillors Charlie Hodge and Mohini Singh
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Divisional Director, Active Living & Culture, Jim Gabriel*; Divisional Director, Planning & Development Services, Ryan Smith*; Community Planning & Development Manager, Dean Strachan*; Planner, Jason Issler*; Planner, Tyler Caswell*; Planner, Graham Allison*; Divisional Director, Financial Services, Genelle Davidson*; Infrastructure Engineering Manager, Joel Shaw*; Financial Planning Manager, Kevin Hughes*; Champion of the Environment, Chris Ray*; Long Range Policy Planning Manager, James Moore*; Planner, Aaron Thibeault*; Deputy Fire Chief, Sandra Follack*
Staff participating remotely	Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1.   Call to Order

Mayor Basran called the meeting to order at 1:36 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 Provincial Health Officer Order regarding gatherings and events, seating is limited in Council Chambers. 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 Hodge/Seconded By Councillor Wooldridge

> **R1106/21/12/06** THAT the Minutes of the Regular Meetings of November 22, 2021 be confirmed as circulated.

Carried

3.   **Committee Reports**

    3.1   **Civic Awards Nomination Period**

Staff:
- Introduced the Civic Awards Committee Chair, Ellen Boelcke.

Ellen Boelcke, Committee Chair
- Displayed a PowerPoint Presentation announcing the nomination period for the 47th Annual Civic & Community Awards and identified Civic Award categories.

Moved By Councillor DeHart/Seconded By Councillor Singh

    R1107/21/12/06 THAT Council receives, for information, the report from Active Living & Culture, dated December 6th, 2021, that announces the opening of the nomination period for the 47th Annual Civic & Community Awards.

    Carried

4.   **Development Application Reports & Related Bylaws**

    4.1   **Kirschner Rd 1939-1959 - LUCT21-0004 (BL12287) - Lambert and Paul Construction Ltd**

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Donn

    R1108/21/12/06 THAT Land Use Contract Termination Application No. LUCT21-0004 to terminate LUC76-1052 from Lot B District Lot 129 ODYD Plan 22938, located at 1939 – 1959 Kirschner Rd, Kelowna, B.C. be considered by Council;

    AND THAT Council Waive the development sign requirement under Public Notification & Consultation for Development Applications Policy No. 367;

    AND FURTHER THAT the Land Use Contract Termination Bylaw be forwarded to a Public Hearing for further consideration.

    Carried

    4.2   **Kirschner Rd 1939-1959 - BL12287 (LUCT21-0004) - Lambert And Paul Construction Ltd.**

Moved By Councillor Donn/Seconded By Councillor Wooldridge

    R1109/21/12/06 THAT Bylaw No. 12287 be read a first time.

    Carried

    4.3   **Cambridge Ave 651 - Z21-0085 (BL12313) - Provincial Rental Housing Corporation, Inc. No. BC0052129**

Councillor Stack declared a conflict of interest as his employer is in partnership with BC Housing on this application and departed the meeting at 1:48 p.m.

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

R1110/21/12/06 THAT Rezoning Application No. Z21-0085 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1 District Lot 9 ODYD Plan EPP113953, located at 651 Cambridge Avenue, Kelowna, BC from the RM3 – Low Density Multiple Housing & RU6 – Two Dwelling Housing zones to the RM3r – Low Density Multiple Housing (Residential Rental Tenure Only) zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), not hold a 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 December 6, 2021;

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

Carried

Councillor Stack rejoined the meeting at 1:51 p.m.

4.4 Fordham Rd 4684 - Z21-0096 (BL12314) - Claire Boti and Paul Domby

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R1111/21/12/06 THAT Rezoning Application No. Z21-0096 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 6 District Lot 357 ODYD Plan 18457, located at 4684 Fordham 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), not hold a Public Hearing for the Rezoning Bylaw;

AND FURTHER 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 December 6, 2021.

Carried

4.5 Supplemental Report - Barnaby Rd 763 - Z21-0021 (BL12301) - Christopher John Thomson and Nicole Dawn Wilson

Moved By Councillor Hodge/Seconded By Councillor Singh

R1112/21/12/06 THAT Council receives, for information, the report from the Office of the City Clerk dated December 6, 2021 with respect to the summary of correspondence received for Zoning Bylaw No. 12301;

AND THAT Rezoning Bylaw No. 12301 be forwarded for further reading consideration.

Carried

4.6 Barnaby Rd 763 - BL12301 (Z21-0021) - Christopher John Thomson and Nicole Dawn Wilson

AND THAT Rezoning Bylaw No. 12304 be forwarded to a Public Hearing for further consideration.

Carried

4.12 Matrix Cr 2175 and Pier Mac Way 2090 - DP21-0211 - Pier Mac Petroleum Installation Ltd., Inc. No., BC0088127

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Wooldridge

R1119/21/12/06 THAT Council authorizes the issuance of Development Permit No. DP21-0211 for Lot 13 Section 14 Township 23 ODYD Plan EPP80708 and Lot 14 Section 14 Township 23 ODYD Plan EPP80708, located 2175 Matrix Crescent and 2090 Pier Mac Way, 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 siting 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 THAT issuance of the Development Permit be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

5. Bylaws for Adoption (Development Related)

5.1 Gordon Dr 4653 - BL12242 (Z21-0008) - Mehdi Tehrani and Mandana Ghanyei

Moved By Councillor Donn/Seconded By Councillor Stack

R1120/21/12/06 THAT Bylaw No. 12242 be adopted.

Carried

5.2 Braeloch Rd 384 - BL12255 (Z21-0053) - Michael Christopher Smith and Brigitte Diane Smith

Moved By Councillor Stack/Seconded By Councillor DeHart

R1121/21/12/06 THAT Bylaw No. 12255 be adopted.

Carried

5.3 **Bechard Rd 632 - BL12293 (Z21-0081) - Daniel Emanuel Pastiu and Andria Elizabeth Pastiu**

Moved By Councillor DeHart/Seconded By Councillor Stack

R1122/21/12/06 THAT Bylaw No. 12293 be adopted.

Carried

6. **Non-Development Reports & Related Bylaws**

6.1 **2022 Financial Plan - Preliminary Budget Volume Overview**

Staff:
- Displayed a PowerPoint Presentation providing an overview of the 2022 Financial Plan – Preliminary Budget Volume 1 and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R1123/21/12/06 THAT Council receives for information, the presentation from the Financial Services Division dated December 6, 2021 with respect to the 2022 Financial Plan – Preliminary Budget Volume.

Carried

6.2 **Update on Climate and Environment Review**

Staff:
- Displayed a PowerPoint Presentation providing an update on the Climate and Environment Review and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Donn

R1124/21/12/06 THAT Council receives, for information, the Staff update on the Climate and Environment Review, dated December 6, 2021.

Carried

6.3 **Mill Site Area Redevelopment Plan Authorization**

Staff:
- Displayed a PowerPoint Presentation outlining the process for an Area Redevelopment Plan for the Mill Site and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Hodge

R1125/21/12/06 THAT Council authorize the preparation of an Area Redevelopment Plan as outlined in the report from the Policy & Planning Department, dated December 6, 2021, for the following properties:

- Lot 1, DL 9, 5289, 5290 and 5104, ODYD, Plan KAP73053
- Lot D, DL 139, ODYD, Plan KAP71362
- Lot 8, DL 9, ODYD, Plan 2669
- Lot 1, DL9, ODYD, Plan KAP62263
- Lot A, DL9, ODYD, Plan 39328

AND THAT the Area Redevelopment Plan be required to provide high-level direction on the following additional properties:

- Lots B & C, DL9, ODYD, Plan KAP27467 (BC Tree Fruits Cooperative)
- Leased water lot (Provincially owned) north of Lot 1 Plan KAP73053 (DL5291, DL526).

Carried

6.4 Regional District of Okanagan Similkameen (RDOS) Fire Dispatch Contract Renewal

Staff:
- Provided an overview of the Contract and corrected the date as shown in Section 4.1 that should read effective January 1, 2022 to December 31, 2026.

Moved By Councillor Given/Seconded By Councillor Sieben

R1126/21/12/06 THAT Council approves the City's renewal of the contract with the Regional District of Okanagan Similkameen to provide fire dispatch in the form attached to the Report of the Fire Chief dated Dec 6, 2021;

AND THAT the Mayor and City Clerk be authorized to execute all documents associated with this transaction.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1 BL12275 Heritage Building Property Tax Exemption Bylaw - 1781 Abbott Street - Davara Holdings Ltd.

Moved By Councillor Sieben/Seconded By Councillor DeHart

R1127/21/12/06 THAT Bylaw No. 12275 be adopted.

Carried

7.2 BL12309 - Amendment No. 38 to Airport Fees Bylaw 7982

Moved By Councillor Stack/Seconded By Councillor DeHart

R1128/21/12/06 THAT Bylaw No. 12309 be adopted.

Carried

7.3 BL12271 - Road Closure and Removal of Dedication Bylaw - 234 - 278 Leon Ave

Mayor Basran advised that this item will be deferred pending re-advertising.

8. Mayor and Councillor Items

Councillor Hodge:
- Spoke to his attendance at the Winter Street Market downtown and provided a shout out to all those involved in the event.

Councillor Wooldridge:
- Shout out to the DKA Executive Director for a successful Winter Market event.

Councillor Donn:
- Spoke to event thresholds no longer being in force so encouraged the public to support cultural and sporting events.

Mayor Basran:
- Made a statement in support of December 6 National Day of Remembrance and Action on Violence Against Women.
- Congratulated DKA staff and vendors for a successful Winter Market event.
- Thanked city staff on their efforts in preparing the Stuart Park outdoor skating rink.

9.   **Termination**

This meeting was declared terminated at 3:26 p.m.

_____   _____
Mayor Basran   City Clerk

/acm

City of Kelowna
Regular Council Meeting
Minutes

Date:	Thursday, December 9, 2021
Location:	Council Chamber
	City Hall, 1435 Water Street

Members Present   Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Brad Sieben, Mohini Singh, Luke Stack and Loyal Wooldridge

Members Participating   Councillor Charlie Hodge
Remotely

Staff Present   City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Deputy City Clerk, Laura Bentley*; Divisional Director, Financial Services, Genelle Davidson; Financial Planning Manager, Kevin Hughes; Accountant, Nicole Unruh; General Manager*; Divisional Directors*, Directors*, Department Managers*, Managers* and Supervisors* of the Civic Operations Division, Infrastructure Division, Corporate & Protective Services Division, Corporate Strategic Services Division, Active Living & Culture Division, Partnership & Investments Division, Planning & Development Services Division, Financial Services Division, Kelowna International Airport and Office of the City Clerk

* Denotes partial attendance

1. **Call to Order**

   Mayor Basran called the meeting to order at 9:14 a.m.

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

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2. Budget Discussion Schedule

2.1 Opening Comments

The City Manager made opening comments, followed by the playing of the "Imagine Kelowna - Next Steps" video.

2.2 2022 Financial Plan - Preliminary Volume

Note: - Page numbers referenced in the resolutions are from the 2022 Financial Plan Preliminary - Volume 1 book. The term "star" in the resolutions should be read as "to defer". A "P1" item is included in the Preliminary Budget, while a "P2" item is not included.

3. Capital Program

3.1 Airport - Operating and Capital Requests

There were no amendments to the Airport Operating and Capital Program budgets as presented.

3.2 Fire - Operating and Capital Requests

Moved By Councillor Given/Seconded By Councillor Hodge

> **B01/09/12/21** THAT Council amend the priority for the Long-term Staffing and Capital Investment item on page 284 from "P2" to "P1" with no increase to taxation in 2022

Carried

Moved By Councillor Wooldridge/Seconded By Councillor Stack

> **B02/09/12/21** THAT Council insert the Fire Dispatch Contract Renewal item after page 284 and change the item priority from "Late" to "P1" with no increase to taxation in 2022

Carried

3.3 Information Services Capital & Corporate Strategic Services Operating

There were no amendments to the Information Services Capital and Corporate Strategic Services Operating Program budgets as presented.

3.4 Real Estate & Parking

There were no amendments to the Real Estate & Parking Capital Program budget as presented.

3.5 Building

There were no amendments to the Building Capital Program budget as presented.

3.6 Parks

There were no amendments to the Parks Capital Program budget as presented.

3.7 Vehicle & Mobile Equipment

There were no amendments to the Vehicle & Mobile Equipment Capital Program budget as presented.

3.8 Transportation

There were no amendments to the Transportation Capital Program budget as presented.

3.9 Water

There were no amendments to the Water Capital Program budget as presented.

3.10   Wastewater

There were no amendments to the Wastewater Capital Program budget as presented.

3.11   Solid Waste

There were no amendments to the Solid Waste Capital Program budget as presented.

3.12   Storm Drainage

There were no amendments to the Storm Drainage Capital Program budget as presented.

Following discussion on the "Mill Creek Flood" item on page 438, Council adopted the following resolution:

Moved By Councillor Donn/Seconded By Councillor Wooldridge

> **B03/09/12/21** THAT Council direct staff to provide an update on the Mill Creek Flood Protection project.
>
> **Carried**

4.   Operating Program

4.1   Infrastructure

Moved By Councillor Sieben/Seconded By Councillor Wooldridge

> **B04/09/12/21** THAT Council star the Bicycle Map and Wayfinding Program P2 item on page 208 for further discussion later in the meeting.
>
> **Carried**

Moved By Councillor Sieben/Seconded By Councillor Hodge

> **B05/09/12/21** THAT Council star the Green Infrastructure Storm Analysis P2 item on page 209 for further discussion later in the meeting.
>
> **Carried**
> Councillor Stack - Opposed

4.2   Water Utility

There were no amendments to the Water Utility Operating Program budget as presented.

4.3   Wastewater Utility

There were no amendments to the Wastewater Utility Operating Program budget as presented.

The meeting recessed at 10:51 a.m.

The meeting reconvened at 11:16 a.m.

4.4   City Administration

There were no amendments to the City Administration Operating Program budget as presented.

4.5   City Clerk

There were no amendments to the City Clerk Operating Program budget as presented.

4.6   Planning & Development Services

Councillor Stack declared a conflict of interest on the Affordable Housing Land Acquisition Strategy Fund item on page 152 as his employer applies for affordable housing grants from time-to-time and left the meeting at 11:22 a.m.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

B06/09/12/21 THAT Council star the Affordable Housing Land Acquisition Strategy Fund P2 item on page 152 for further discussion later in the meeting.

Carried

Councillor Stack rejoined the meeting at 11:27 a.m.

4.7   Partnerships & Investments

There were no amendments to the Partnerships & Investments Operating Program budget as presented.

4.8   Active Living & Culture

There were no amendments to the Active Living & Culture Operating Program budget as presented.

Following a discussion on the Meet Me on Bernard item on page 236, the City Manager confirmed staff will continue to provide Council with "Meet Me on Bernard" updates.

4.9   Corporate & Protective Services -Corporate Services

Moved By Councillor Hodge/Seconded By Councillor Singh

B07/09/12/21 THAT Council star the Recovery Coordinator Position P2 item on page 256 for further discussion later in the meeting.

Defeated
Councillors DeHart, Donn, Given, Sieben, Stack and Wooldridge - Opposed

There were no amendments to the Corporate & Protective Services – Corporate Services Operating Program budget as presented.

4.10   Corporate & Protective Services - Community Safety

Moved By Councillor Sieben/Seconded By Councillor Donn

B08/09/12/21 THAT Council star the Disclosure Coordinators (2) Positions P2 item on page 273 for further discussion later in the meeting.
Carried

Moved By Councillor Sieben/Seconded By Councillor Hodge

B09/09/12/21 THAT Council star the RCMP General Duty Constable – 2 Members P2 item on page 274 for further discussion later in the meeting.

Carried
Mayor Basran and Councillors Given and Stack - Opposed

Moved By CouncillorGiven/Seconded By Councillor Donn

B10/09/12/21 THAT Council star the Digital Extraction Technician Position P2 item on page 275 for further discussion later in the meeting.

4.11   Financial Services

<u>Moved By Councillor Hodge/Seconded By Councillor Stack</u>

> <u>**B11/09/12/21**</u> THAT Council star the Accountant Position – Accounting Operations P2 item on page 312 for further discussion later in the meeting.
> <div align="right"><u>**Carried**</u></div>

4.12   Debt & Other

There were no amendments to the Debt & Other Operating Program budget as presented.

Staff confirmed the starred items, if each were added to the Provisional Budget, would result in a tax increase of 3.75%.

The meeting recessed for lunch break at 12:52 p.m.

The meeting resumed at 1:41 p.m.

5.   Wrap-Up & Discussion

Council made no change to the starred Digital Extraction Technician Position P2 item on page 275 and it remains a P2 item.

<u>Moved By Councillor DeHart/Seconded By Councillor Wooldridge</u>

> <u>**B12/11/12/12**</u> THAT Council amend the priority of the Bicycle Map and Wayfinding Program item on page 208 from "P2" to "P1" with an increase on taxation in 2022 of $15,000.
> <div align="right"><u>**Carried**</u></div>

<u>Moved By Councillor Sieben/Seconded By Councillor Singh</u>

> <u>**B13/10/12/12**</u> THAT Council amend the priority of the Green Infrastructure Storm Analysis item on page 209 from "P2" to "P1" with an increase on taxation in 2022 of $30,000.
> <div align="right"><u>**Defeated**</u></div>

<div align="right">Mayor Basran and Councillors DeHart, Given, Stack and Wooldridge - Opposed</div>

Councillor Stack declared a conflict of interest on the Affordable Housing Land Acquisition Strategy Fund item on page 152 as his employer applies for affordable housing grants from time-to-time and left the meeting at 1:50 p.m.

<u>Moved By Councillor Wooldridge/Seconded By Councillor Donn</u>

> <u>**B14/09/12/21**</u> THAT Council amend the priority of the Affordable Housing Land Acquisition Strategy Fund item on page 152 from "P2" to "P1" with an increase on taxation in 2022 of $75,000.
> <div align="right"><u>**Carried**</u></div>

Councillor Stack rejoined the meeting at 2:02 p.m.

Mayor Basran recommended that Council add one Disclosure Coordinator position and one RCMP – General Duty position to the Preliminary Budget.

Moved By Councillor Donn/Seconded By Councillor Singh

B15/10/12/12 THAT Council amend the priority of the Disclosure Coordinators (2) Positions item on page 273 from "P2" to "P1" .

AND THAT Council reduce the number of positions from two to one, with an increase on taxation in 2022 of $40,000.

Carried

Moved By Councillor Sieben/Seconded By Councillor Donn

B16/10/12/12 THAT Council amend the priority of the RCMP General Duty Constables – 2 Members item on page 274 from "P2" to "P1".

AND THAT Council reduce the number of positions from two to one, with an increase on taxation in 2022 of $56,250.

Carried
Against Councillors Singh, Stack and Wooldridge

Moved By Councillor Stack/Seconded By Councillor DeHart

B17/10/12/12 THAT Council amend the priority of the Accountant Position – Accounting Operations item on page 312 from "P2" to "P1" with an increase on taxation in 2022 of $48,300.

Carried

Staff confirmed the revised net property owner impact for future budget years 2023 and 2024 is estimated at 5.21% and 4.76% respectively.

Moved By Councillor Stack/Seconded By Councillor Donn

B18/10/12/21 THAT the 2022 Financial Plan, Preliminary – Volume 1, as amended by Council, and resulting in a 3.64% tax increase, be approved subject to Final Budget considerations.

Carried

6.   Termination

The meeting ended at 2:42 p.m.

_____
Mayor

_____
City Clerk

REPORT TO COUNCIL

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Department: Development Planning

Application: A21-0012 / FH21-0003

Owner: Jealous Fruits Ltd., Inc. No. 1282068

Address: 3700 Pooley Road

Applicant: Jordan Hettinga

Subject: Application to the ALC for Non-Adhering Residential Use Permit for Temporary Farm Worker Housing

Existing OCP Designation: REP – Resource Protection Area

Existing Zone: A1 – Agriculture 1

1.0 Recommendation

THAT Agricultural Land Reserve Application No. A21-0012 for Lot C Sections 11 and 14 Township 26 ODYD Plan EPP98515 located at 3700 Pooley Road, Kelowna, BC for a Non-Adhering Residential Use Permit pursuant to Section 25 of the Agricultural Land Commission Act, be supported by Council;

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

AND THAT Council authorizes the issuance of Temporary Farm Working Housing Permit No. FH21-0003 for Lot C Sections 11 and 14 Township 26 ODYD Plan EPP98515 located at 3700 Pooley Road, Kelowna, BC subject to the following:

1. Approval by the Agricultural Land Commission of Non-Adhering Residential Use Permit Application A21-0012;

2. The dimensions and siting of the building to be constructed on the land in accordance with Schedule A;

3. A vegetated buffer is provided for screening adjacent property lines and between the temporary farm worker housing and active farming areas in accordance with Schedule B;

4. The applicant is required to post the City a Landscape Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscape buffer, as determined by a professional landscaper;

5. Registration of a Section 219 Restrictive Covenant on the Title that states:

    a.   The dwellings will be used for temporary farm workers only;

    b.   The owner will remove the dwellings if the farm operation changes such that if they are not longer required;

    c.   The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;

    d.   The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers: and,

    e.   The temporary farm worker housing building footprint is a maximum of 0.3ha.

AND FURTHER THAT this Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0   Purpose

To consider an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit application to allow Temporary Farm Worker Housing to accommodate 48 seasonal workers on the subject property.

3.0   Development Planning

Staff support the application for Temporary Farm Worker Housing (TFWH) for up to 48 seasonal agricultural workers on the subject property. The proposed farm worker accommodation meets the regulations of the Zoning Bylaw. The proposal is also consistent with the Ministry of Agriculture standards for temporary farm worker accommodation.

The proposed application complies with the City of Kelowna Official Community Plan (OCP) policies of TFWH requirements. Agriculture is the principal use on the parcel. The applicant has demonstrated that the scale of farm operations is large enough and necessary to accommodate farm employees whose residence on the farm property is considered critical to the overall operation of the farm. The proposed housing will be on non-permanent foundations which is the preferred solution where the need for farm worker housing is justified and is in an area of the property that minimizes the residential impact to agriculture.

4.0   Proposal

4.1   Project Description

The subject property is 47.17 acres (19.9ha) in size and is located on the corner of Pooley Road and Bemrose Road within the Southeast Kelowna OCP Sector. The property has been cleared and planted for over 50 years with 12.2ha of the property being a cherry orchard. There was a history packing plant located on site. The owners currently have 12 workers on the adjacent property to the North (3710 Pooley Road), which they are currently bringing into conformance. This would push them to the maximum 60 workers allowed within the SE Kelowna OCP Sector.

The applicant is seeking approvals to allow for two drill camp style dormitories (of 6 trailers each) to accommodate 48 seasonal farm workers. The workers will prune, spray, and harvest the subject property, as well as work on other properties in the Okanagan that are owned by Jealous Fruits. The farm workers will be located near the road and the footprint is anticipated to be 0.25ha of land. The two dorms are 19m x 22m and will be a combined footprint of 836m^2. The proposed housing will be placed on steel skids to reduce the impact on farmable land.

4.2   Site Context

The subject property lies within the Southeast Kelowna OCP Sector. The surrounding area is entirely agricultural lands, within the Agricultural Land Reserve. The area to the West is a park along Mission Creek.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	A1 – Agriculture 1	Agriculture
East	A1 – Agriculture 1	Mission Creek Park
South	A1 – Agriculture 1	Agriculture
West	A1 – Agriculture 1	Agriculture

Subject Property Map: 3700 Pooley Road

5.0   Current Development Policies

5.1   Kelowna Official Community Plan (OCP)

Objective 5.33 Protect and enhance local agriculture.

Policy 5.33.1 Protect Agricultural Land. Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Objective 5.34 Preserve productive agricultural land

Policy 5.34.2 Farm Help Housing. Accommodation for farm help on the same agricultural parcel will be considered only where:

- Agriculture is the principal use on the parcel; and

- The applicant demonstrates that the additional housing is necessary to accommodate farm employee(s) whose residence on the farm property is considered critical to 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.

- TFWH (e.g., bunkhouse accommodation on non-permanent foundations) is the preferred solution where the need for farm worker housing is justified.

Chapter 15 – Farm Protection Development Permit Guidelines

Design TFWH such that:

- TFWH should use all existing dwellings within the farm unit, prior to building new TFWH, unless the existing dwellings are used 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 TFWH structure.

- TFWH footprint should be contiguous with the residential footprint (i.e., homeplate) and / or within 50 metres of the road and/or located to maximize agricultural potential and limit negative impacts on the farm parcel.

- TFWH should have a minimum 3-metre-wide vegetated buffer for screening to adjacent property lines and between the TFWH and active farming areas.

City of Kelowna Agriculture Plan

Allow TFWH, as permitted by City of Kelowna bylaw. TFWH, as permitted by the City of Kelowna, should be allowed. The TFWH footprint means the portion of a lot that includes all structures, driveways and parking areas associated with the TFWH, including but not limited to structures for cooking, sanitary, living and sleeping. The footprint does not include the vegetated buffer.

6.0   Technical Comments

6.1   Development Engineering Department

6.1.1   See Attachment B, Development Engineering Memorandum

7.0   Application Chronology

Date of Application Received: August 17th, 2021
Date Public Consultation Completed: December 22nd, 2021

Agricultural Advisory Committee   October 14th, 2021

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on October 14th, 2021 and the following recommendations were passed:

Anecdotal comments include that the Committee had concerns with the intent for more housing as other existing building use is uncertain in relation to nonagricultural purpose. They requested Staff

to review what the future use of these existing structures are as there are two other housing units available already that could house potentially up to 14 workers. Finally, the Committee believe the proposal is taking way agricultural land for temporary farm workers, and should be using the existing structures, however, the committee is in general support of the application.

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Jocelyn Black, Urban Planning Manager

Reviewed by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: ALC Non-Adhering Residential Use Application

Attachment B: Development Engineering Memorandum

Attachment C: Ministry of Agriculture Memorandum

Attachment D: Site Photographs

Attachment E: Draft Temporary Farm Working Housing Permit (FH21-0003)

Schedule A: Site Plan

Schedule B: Landscape Plan

Provincial Agricultural Land Commission - Applicant Submission

Application ID: 63489
Application Status: Under LG Review
Applicant: JEALOUS FRUITS LTD.
Agent: Kent-Macpherson
Local Government: City of Kelowna
Local Government Date of Receipt: 07/16/2021
ALC Date of Receipt: This application has not been submitted to ALC yet.
Proposal Type: Non-Adhering Residential Use - Additional Residence for Farm Use
Proposal: To build two (2) drill camp style dormitories (of 6 trailers each) to accommodate ~48 seasonal farm workers to support the existing cherry orchard on the properties (2 contiguous titles). This temporary farm worker housing will impacting ~0.25 ha of ALR.

Agent Information

Agent: Kent-Macpherson
Mailing Address:
304-1708 Dolphin Ave
Kelowna, BC
V1Y 9S4
Canada
Primary Phone: (250) 763-2236
Email: jhettinga@kent-macpherson.com

Parcel Information

Parcel(s) Under Application

1. **Ownership Type:** Fee Simple
   Parcel Identifier: 031-090-249
   Legal Description: LOT C SECTIONS 11 AND 14 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN EPP98515
   Parcel Area: 19.9 ha
   Civic Address: 3700 Pooley Road, Kelowna
   Date of Purchase: 04/14/2018
   Farm Classification: Yes
   Owners
   1. **Name:** JEALOUS FRUITS LTD.
      Address:
      7980 Highway 97 North
      Kelowna, BC
      V4V 1T3
      Canada
      Phone: (250) 766-5393
      Email: david@jealousfruits.com

ATTACHMENT A
This forms part of application
A21-0012 FH21-0003
Planner Initials TC
City of Kelowna
DEVELOPMENT PLANNING

Applicant: JEALOUS FRUITS LTD.

Ownership or Interest in Other Lands Within This Community

1. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-296-660
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 4.1 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Partial Ownership

2. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-296-643
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 4.1 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Partial Ownership

3. **Ownership Type:** Fee Simple
   Parcel Identifier: 003-919-447
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 3.5 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Partial Ownership

4. **Ownership Type:** Fee Simple
   Parcel Identifier: 011-344-385
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 10.9 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Partial Ownership

5. **Ownership Type:** Fee Simple
   Parcel Identifier: 004-566-238
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 19.6 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Registered Lease

6. **Ownership Type:** Fee Simple
   Parcel Identifier: 004-566-246
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 8.4 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Registered Lease

7. **Ownership Type:** Fee Simple
   Parcel Identifier: 003-621-634
   Owner with Parcel Interest: JEALOUS FRUITS LTD.
   Parcel Area: 4.1 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Registered Lease

8. **Ownership Type:** Fee Simple
   Parcel Identifier: 011-844-493

Applicant: JEALOUS FRUITS LTD.

Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 3.5 ha
Land Use Type: Agricultural/Farm
Interest Type: Registered Lease

9. **Ownership Type:** Fee Simple
Parcel Identifier: 023-482-770
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 1.5 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

10. **Ownership Type:** Fee Simple
Parcel Identifier: 011-507-039
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 1.5 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

11. **Ownership Type:** Fee Simple
Parcel Identifier: 023-482-842
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 2.5 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

12. **Ownership Type:** Fee Simple
Parcel Identifier: 011-506-903
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 3.8 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

13. **Ownership Type:** Fee Simple
Parcel Identifier: 023-239-638
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 7.7 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

14. **Ownership Type:** Fee Simple
Parcel Identifier: 003-268-993
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 8.1 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

15. **Ownership Type:** Fee Simple
Parcel Identifier: 004-713-982
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 11.7 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

16. **Ownership Type:** Fee Simple

Applicant: JEALOUS FRUITS LTD.

ATTACHMENT A

This forms part of application

A21-0012 FH21-0003

Planner Initials TC

City of
Kelowna
DEVELOPMENT PLANNING

Parcel Identifier: 030-944-988
Owner with Parcel Interest: JEALOUS FRUITS LTD.
Parcel Area: 9.3 ha
Land Use Type: Agricultural/Farm
Interest Type: Unregistered Lease

17. **Ownership Type:** Fee Simple
    Parcel Identifier: 013-786-733
    Owner with Parcel Interest: JEALOUS FRUITS LTD.
    Parcel Area: 3.2 ha
    Land Use Type: Agricultural/Farm
    Interest Type: Unregistered Lease

18. **Ownership Type:** Fee Simple
    Parcel Identifier: 030-555-787
    Owner with Parcel Interest: JEALOUS FRUITS LTD.
    Parcel Area: 61.3 ha
    Land Use Type: Agricultural/Farm
    Interest Type: Full Ownership

19. **Ownership Type:** Fee Simple
    Parcel Identifier: 031-090-222
    Owner with Parcel Interest: JEALOUS FRUITS LTD.
    Parcel Area: 4.7 ha
    Land Use Type: Agricultural/Farm
    Interest Type: Full Ownership

Current Use of Parcels Under Application

1. Quantify and describe in detail all agriculture that currently takes place on the parcel(s).
12.2 ha Cherry Orchard

2. Quantify and describe in detail all agricultural improvements made to the parcel(s).
26 ha cleared and planted for over 50 years
Historic packing plant located on site
Fully irrigated and fenced

3. Quantify and describe all non-agricultural uses that currently take place on the parcel(s).
There is no current non-agricultural use on this property.

Adjacent Land Uses

North

Land Use Type: Agricultural/Farm
Specify Activity: Orchard

East

Land Use Type: Unused
Specify Activity: Mission Creek

Applicant: JEALOUS FRUITS LTD.

ATTACHMENT ___A___

This forms part of application

A21-0012 FH21-0003 ____

Planner Initials   TC

City of
Kelowna
DEVELOPMENT PLANNING

South

Land Use Type: Agricultural/Farm
Specify Activity: Orchard

West

Land Use Type: Agricultural/Farm
Specify Activity: Orchard

Proposal

1. What is the purpose of the proposal?
To build two (2) drill camp style dormitories (of 6 trailers each) to accommodate ~48 seasonal farm workers to support the existing cherry orchard on the properties (2 contiguous titles). This temporary farm worker housing will impacting ~0.25 ha of ALR.

2. Describe the necessity for an additional residence for farm use and how it will support agriculture in the short or long term.
The accommodation will house seasonal workers to prune, spray, harvest, etc the farm that the dorms will be place on (~60 acres) in addition, they will work on surrounding cherry farms that Jealous Fruits either owns or leases.

Cherries are a labour intensive crop that cannot be farmed without workers, that are not available locally. Building accommodations and hiring seasonal workers is critical to ensure these farmlands are used to their full productive capacity.

Additionally, the proposed farm worker housing is built on steel skids to reduce the impact on the ALR lands.

We have no alternative accommodation, and rental accommodation is not a viable option in the peak of the Interior's tourism season.

3. Describe the size, type and number, as well as occupancy of all residential structures currently located on the property.
There is currently a single dorm that accommodates 12 workers on this site (adjacent title). In addition, there is a small house and cabin on the property that were part of the original farm.

4. What is the total floor area of the proposed additional residence in square metres?
836 m^2

5. Describe the rationale for the proposed location of the additional residence.
The northwest corner of the subject site is low lying and requires the least amount of disturbance for utilities to service the dorms. The location also provides adequate drainage for the necessary septic fields, and produces the lowest quality fruit on the existing farm. Additionally, this area will require the fewest fruit trees from being removed.

6. What is the total area of infrastructure necessary to support the additional residence?
Each of the two dorms are 19m x 22m for a combined footprint of 836 sq m. The total area including landscape buffer, recreational area and septic fields is 0.25 ha.

7. Do you need to import any fill to construct the additional residence or infrastructure?
No

Applicant: JEALOUS FRUITS LTD.

Applicant Attachments

- Agent Agreement-Kent-Macpherson
- Proposal Sketch-63489
- Other correspondence or file information-Landscape Plan
- Site Photo-Site Photos
- Certificate of Title-031-090-249

ALC Attachments

None.

Decisions

None.

ATTACHMENT   A

This forms part of application

A21-0012 FH21-0003

Planner Initials   TC

City of
Kelowna
DEVELOPMENT PLANNING

CITY OF KELOWNA
MEMORANDUM

Date: September 7, 2021

File No.: A21-0012

To: Land Use Planning Manager (TC)

From: Development Engineering Manager (RO)

Subject: 3700 Pooley Road   Farm Worker Housing jf Lot 3 Plan KAP90274   ALC pre application

---

Development Engineering has the following comments at this point in time with regard to this application for Non-Adhering Residential Use – 12 Trailers to accommodate Temporary Farm Workers

Potential requirements are provided for information only and are subject to the policies in effect at the time when a formal building permit application is made by the owners.
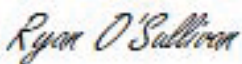
1. Domestic water and fire protection.

    a) Our records indicate that the subject property is provided with domestic and non-portable irrigation services. We also note that a care must be taken when crossing or working in close proximity to a fragile 100mm AC watermain that is within ROW Plan A12215.

    b) All charges for service connection and upgrading costs, as well as any costs to decommission existing services, shall be the responsibility of the developer.

    c) On-site servicing including the utilisation of existing or proposed services as well as fire protection requirements will be reviewed by Building & Permitting.
    .
    d) Meters with double check valve assembles are required for all services.

2. Sanitary Sewer.

    a) This subject parcel is currently not within the City sewer service area. Sanitary sewage is presently handled by an on-site sewage disposal system.

    b) Existing and proposed on-site servicing upgrades will be reviewed by the Interior Health Authority and Building & Permitting.

3. Electric Power and Telecommunications Services.

    a) 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

Ryan O'Sullivan

_____

Ryan O'Sullivan
Development Engineering Manager
JF

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ATTACHMENT   C

This forms part of application
A21-0012 FH21-0003

Planner
Initials   TC

City of
Kelowna
DEVELOPMENT PLANNING

BRITISH
COLUMBIA

September 3, 2021

File No: 0280-30
Local Government File No: A21-0012

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
Via E-mail: planninginfo@kelowna.ca

Dear City of Kelowna planning staff:

Re: Non-Adhering Residential Use, 3700 Pooley Road, Parcel Identifier: 031-090-249

Thank you for providing the Ministry of Agriculture, Food and Fisheries staff the opportunity to comment on the proposed non-adhering residential use application. From an agricultural perspective, we offer the following comments on the materials provided:

- The applicant wishes to house Temporary Farm Workers (TFW) that are part of the federal Seasonal Agricultural Worker Program (SAWP) on-site to support cherry production on multiple properties. Cherries are a labour-intensive crop which require a significant number of people for a property of 19.9 ha in size. The applicant owns or leases 19 other properties in the region in addition to this one.
- The applicant proposes to build two drill camp style dormitories of six trailers each for this purpose. The trailers will be built upon skids instead of permanent foundations and can therefore be removed if no longer required.
- The trailers will be located at the corner of the lot which will minimize the impact of the housing on the productive area of the parcel. It does appear, though, that some cherry trees will need to be removed in order to provide room for the housing and septic systems.
- The total floor area of the trailers will be 836 m^2 which works out to more than 17 m^2 per worker. This is more than the 10 m^2 maximum useable floor area per worker recommended by the Minister's Bylaw Standard for Temporary Farm Worker Housing (TFWH) in the Guide for Bylaw Development in Farming Areas; however, the TFWH Standard was developed in 2009 and is due for a review. Covid-19 has posed significant challenges with regard to housing of SAWP workers in such a way as to achieve good public health outcomes. The applicants may be attempting to address public health issues by providing more space for each worker.

Ministry of Agriculture, Food
and Fisheries

Extension and Support Services
Branch

Mailing Address:
Ste. 200 – 1690 Powick Road
Kelowna BC V1X 7G5

Telephone: 250 861-7211
Toll Free: 1 888 332-3352
Web Address: http://gov.bc.ca/agri/

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- Suitable housing is a requirement of the SAWP program.
- Based on the information provided, the proposal appears reasonable based upon the crop, scale, and location.

If you have any questions, please contact us directly by email or phone.

Sincerely,

Alison Fox, P.Ag.
Land Use Agrologist
Ministry of Agriculture, Food and Fisheries
Alison.Fox@gov.bc.ca
(778) 666-0566

Chris Zabek, P.Ag.
Regional Agrologist
Ministry of Agriculture, Food and Fisheries
Chris.Zabek@gov.bc.ca
(250) 861-7680

Cc: Sara Huber, ALC

TEMPORARY FARM WORKER HOUSING PERMIT

City of **Kelowna**

APPROVED ISSUANCE OF TEMPORARY FARM WORKER HOUSING PERMIT NO. FH21-0003

Issued To: Jealous Fruits Ltd., Inc. No. 1282068

Site Address: Jordan Hettinga

Legal Description: Lot C Sections 11 and 14 Township 26 ODYD Plan EPP98515

Zoning Classification: A1 – Agriculture 1

Development Permit Area: Temporary Farm Worker Housing

SCOPE OF APPROVAL

This 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 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 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.

1. TERMS AND CONDITIONS

THAT Temporary Farm Worker Housing Permit No. FH21-0003 Lot C Sections 11 and 14 Township 26 ODYD Plan EPP98515 located at 3700 Pooley Road, Kelowna, BC to allow the development of temporary farm worker housing be approved subject to the following:

a) The dimensions and siting of the buildings and structures to be constructed on the land be in accordance with Schedule "A";

b) A vegetated buffer is provided for screening adjacent property lines and between the temporary farm worker housing and active farming areas in accordance with Schedule B;

c) The applicant be required to post with the City a Landscape Performance Security deposit in the form of an Irrevocable Letter of Credit in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

d) Registration of a Section 219 Restrictive Covenant restricting the use of the temporary farm worker housing to accommodation for temporary farm workers only, to a maximum forty-eight (48) temporary farm workers, and to a maximum occupation of ten (10) months of the year;

e) Registration of a Section 219 Restrictive Covenant on all parcels owned or leased by the farmer in the Southeast Kelowna OCP Sector restricting the total number of temporary farm worker housing to sixty (60) on those parcels; and

f) Registration of a Section 219 Restrictive Covenant on the farm unit parcels prohibiting the parcels from being sold or otherwise transferred separately; and

AND THAT this Temporary Farm Worker Housing Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2. 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 use 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 own 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:

a) An Irrevocable Letter of Credit in the amount of $7,000.00

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.

3. DEVELOPMENT

The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit that shall form a part hereof.

If the Permit Holder does not commence the development permitted by this Permit within two years of the date of this Permit, this Permit shall lapse.

This Permit IS NOT a Building Permit.

4. Indemnification

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

b) 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.

ATTACHMENT E
This forms part of application
A21-0012 FH21-0003
Planner Initials TC
City of Kelowna 35
DEVELOPMENT PLANNING

5. APPROVALS

Issued and approved by Council on the January 10th, 2022.

_____   _____

Terry Barton, Development Planning Department Manager   Date
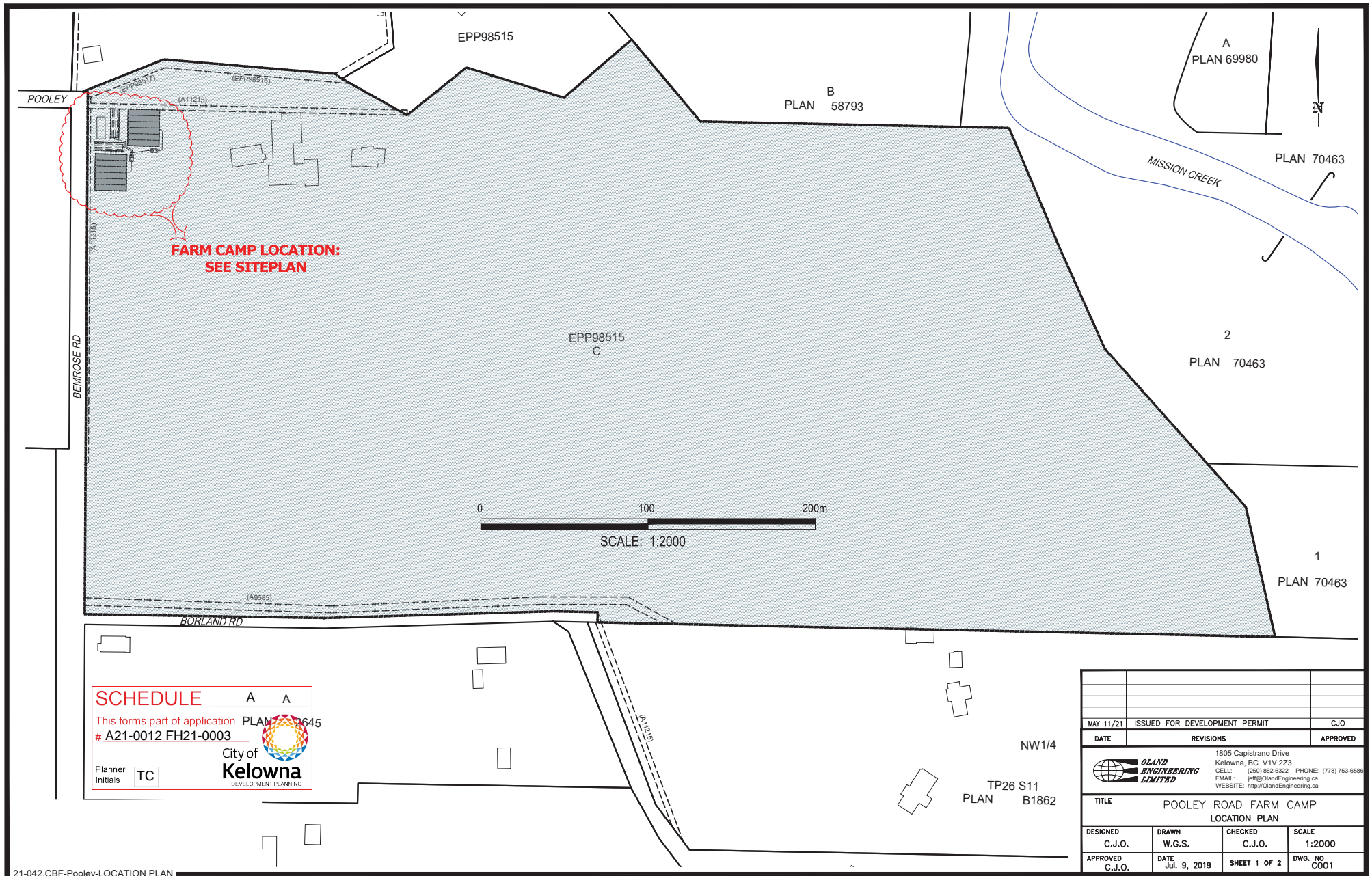
**The PERMIT HOLDER is the <u>CURRENT LAND OWNER</u>.
Security shall <u>ONLY</u> be returned to the signatory of the
Landscape Agreement or his or her designates**

EPP98515

A
PLAN 69980

B
PLAN 58793

MISSION CREEK

PLAN 70463

POOLEY

(EPP98517)   (EPP98516)

(A11215)

FARM CAMP LOCATION:
SEE SITEPLAN

EPP98515
C

2
PLAN 70463

BEMROSE RD

(A11215)

N

1
PLAN 70463

0   100   200m

SCALE: 1:2000

(A9585)

BORLAND RD

(A11215)

NW1/4

TP26 S11
PLAN   B1862

DATE	REVISIONS	APPROVED
MAY 11/21	ISSUED FOR DEVELOPMENT PERMIT	CJO

OLAND
ENGINEERING
LIMITED

1805 Capistrano Drive
Kelowna, BC V1V 2Z3
CELL: (250) 862-6322   PHONE: (778) 753-6586
EMAIL: jeff@OlandEngineering.ca
WEBSITE: http://OlandEngineering.ca

TITLE   POOLEY ROAD FARM CAMP
LOCATION PLAN

DESIGNED C.J.O.	DRAWN W.G.S.	CHECKED C.J.O.	SCALE 1:2000
APPROVED C.J.O.	DATE Jul. 9, 2019	SHEET 1 OF 2	DWG. NO C001

21-042.CBF-Pooley-LOCATION PLAN

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POOLEY RD

(A11215)

5.0

19m

484.0

NE ¼
PLAN T26 S10

EXISTING
CABIN

18.0

DISPERSAL
BED #1

22m

FARM CAMP TRAILER
CONFIGURATION FOR
24 TO 30 BED CAPACITY

150mm (6") PVC

LOT C
EPP98515

2.0

3.0

50mm (2")
SCHED. 40

2.0

(A11215)

BEMROSE RD

5.0

DISPERSAL BED #2

2.0±

18.0

19m

150mm (6") PVC

DUPLEXING
LIFT STATION

9080L (2000 GAL) DOUBLE- CHAMBERED
SEPTIC TANKS c/w EFFLUENT FILTERS

150mm (6") PVC

485.0

487.0

486.0

22m

FARM CAMP TRAILER
CONFIGURATION FOR
24 TO 30 BED CAPACITY

LEGAL: LOT C, PLAN EPP98515, SECTION
          11&14, TOWNSHIP 26, ODYD

CIVIC: 3700 POOLEY RD KELOWNA BC

PID: 031-090-249

ROLL: 19-217-04200.103

OWNER: JEALOUS FRUITS LTD

1   SITE PLAN
     SCALE: 1:250

-5   0   5   10

NOT FOR CONSTRUCTION

21-042.CBF-Pooley-SITEPLAN

N

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Driveway

Pooley Rd

Bemrose Road

Existing
Cabin

Dispersal Bed #1

19 m

22 m

FARM CAMP TRAILER
CONFIGURATION FOR
24 to 30 BED CAPACITY

Dispersal Bed #2

19 m

22 m

FARM CAMP TRAILER
CONFIGURATION FOR
24 to 30 BED CAPACITY

Guardian Aspen

Mugho Pine

Guardian Aspen spacing 10'
Interspersed with Mugho Pine

39

A21-0012 FH21-0003
3700 Pooley Road

ALR Application for Non-Adhering Residential Use Permit & Temporary Farm Work Housing Applications

Proposal

▶ To support an application to the Agricultural Land Commission for a non-adhering residential use permit application for Temporary Farm Worker Housing.
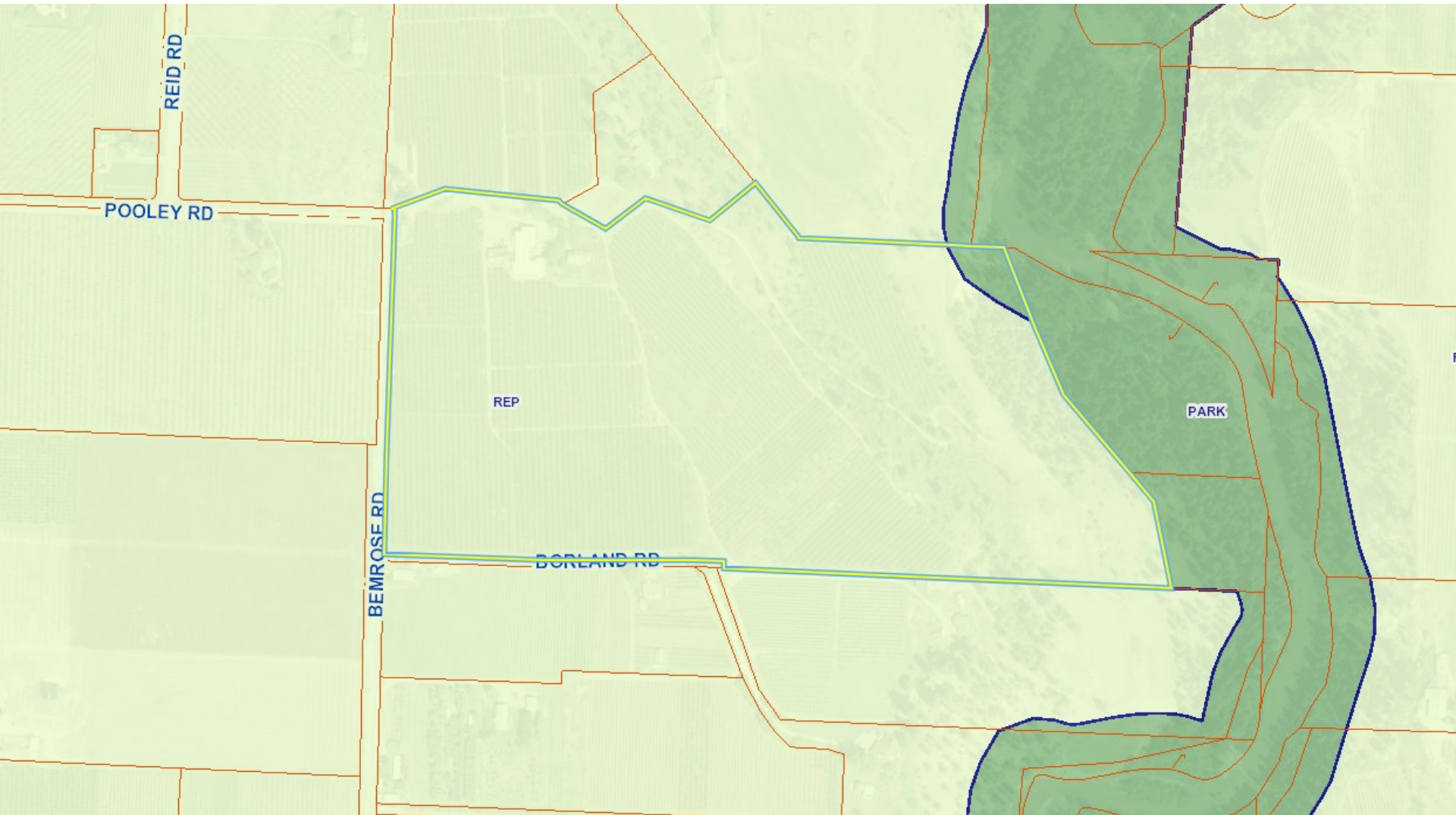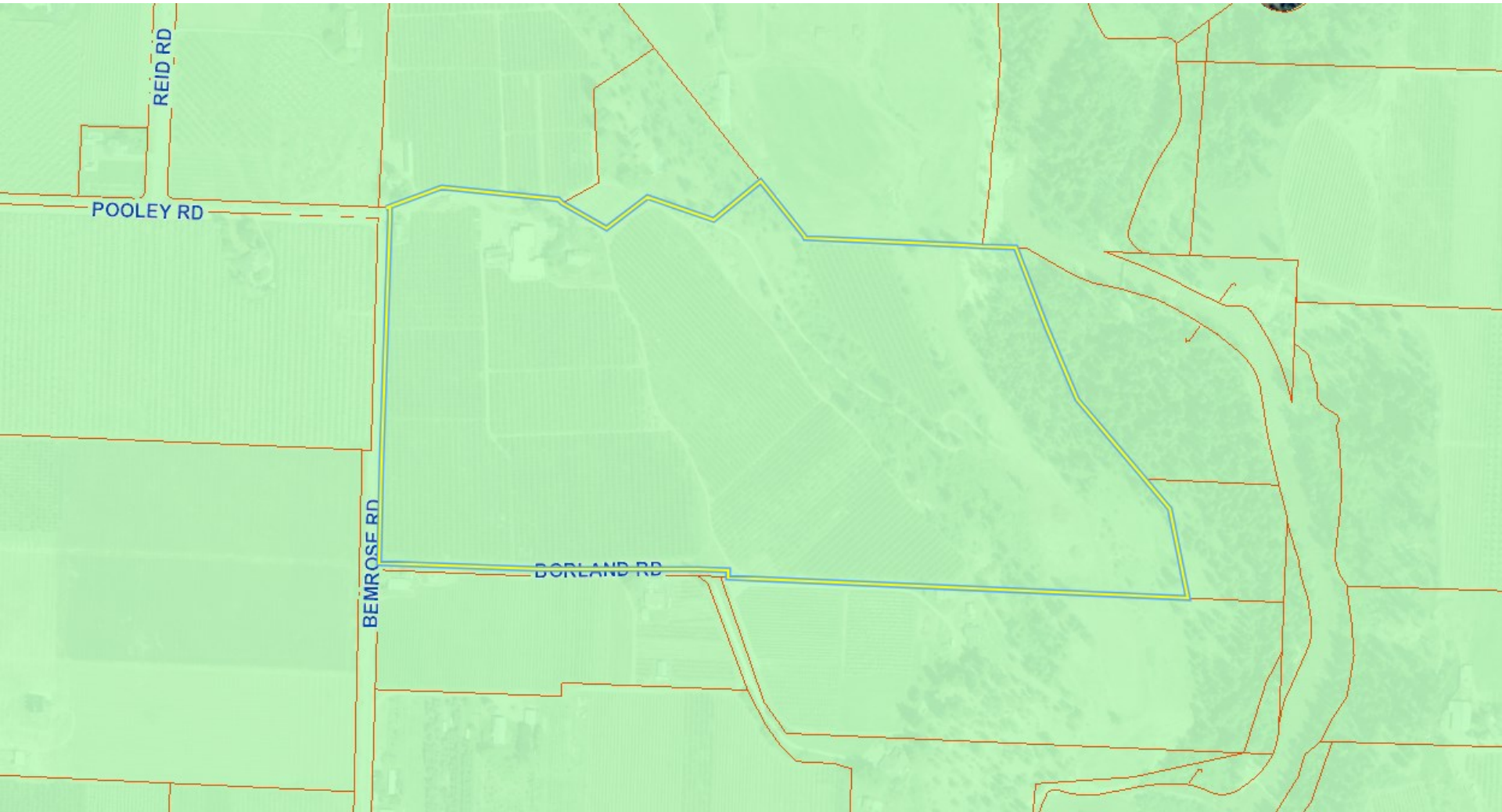
Development Process

Aug 17, 2021 — Development Application Submitted

Staff Review & Circulation

Oct 14, 2021 — Agricultural Advisory Committee

Dec 22, 2021 — Public Notification Received

Jan 10, 2022 — Council Consideration

Council Approvals

Agricultural Land Commission Consideration

TFWH Permit Issuance and Building Permit

If proposal is supported by Council & the ALC

Context Map

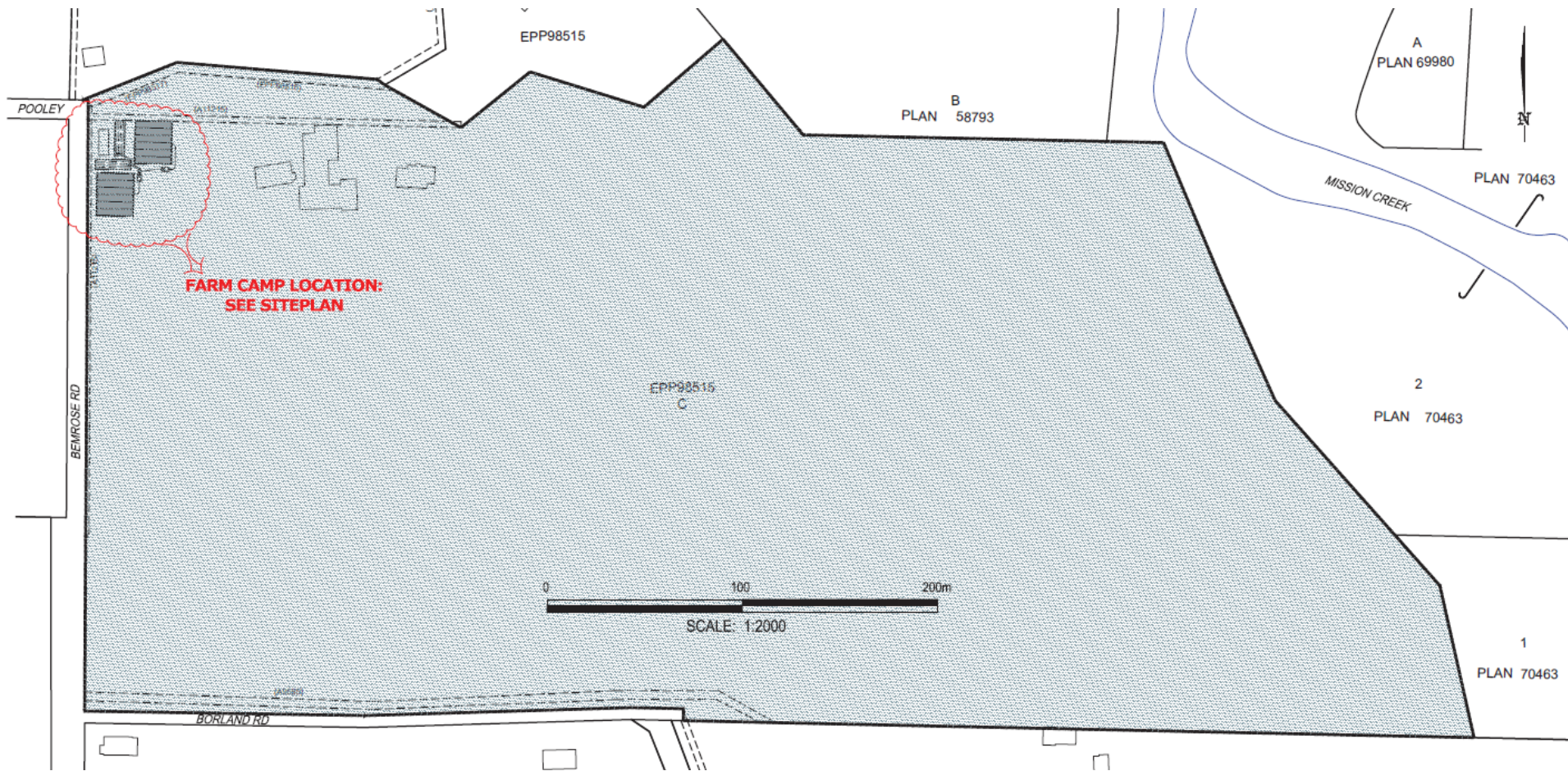# OCP Future Land Use / Zoning
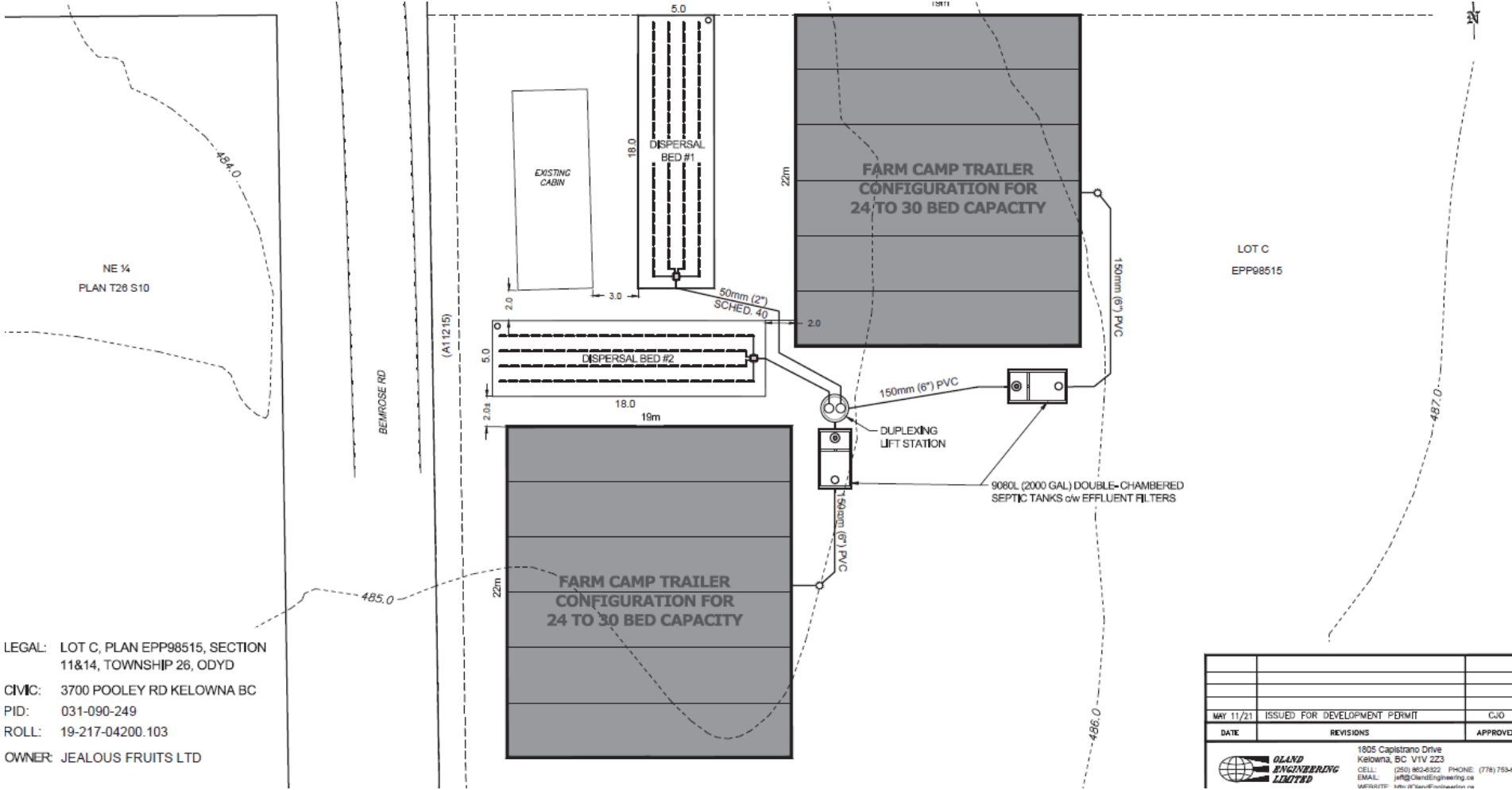
Agricultural Land Reserve

Project Details

▶ The applicant is seeking approvals to allow for 48 seasonal workers on the subject property.

▶ The workers will be housed in two drill style dormitories.

  ▶ 6 trailers each (12 in total)

  ▶ The footprint of the structures will be roughly 836m2 in size.

  ▶ 19m x 22m in size.

▶ The footprint of the land will be in 0.25ha (including landscape buffer, recreational area and septic fields).
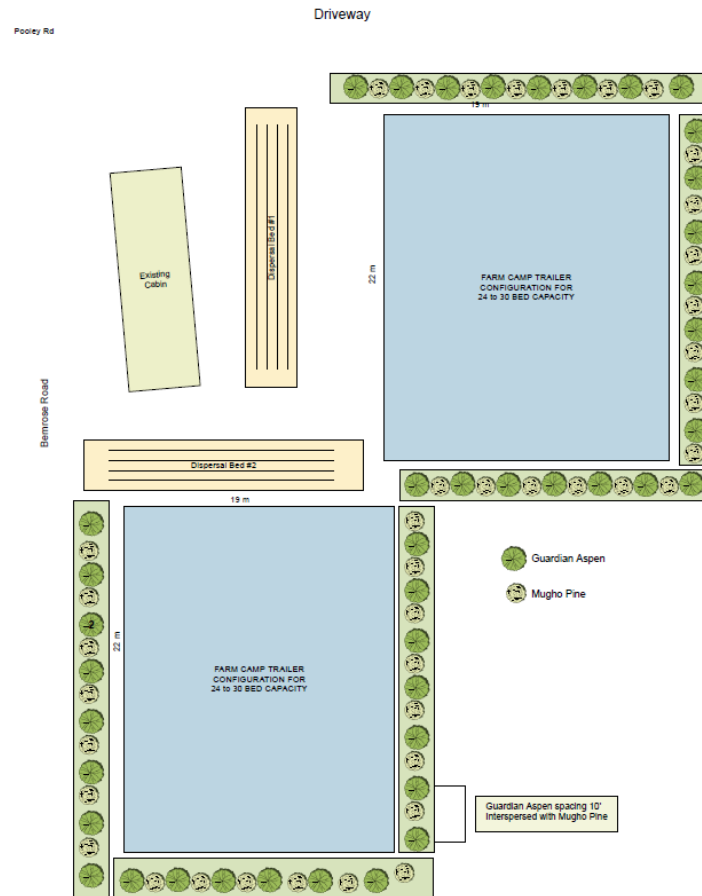
Site Plan

FARM CAMP LOCATION:
SEE SITEPLAN

Floor Plan

Landscape Plan

Development Policy: Zoning Bylaw

Regulation	Meets
Minimum farm unit size: 3.8 ha	☑
New TFWH structures must include a communal kitchen	☑
Only occupied during growing, harvesting and pruning periods	☑
Occupied no more than 10 months of a calendar year	☑
Maximum TFWH footprint: 0.30 ha for maximum of 60 workers	☑
Maximum temporary farm workers per city sector: 60	☑

kelowna.ca

Development Policy:
OCP Policies & Permit Guidelines

Policy / Guideline	Meets
Agriculture is the principal use on the parcel	☑
Scale of farm operation is large enough that permanent help is deemed necessary	☑
TFWH on non-permanent foundations where the need for farm worker housing is justified	☑
Building footprint within 50 m of the road or located to maximize agricultural potential and limit negative impacts on the farm parcel	☑
Minimum 3 m wide vegetated buffer for screening to adjacent property lines and between TFWH and active farming	☑

AAC Recommendation

- Application went to the Agricultural Advisory Committee on October 14th, 2021
  - AAC Recommended that Council support the application.

Public Notification Policy #367

▶ The applicant completed the required Neighbourhood Consultation on December 22nd, 2021 to all homes and tenants within a 300m radius of the subject property.

Staff Recommendation

▶ Staff recommend **support** of the proposed Non-Adhering Residential Use & Temporary Farm Worker Housing applications.

  ▶ Meets intent of Zoning Bylaw, OCP and Agricultural Plan;

  ▶ Applicant is seeking proper approvals and permits for the TFWH housing.

▶ Recommend the application be forwarded to ALC for consideration.

Conclusion of Staff Remarks

REPORT TO COUNCIL

City of
Kelowna

Date: January 10th, 2022

To: Council

From: City Manager

Department: Development Planning

Application:	A21-0014	**Owner:**	Lakhwinder Singh Brar & Paramjit Kaur Brar
Address:	815 Webster Road	**Applicant:**	Lakhwinder Brar

Subject: Non-Adhering Residential Use Permit Application

Existing OCP Designation: REP – Resource Protection Area

Existing Zone: A1 – Agriculture 1

1.0   Recommendation

THAT Agriculture Land Reserve Application No. A21-0014 for The East 11 Chains of Lot 3 Measured Along the North Boundary Thereof by the Full Depth of Said Lot; Section 25 Township 26 ODYD Plan 603 Except Plans B797, C.B. 157 and B4993 located at 815 Webster Road, Kelowna, BC for a Non-Adhering Residential Use Permit pursuant to Section 25 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.

2.0   Purpose

To consider an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit application to allow for the conversion of an existing single-family dwelling into temporary farm worker housing.

3.0   Development Planning

Staff support the Non-Adhering Residential Use Permit Application to allow for the conversion of the existing single-family dwelling into temporary farm worker housing. The City's Agriculture Plan, the Official Community Plan and Zoning Bylaw support the conversion of existing dwellings into Temporary Farm Worker Housing if agriculture is the principal use and the owner demonstrates the need for farm employees. However, there are concerns with the introduction of a new permanent structure on site, which would be hard to revert to farmable land if the seasonal workers were no longer required. Should the applicant be supported by Council and the ALC, a Building Permit and covenant registration would be required to allow for the conversion.

4.0   Proposal

4.1   Project Description

The subject property is a 9.16acres (3.71ha) in size and is located on Webster Road within the Rutland OCP Sector. The applicant has indicated that the property laid empty for over 15 years, until they purchased it in February 2019. The property was cleaned, cultivated, and irrigated by the owners. The property now has 8 acres of cherry's, which was planted in May 2020. The subject property currently has one single-family two-bedroom dwelling on it.

The non-adhering residential use permit application is to convert the existing single-family dwelling into temporary farm worker housing. The owners are seeking 5 (five) seasonal workers to help with the maintenance of the existing agriculture and the cherry orchard. The owners farm 11.4ha of land on other properties. The home is 111.48m² (1,200ft²) and has two bedrooms. The owners are planning on building a new home on site and want to use the existing structure to accommodate seasonal farm workers. The proposed new single-family dwelling will be on the NW corner of the property and is proposed to be 350m² in size.

4.2   Site Context

The subject property lies within the Rutland OCP Sector. The surrounding area is a mix of single-family dwellings, townhouses, and agricultural lands (within the ALR).

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RM3 – Low Density Multiple Housing & RU1 – Large Lot Housing	Townhouse / Single-Family Dwelling
East	A1 – Agriculture 1	Agriculture
South	A1 – Agriculture 1	Agriculture
West	RU1 – Large Lot Housing	Single-Family Dwelling(s)

Subject Property Map: 815 Webster Road

5.0   Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Objective 5.34 Preserve productive agricultural land

Policy 5.34.2 Farm Help Housing. Accommodation for farm help on the same agricultural parcel will be considered only where:

- Agriculture is the principal use on the parcel; and

- The applicant demonstrates that the additional housing is necessary to accommodate farm employee(s) whose residence on the farm property is considered critical to 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.

- TFWH (e.g., bunkhouse accommodation on non-permanent foundations) is the preferred solution where the need for farm worker housing is justified.

Chapter 15 – Farm Protection Development Permit Guidelines

Design TFWH such that:

- TFWH should use all existing dwellings within the farm unit, prior to building new TFWH, unless the existing dwellings are used 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 TFWH structure.

- TFWH footprint should be contiguous with the residential footprint (i.e., homeplate) and / or within 50 metres of the road and/or located to maximize agricultural potential and limit negative impacts on the farm parcel.

- TFWH should have a minimum 3-metre-wide vegetated buffer for screening to adjacent property lines and between the TFWH and active farming areas.

In keeping with the Ministry of Agriculture's Guide to Bylaw Development in Farming Areas and the City's policy for Temporary Farm Worker Housing, Development Planning Staff recommend the registration of Section 219 Restrictive Covenants which state:

- The TFWH shall be used for temporary farm workers only;
- The dwellings will only be used for farm workers for a maximum of eight (8) months of the year;
- The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers; and,
- The TFWH building footprint is a maximum of 0.3ha.

5.2   City of Kelowna Agriculture Plan

Allow TFWH, as permitted by City of Kelowna bylaw. TFWH, as permitted by the City of Kelowna, should be allowed. The TFWH footprint means the portion of a lot that includes all structures, driveways and parking areas associated with the TFWH, including but not limited to structures for cooking, sanitary, living and sleeping. The footprint does not include the vegetated buffer.

6.0 **Technical Comments**

6.1 Development Engineering Department

6.1.1 See Attachment B, Development Engineering Memorandum.

7.0 **Application Chronology**

Date of Application Accepted: November 1st, 2021
Date Public Consultation Completed: N/A

Agricultural Advisory Committee December 9th, 2021

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on December 9th, 2021 and the following recommendations were passed:

THAT the Committee recommends that Council support the application for a non-adhering residential use permit located at 815 Webster Road.

Anecdotal comments from the Agricultural Advisory Committee (AAC) are that the application is consistent with the regulations for Temporary Farm Workers.

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Dean Strachan, Community Planning & Development Manager

Reviewed by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: ALC Non-Farm Use Application

Attachment B: Development Engineering Memo

Attachment C: Site Plan / Floor Plan

Attachment D: Ministry of Agriculture

Provincial Agricultural Land Commission - Applicant Submission

Application ID: 62356
Application Status: Under LG Review
Applicant: LAKHWINDER BRAR
Agent: lakhwinder brar
Local Government: City of Kelowna
Local Government Date of Receipt: 04/03/2021
ALC Date of Receipt: This application has not been submitted to ALC yet.
Proposal Type: Non-Adhering Residential Use - Additional Residence for Farm Use
Proposal: we wanted to use existing old house for farm workers and build new home for our self

Agent Information

Agent: lakhwinder brar
Mailing Address:
815 webster rd
kelowna, BC
V1P 1C1
Canada
Primary Phone: (250) 212-2224
Email: brar7272@hotmail.com

Parcel Information

Parcel(s) Under Application

1. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-175-897
   Legal Description: THE E 11 CHS OF L 3 MEAS ALONG THE NORTH BDY NOW BY THE FULL DEPTH OF SAID L SEC 25 TP 26 OSOYOOS DIVISION YALE DISTRICT PL 603 EXC PLS B797 CB 157 & B4993
   Parcel Area: 3.8 ha
   Civic Address: 815 webster rd
   Date of Purchase: 02/09/2019
   Farm Classification: Yes
   Owners

Applicant: LAKHWINDER BRAR

ATTACHMENT A

This forms part of application

A21-0014

Planner Initials TC

City of
Kelowna
DEVELOPMENT PLANNING

Ownership or Interest in Other Lands Within This Community

1. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-108-472
   Owner with Parcel Interest: LAKHWINDER BRAR
   Parcel Area: 3.2 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Full Ownership

2. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-108-464
   Owner with Parcel Interest: LAKHWINDER BRAR
   Parcel Area: 4 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Registered Lease

3. **Ownership Type:** Fee Simple
   Parcel Identifier: 012-574-121
   Owner with Parcel Interest: LAKHWINDER BRAR
   Parcel Area: 4.2 ha
   Land Use Type: Agricultural/Farm
   Interest Type: Registered Lease

Current Use of Parcels Under Application

1. Quantify and describe in detail all agriculture that currently takes place on the parcel(s).
cherry orchard over 8 acres are planted into cherry orchard

2. Quantify and describe in detail all agricultural improvements made to the parcel(s).
this land was sitting empty for over 15 years. we purchased this parcel in February 2019. we cleaned up lot of garbage around five 40 foot garbage containers and cultivated. new automatic irrigation system was installed in spring 2019. we planted over 8 acre cherry orchard in may 2020.

3. Quantify and describe all non-agricultural uses that currently take place on the parcel(s).
small two bedroom house

Adjacent Land Uses

North

Land Use Type: Residential
Specify Activity: town houses

East

Land Use Type: Agricultural/Farm
Specify Activity: hay field

South

ATTACHMENT   A

This forms part of application

\# A21-0014

Planner Initials   TC

City of
Kelowna
DEVELOPMENT PLANNING

Land Use Type: Agricultural/Farm
Specify Activity: cherry orchard

West

Land Use Type: Residential
Specify Activity: single family houses

Proposal

1. What is the purpose of the proposal?
we wanted to use existing old house for farm workers and build new home for our self

2. Describe the necessity for an additional residence for farm use and how it will support agriculture in the short or long term.
we are young couple with two kids got into farming 5 years ago. we are trying to grow our farming operation. to do so we required to hire some temporary foreign workers. we wanted to use that old house for accommodation for TFW. more labour force will help us to run the farm properly.

3. Describe the size, type and number, as well as occupancy of all residential structures currently located on the property.
1200 sq feet two bedroom house

4. What is the total floor area of the proposed additional residence in square metres?
350 m^2

5. Describe the rationale for the proposed location of the additional residence.
there are around 3/4 of acre on north west corner land that are too steep to do any farming can be used for new resident. it will not impact farm operation caused that section is naturally subdivided by small ravine

6. What is the total area of infrastructure necessary to support the additional residence?
it can be built right close to Webster rd. all the services are close to site include sewer, water and gas. there are row of town houses built right upto the north west corner property line. it will required around 600 sq meter to built this house

7. Do you need to import any fill to construct the additional residence or infrastructure?
No

Applicant Attachments

- Agent Agreement-lakhwinder brar
- Proposal Sketch-62356
- Certificate of Title-012-175-897

ALC Attachments

None.

Decisions

None.

Applicant: LAKHWINDER BRAR

CITY OF KELOWNA

MEMORANDUM

Date: November 15, 2021

File No.:   A21-0014

To: Land Use Planning (TC)

From: Development Engineering Manager (RO)

Subject: 815 Webster Rd   Non-Adhering Residential

The Development Engineering Branch has the following comments with regards to this application for a Non-Adhering Residential Use Permit to allow the conversion of the existing dwelling into farm worker accommodation for three seasonal workers.

All works and servicing requirements will be applicable at time of Building Permit Application for construction of new building. The Development Technician for this file will be Sarah Kelly, skelly@kelowna.ca.

1. **General**

   a. The following requirements are valid for two (2) years from the reference date of this memo, or until the application/PLR has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.

   b. The subject lot is within the ALR and subject to review by the Agricultural Land Commission.

   c. There is a possibility of a high water table or surcharging of storm drains during major storm events. This should be considered in the design of the onsite system.

2. **Domestic water and fire protection.**

   a. The subject lot is within the Black Mountain Irrigation District (BMID) water service area. The developer is required to make satisfactory arrangements with BMID for all water and fire protection-related issues. All charges for service connection and upgrading costs, as well as any costs to decommission existing services, shall be the responsibility of the developer.

   b. Provide an adequately sized domestic water and fire protection system complete with an individual lot connection. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw No. 7900.

63

3. **Sanitary Sewer Service**

    a. This subject parcel is currently not within the City service area. Sanitary sewage is presently handled by an on-site sewage disposal system. The existing on-site system are not shown on the submitted Site Plan.

    b. The applicant's consulting engineer will determine the requirements of the on-site disposal system that will support the proposed use. Existing and proposed on-site servicing will require review and approval by the Interior Health Authority and Building & Permitting.

4. **Storm Drainage**

    a. The developer must engage a consulting civil engineer to provide a stormwater management plan for the site, which meets the requirements of the Subdivision, Development, and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and recommendations for onsite drainage containment and disposal systems.

    b. An Erosion and Sediment Control Plan is to be prepared by a Professional Engineer proficient in the field of erosion and sediment control. The plan is to be prepared as per section 3.14 of Schedule 4 of Bylaw 7900. If a line item for ESC is not included in the Engineer's cost estimate for off-site work, then an additional 3% will be added to the performance security based on the total off-site construction estimate.

5. **Road Improvements and Site Access**

    a. Webster Rd is included in the 20 Year Major Roads Network as a 2-Lane Collector and must be upgraded to a rural standard (SS-R5) along the frontage of the subject property. Required upgrading must include road widening, addition of 1.5m paved and 1.5m gravel shoulders, guard rails or safety barriers as necessary along steep section, boulevard restoration, storm drainage ditch, pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.

    b. Only one driveway access, with a maximum of 6m, is permitted per lot. Include shared access for both buildings on site plan.

6. **Electric Power and Telecommunication Services**

    a. 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.

    b. 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.

7. **Geotechnical Study**

    a. At the time of Building Permit application the applicant is required to provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below:

NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.

b. The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

    i.   Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.

    ii.   Site suitability for development.

    iii.   Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).

    iv.   Any special requirements for construction of roads, utilities, and building structures.

    v.   Recommendations for items that should be included in a Restrictive Covenant.

    vi.   Recommendations for roof drains, perimeter drains, and septic tank effluent on the site.

    vii.   Recommendations for erosion and sedimentation controls for water and wind.

    viii.   Any items required in other sections of this document.

8. Road Dedications

a. A road dedication will be required along the full frontage of the subject lot to achieve a future, SS-R5, 2-Lane Collector 20m ROW. The dedication required varies along the property line, approximately 1.25m to 3m, and is to be confirmed by a BCLS.

9. 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.

10. **Servicing Agreement for Works and Services**

a. A Servicing Agreement is required for all offsite 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.

11. **Charges and Fees**

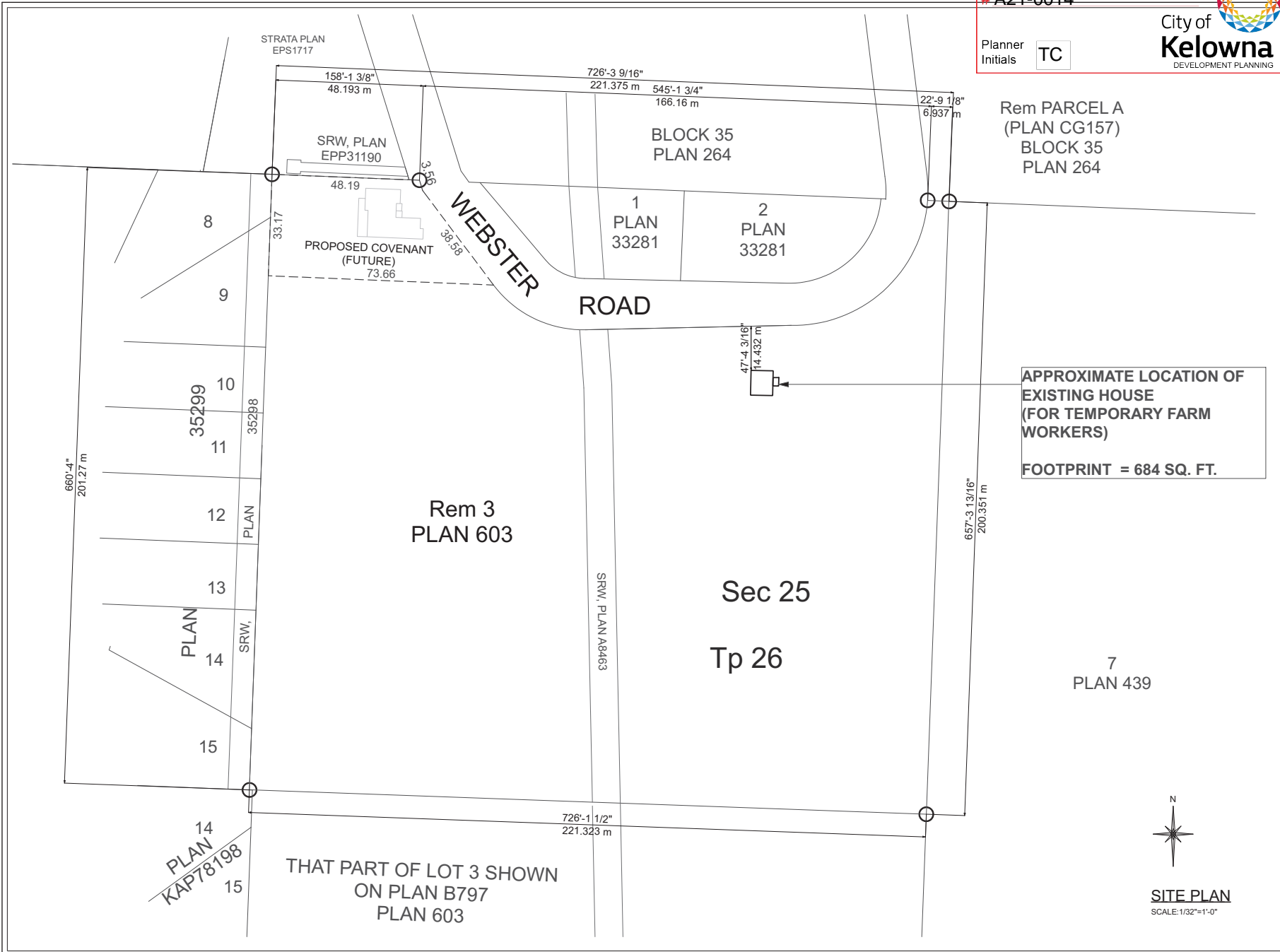a. Development Cost Charges (DCC's) are payable.

b. Fees per the "Development Application Fees Bylaw" include:

   i. Survey Monument, Replacement Fee: $1,200.00 (GST exempt) – only if disturbed.

   ii. Engineering and Inspection Fee: 3.5% of frontage upgrades (plus GST).

Ryan O'Sullivan

_____
Ryan O'Sullivan
Development Engineering Manager

SK

ATTACHMENT B
This forms part of application
A21-0014
Planner Initials TC

City of
Kelowna
DEVELOPMENT PLANNING

66

City of
Kelowna
DEVELOPMENT PLANNING

ZIOLA DESIGN

924 CAWSTON AVE
KELOWNA, BC
PHONE: 778.363.4421
reception@zioladesign.com
WWW.ZIOLADESIGN.COM

STRATA PLAN
EPS1717

158'-1 3/8"
48.193 m

726'-3 9/16"
221.375 m
545'-1 3/4"
166.16 m

22'-9 1/8"
6.937 m

Rem PARCEL A
(PLAN CG157)
BLOCK 35
PLAN 264

BLOCK 35
PLAN 264

SRW, PLAN
EPP31190

48.19

3.56

WEBSTER

8

33.17

38.58

PROPOSED COVENANT
(FUTURE)
73.66

1
PLAN
33281

2
PLAN
33281

9

ROAD

10

35299

35298

11

47'-4 3/16"
14.432 m

12

Rem 3
PLAN 603

660'-4"
201.27 m

13

Sec 25

PLAN

SRW,

14

SRW. PLAN A8463

Tp 26

657'-3 13/16"
200.351 m

**APPROXIMATE LOCATION OF
EXISTING HOUSE
(FOR TEMPORARY FARM
WORKERS)**

FOOTPRINT = 684 SQ. FT.

7
PLAN 439

15

14
PLAN
KAP78198
15

726'-1 1/2"
221.323 m

THAT PART OF LOT 3 SHOWN
ON PLAN B797
PLAN 603

N

SITE PLAN
SCALE:1/32"=1'-0"

PROJECT TITLE

**815 WEBSTER RD.
KELOWNA, BC**

TITLE

SCALE
(PRINT ON STANDARD "D" SIZE 24"x36" SHEET.)

ISSUE DATE
OCT-27-2021

PROJECT NUMBER
Z-121

DRAWING NUMBER
1.1

SHEET
1 OF **1**

67

Cherry Orchard

Back Side

26'

Bedroom 1
10 X 13

Bedroom 2
10 X 13

13 X 6

Left Side

Right Side

30'

Laundry

Living Room
15' X 17'

Kitchen
11 X 17

Front
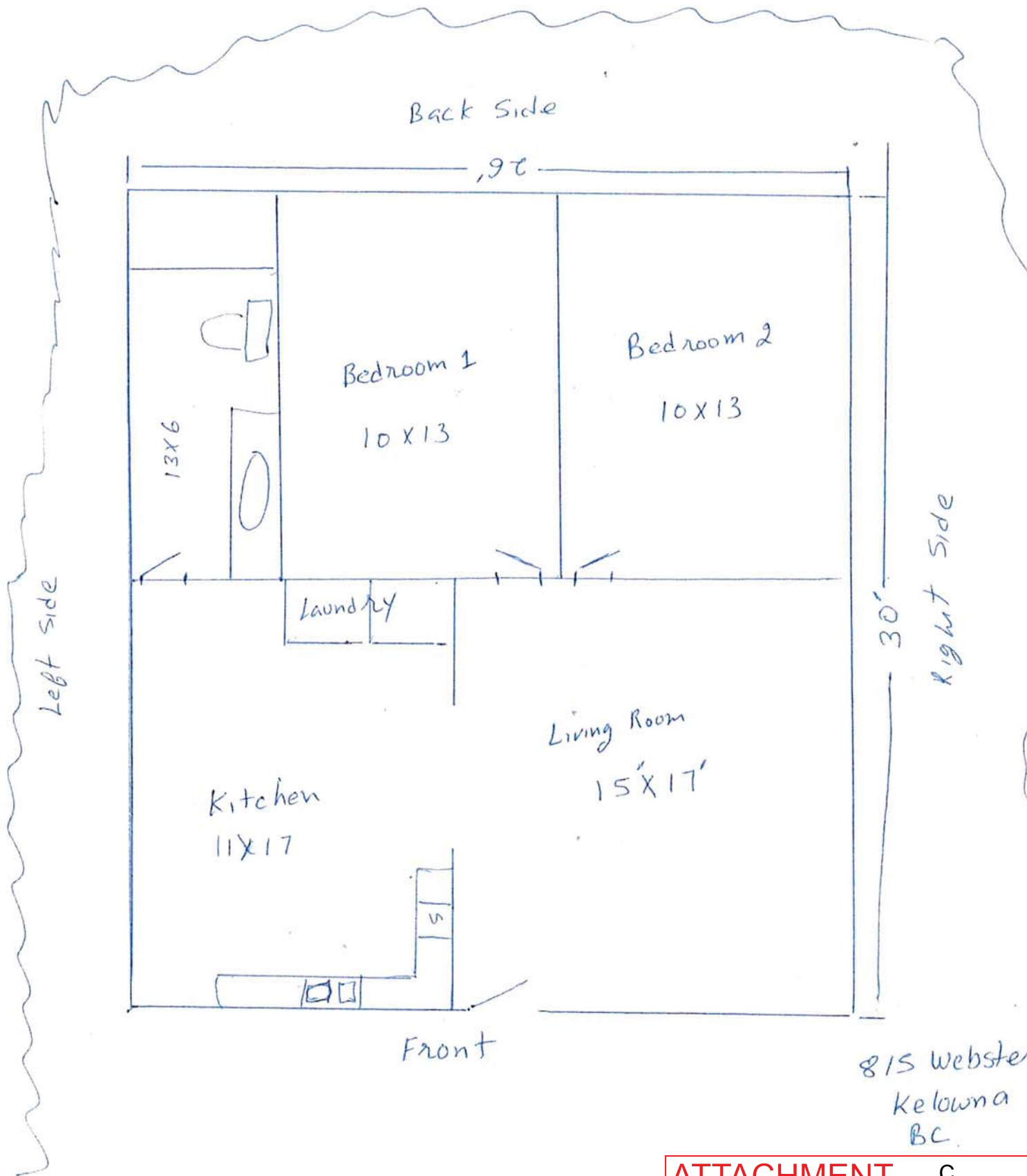
815 Webster
Kelowna
BC.

815 Webster Rd

ATTACHMENT **D**

This forms part of application

A21-0014

Planner Initials **TC**

City of **Kelowna**
DEVELOPMENT PLANNING

November 19, 2021

File No: 0280-30
Local Government File No: A21-0014

City of Kelowna Planning Staff
City of Kelowna
Via E-mail: planninginfo@kelowna.ca

Dear City of Kelowna planning staff:

Re: Non-Adhering Residential Use, 815 Webster Road, Parcel Identifier: 012-175-897

Thank you for providing Ministry of Agriculture, Food and Fisheries staff the opportunity to comment on the proposed non-adhering residential use application. From an agricultural perspective, we offer the following comments on the materials provided:

- The applicant wishes to convert an existing house of approximately 111 m^2 into Temporary Farm Worker (TFW) housing to support eight+ acres of cherry production. Cherries are an intensive crop which require significant labour.
- The applicant further wishes to construct a new residence of 350 m^2 for his family.
- It is unclear how many TFWs will be housed in the dwelling. It is also unclear if the applicant has TFW housing on other farm properties in the community.
- The proposed location for the new house is close to Webster Road and appears to minimize the impact of the housing on the productive area of the parcel.

If you have any questions, please contact us directly by email or phone.

Sincerely,

Alison Fox, P.Ag.
Land Use Agrologist
Ministry of Agriculture, Food and Fisheries
Alison.Fox@gov.bc.ca
(778) 666-0566

Chris Zabek, P.Ag.
Regional Agrologist
Ministry of Agriculture, Food and Fisheries
Chris.Zabek@gov.bc.ca
(250) 861-7680

cc: Shannon Lambie, ALC

Ministry of Agriculture, Food and Fisheries

Extension and Support Services Branch

Mailing Address:
Ste. 200 – 1690 Powick Road
Kelowna BC V1X 7G5

Telephone: 250 861-7211
Toll Free: 1 888 332-3352
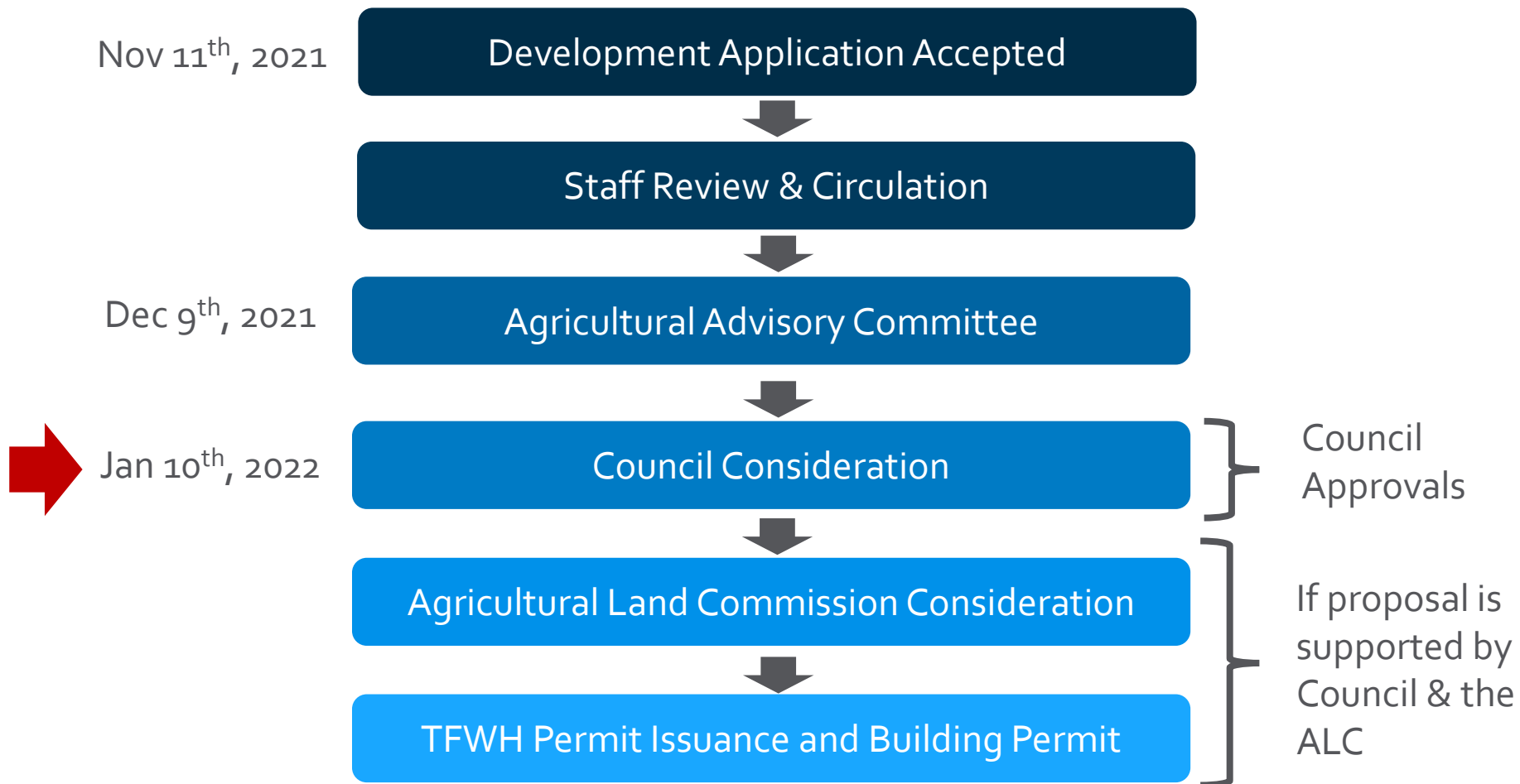Web Address: http://gov.bc.ca/agri/

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A21-0014
815 Webster Road

ALR Application for Non-Adhering Residential Use Permit

Proposal

▶ To consider an application to the Agricultural Land Commission for a Non-Adhering Residential Use Permit for the conversion of an existing single-family dwelling into temporary farm worker housing.
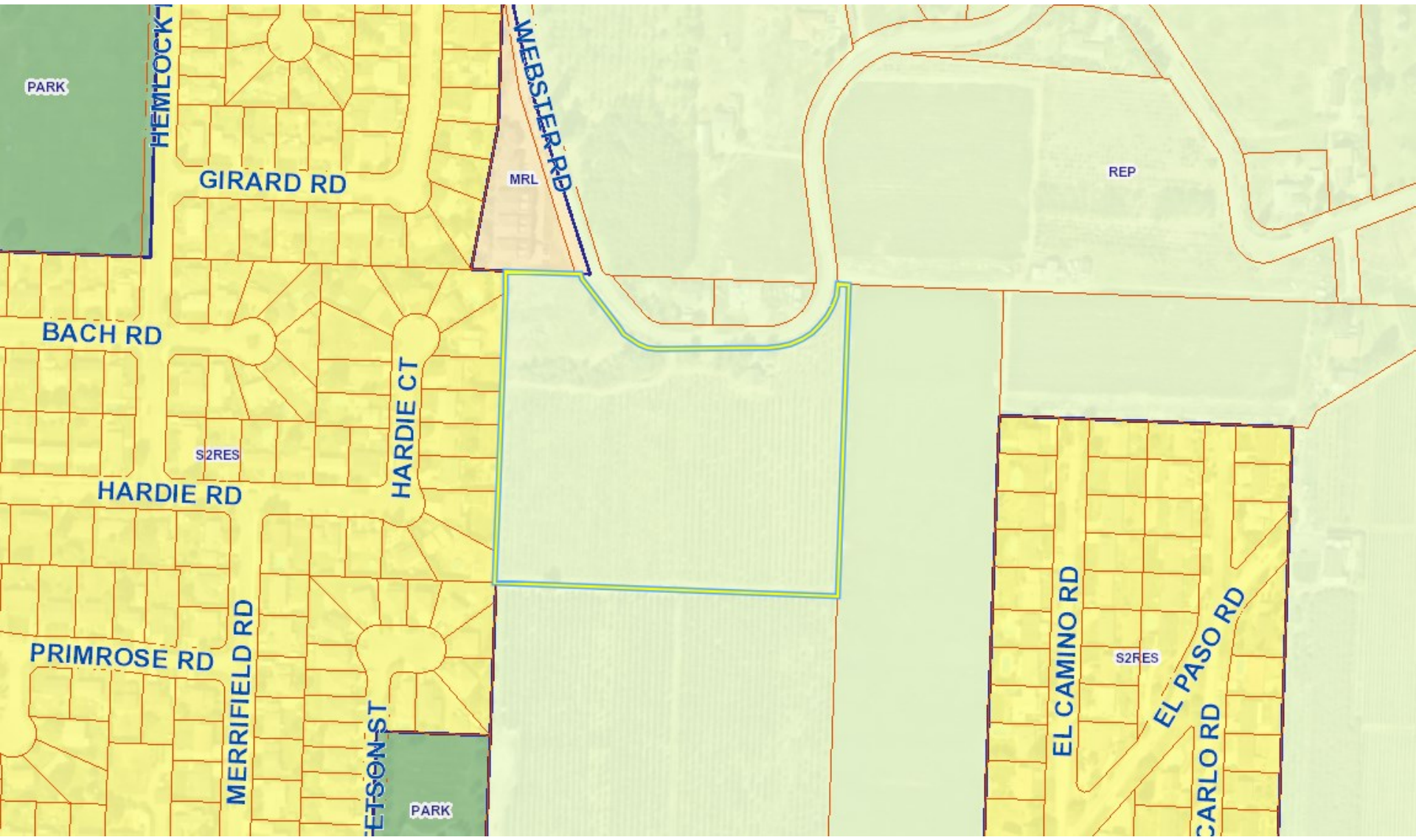
Development Process

City of **Kelowna**

Nov 11th, 2021 → **Development Application Accepted**

↓

Staff Review & Circulation

↓

Dec 9th, 2021 → **Agricultural Advisory Committee**

↓

→ Jan 10th, 2022 → **Council Consideration** } Council Approvals

↓

Agricultural Land Commission Consideration

↓

TFWH Permit Issuance and Building Permit

} If proposal is supported by Council & the ALC

Context Map

OCP Future Land Use / Zoning

Agricultural Land Reserve

Project Details

▶ The applicant is seeking approvals to convert the existing single-family dwelling into temporary farm worker housing.

▶ The owners are seeking five seasonal farm workers.

▶ The farm workers will help with the cherry orchard, as well as the other 11.4ha of land that is owned/leased by the family.

▶ The home is 111.48m2 (1,200ft2) and has two bedrooms.

▶ The owners are proposing a new single-family dwelling.

Site Plan

Floor Plan

Aerial Image

AAC Recommendation

▶ Application went to the Agricultural Advisory Committee on Dec 9th, 2021;

  ▶ AAC Recommended that Council support the application.

Staff Recommendation

- Staff recommend **support** of the proposed Non-Adhering Residential Use Permit.
  - Meets intent of the Zoning Bylaw and the OCP.
  - No negative impacts to surrounding agricultural.
- Recommend the application be forwarded to ALC for consideration.

Conclusion of Staff Remarks

Report to Council

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Subject: Rezoning Bylaw No. 12313 for Z21-0085 Supplemental Report to Council

Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated January 10, 2022 with respect to Zoning Bylaw No. 12313;

AND THAT Rezoning Bylaw No. 12313 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12313 and to give the bylaw further reading consideration.

Background:

On November 25, 2021, the Province gave Royal Assent to Bill 26 – 2021, bringing into effect changes to the *Local Government Act*. Zoning bylaws that are consistent with the OCP no longer require a public hearing. The legislative changes remove the statutory requirement for Council to provide an opportunity for the public to be heard or to provide written submissions where a public hearing is not held, and public notice is given before first reading.

As an interim measure, the criteria established in Council Policy No. 307 – Waiver of Public Hearings are being applied to make recommendations on public hearings for zoning bylaws. Specifically, staff will recommend that a public hearing not be held for zoning bylaws that are consistent with the OCP, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of writing of the Council report.

Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application & Heritage Procedures Bylaw No. 12310. Long-term procedure changes will be implemented based on Council's direction.

Discussion:

Rezoning Application Z21-0085 for 651 Cambridge Avenue was brought forward to Council for initial consideration on December 6, 2021. At this meeting, Council passed a resolution to not hold a Public Hearing for the zoning bylaw. Notice of first reading was completed as outlined above.

Rezoning Application Z21-0085 received zero pieces of correspondence through Mayor & Council correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12313, located at 651 Cambridge Avenue, further reading consideration.

Internal Circulation:
Considerations applicable to this report:
Considerations applicable to this report:
Legal/Statutory Authority:
Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:
Following the notification period under s. 467 of the *Local Government Act,* Council may choose to:
- give a bylaw reading consideration,
- give a bylaw first reading and advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:
Policy 307 – Waiver of Public Hearings

Considerations not applicable to this report:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: L. Bentley, Deputy City Clerk

cc:
Development Planning

CITY OF KELOWNA

BYLAW NO. 12313
Z21-0085
651 Cambridge Avenue

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 1 District Lot 9 ODYD Plan EPP113953 located on Cambridge Avenue, Kelowna, BC from the RM3 – Low Density Multiple Housing and RU6 – Two Dwelling Housing zones to the RM3r – Low Density Multiple Housing (Residential Rental Tenure Only) 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, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

<div style="text-align: right;">

_____
Mayor

_____
City Clerk

</div>

Report to Council

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Subject: Rezoning Bylaw No. 12314 for Z21-0096 Supplemental Report to Council

Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated January 10, 2022 with respect to Zoning Bylaw No. 12314;

AND THAT Rezoning Bylaw No. 12314 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12314 and to give the bylaw further reading consideration.

Background:

On November 25, 2021, the Province gave Royal Assent to Bill 26 – 2021, bringing into effect changes to the *Local Government Act*. Zoning bylaws that are consistent with the OCP no longer require a public hearing. The legislative changes remove the statutory requirement for Council to provide an opportunity for the public to be heard or to provide written submissions where a public hearing is not held, and public notice is given before first reading.

As an interim measure, the criteria established in Council Policy No. 307 – Waiver of Public Hearings are being applied to make recommendations on public hearings for zoning bylaws. Specifically, staff will recommend that a public hearing not be held for zoning bylaws that are consistent with the OCP, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received at the time of writing of the Council report.

Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application & Heritage Procedures Bylaw No. 12310. Long-term procedure changes will be implemented based on Council's direction.

Discussion:

Rezoning Application Z21-0096 for 4684 Fordham Road was brought forward to Council for initial consideration on December 6, 2021. At this meeting, Council passed a resolution to not hold a Public Hearing for the zoning bylaw. Notice of first reading was completed as outlined above.

Rezoning Application Z21-0096 received zero pieces of correspondence through Mayor & Council correspondence.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12314, located at 4684 Fordham Road, further reading consideration.

Internal Circulation:
Considerations applicable to this report:
Legal/Statutory Authority:
Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:
Following the notification period under s. 467 of the *Local Government Act,* Council may choose to:
- give a bylaw reading consideration,
- give a bylaw first reading and advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Existing Policy:
Policy 307 – Waiver of Public Hearings

Considerations not applicable to this report:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:

Submitted by: R. Van Huizen, Legislative Technician

Approved for inclusion: L. Bentley, Deputy City Clerk

cc:
Development Planning

CITY OF KELOWNA

BYLAW NO. 12314
Z21-0096
4684 Fordham 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 6 District Lot 357 ODYD Plan 18457 located on 4684 Fordham Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Delling 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, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

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 WHERAS 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 20th day of September, 2021.

Considered at a Public Hearing on the 26th day of October, 2021.

Read a second and third time by the Municipal Council this 26th day of October, 2021.

Approved by the Minister of Agriculture this 15th day of December, 2021

Lana Popham
_____
(Minister of Agriculture)

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Schedule "A"

Kelowna 2040 Official Community Plan

City of
Kelowna

2040 Official Community Plan

Our Kelowna
as we grow

Table of Contents

Maps

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.

<u>*Kelowna Community Vision*</u>

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

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

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 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
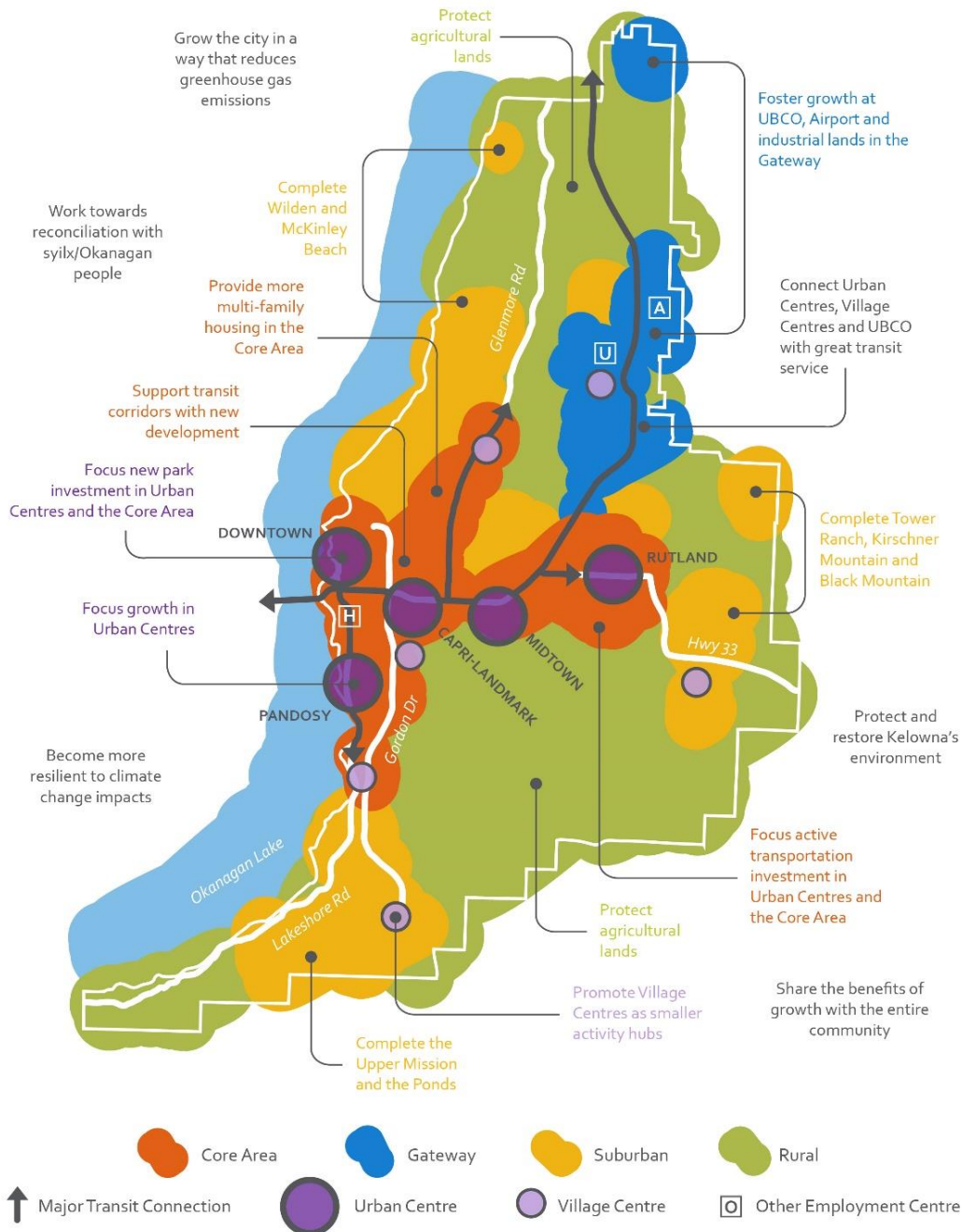
How to Use the Official Community Plan

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 **Pillar**s, 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.
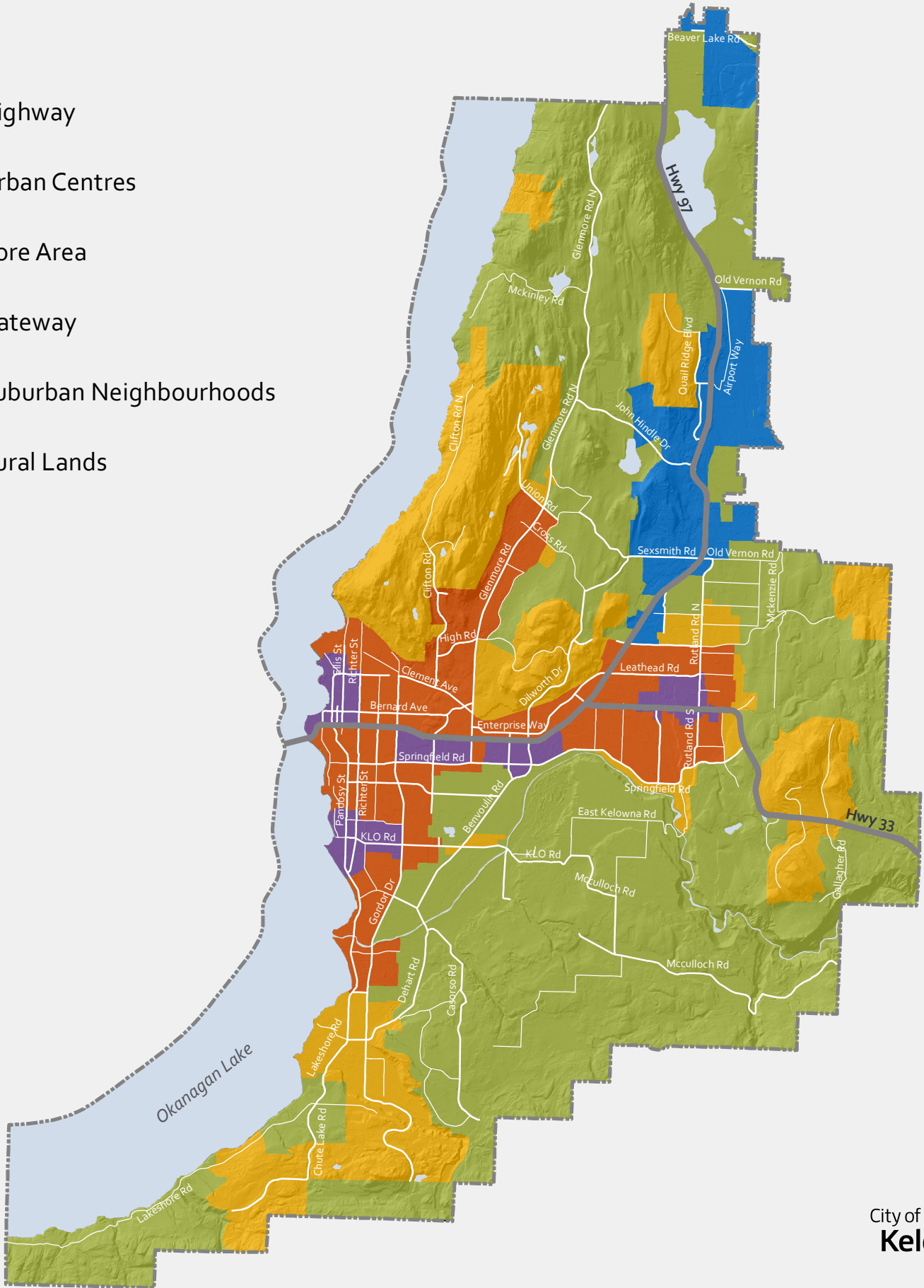
Making the Plan Work

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 andhow 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.

Legend

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

N

Beaver Lake Rd

Hwy 97

Old Vernon Rd

Mckinley Rd

Glenmore Rd N

Quail Ridge Blvd

Airport Way

John Hindle Dr

Clifton Rd N

Glenmore Rd N

Union Rd

Sexsmith Rd   Old Vernon Rd

Cross Rd

Mckenzie Rd

Clifton Rd

High Rd

Glenmore Rd

Rutland Rd N

Leathead Rd

Ellis St

Richter St

Clement Ave

Dilworth Dr

Bernard Ave

Enterprise Way

Rutland Rd S

Springfield Rd

Pandosy St

Richter St

Benvoulin Rd

Springfield Rd

East Kelowna Rd

Hwy 33

KLO Rd

Gordon Dr

KLO Rd

Mcculloch Rd

Gallagher Rd

Dehart Rd

Casorso Rd

Mcculloch Rd

Okanagan Lake

Lakeshore Rd

Chute Lake Rd

Lakeshore Rd

City of **Kelowna**

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

The City of Kelowna is located in the Okanagan Valley, the traditional unceded territory[1] of the syilx (or Okanagan) people. Of the seven communities[2] 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 (Mellennia-1810)
The Okanagan Valley has been home to the syilx people for more than 12,000 years[3]. 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"[4]. 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,[5] but the well established trade networks that syilx people had with neighbouring Indigenous nations had long brought European goods such as fashioned metal tools[6] and horses that had been introduced in the Okanagan region in the first half of the eighteenth century[7] These impacts positively affected syilx people in their trade, and supported their hunting and trapping

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[1] 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.
[2] The Syilx nation crosses the 49th parallel and dips down into the Washington state, U.S.
[3] 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).
[4] 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.
[5] ***
[6] ***
[7] Fraser, 2007.

activities [8] During this time, syilx people had a robust and complex economy that was dependent on the natural resources of syilx territory[9] 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[10]. 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 [11]

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[12] [13]. What changed this reciprocal and fair relationship was the creation of Federal Indian Act policies that adversely affected syilx communities[14] 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[15]. 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[16].

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[17].

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

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[8] Thomson, 1994.
[9] Turner, Bouchard & Kennedy, 1980
[10] OHS, Clement, 1959, p.121
[11] Thomson, 1994.
[12] The beginning of unceded
[13] Thomson, 1994, p.102
[14] Thomson, 1994.
[15] Armstrong et al. p. 44-66; Thompson, 2007, p. 28-29
[16] Thomson, 1994.
[17] 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 11th 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[18].

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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[18] 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 occuring 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
Total 2040	5,980	19,350	25,330

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 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

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

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

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

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

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

Net Future Units

- Downtown
- Core Central
- Capri-Landmark
- Rutland
- Core Glenmore
- Remainder of the City
- Midtown
- University South
- Pandosy
- Wilden
- Rutland Core
- Ponds
- Black Mtn/Kirschner
- Tower Ranch
- McKinley
- Mount Baldy
- Kettle Valley South
- North Clifton

(x-axis: 0, 2000, 4000)

Estimated Future Growth

- 73% Urban Centre and Core Area
- 27% Other

Map labels:
- McKinley 2%
- North Clifton 1%
- Wilden 4%
- University South 4%
- Core Glenmore 6%
- Mount Baldy 1%
- Tower Ranch 2%
- Downtown 18%
- Capri Landmark 15%
- Midtown 4%
- Rutland 7%
- Core Rutland 4%
- Core Central 15%
- Pandosy 4%
- Black Mtn Kirschner Mtn 3%
- Remainder of the City 6%
- Ponds 3%
- Kettle Valley South 1%
- Okanagan Lake
- Upper Mission
- Airport

City of Kelowna

Rev. Sept. 8, 2021

Legend

- 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

District Municipality
of Lake Country

Central Okanagan West
Electoral Area

IR#7

Central Okanagan East
Electoral Area

City of
Kelowna

City of
West Kelowna

IR#10

IR#9

IR#8

IR#12

IR#11

Okanagan Lake

District Municipality
of Peachland

City of
Kelowna
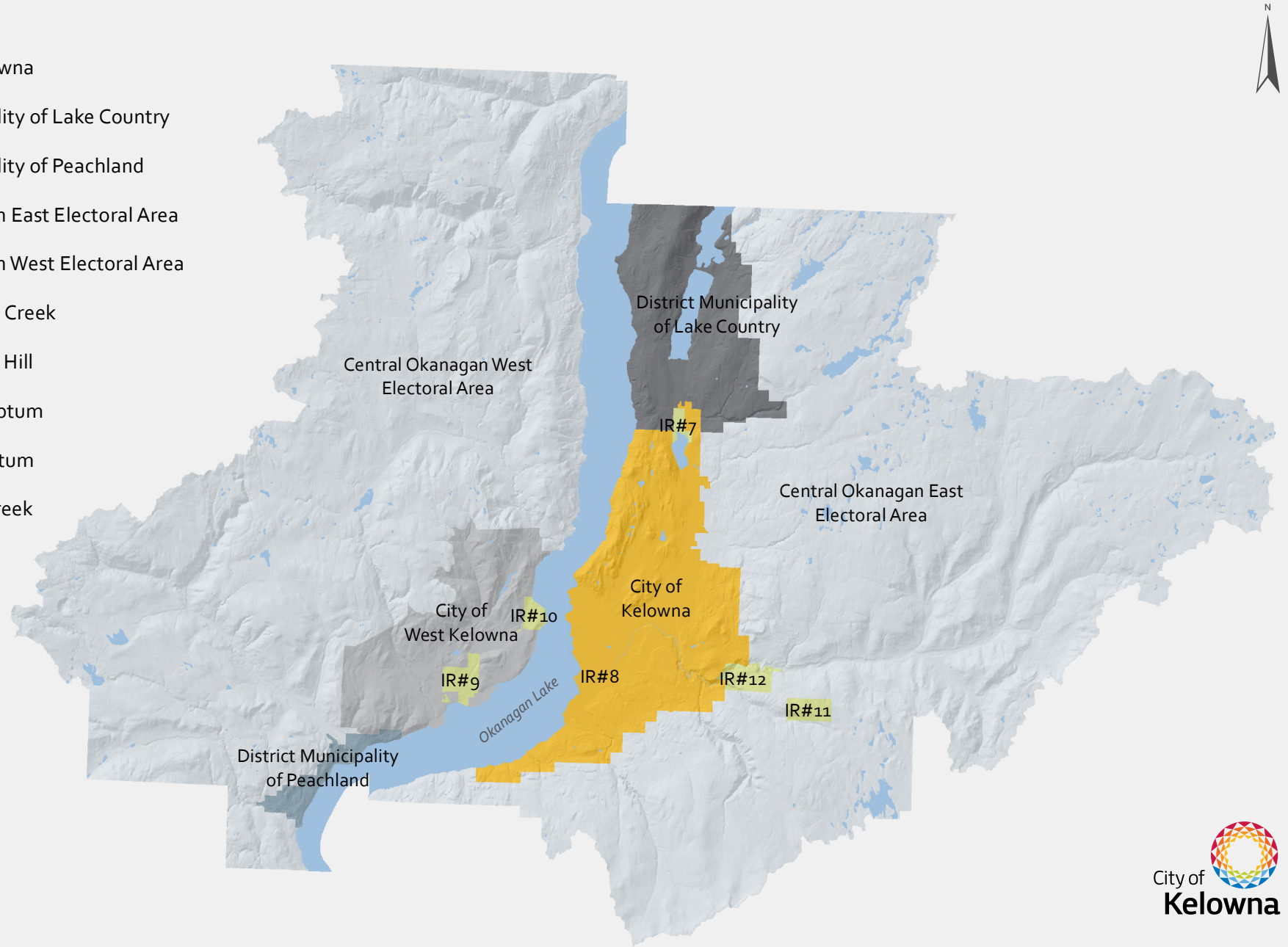
The Future Land Use Designations for the Official Community Plan are outlined below and illustrated in Map 3.1 – Future Land Use. They were developed using the **Growth Strategy** outlined in *Chapter 1: The Big Picture* and the projections and residential unit targets outlined in *Chapter 2: Planning 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
• Commercial, including office, retail and visitor accommodation • Multi-unit residential • Apartment housing • Mixed use development • Institutional	• **Ground oriented** multi-unit housing • **Low, mid and high-rise buildings**, as outlined in Chapter 4: Urban Centres	• Varied and as guided by Urban Centre Plans	• Guidance through Urban Centre Plans, other **supplementary plans**

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 Centre**s in the **Core Area** would typically have a larger commercial component, servicing a more densely populated neighbourhood, while **Village Centre**s 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 Centre**s 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
• Multi-unit residential • Apartment housing • Mixed use development • Commercial, including small scale office, retail • Institutional • Tourist accommodation (Cook Truswell Village Centre only)	• **Ground oriented** multi-unit housing • **Low-rise** buildings • **Mid-rise** buildings (Cook / Truswell Village Centre only)	• Approximately 2.0 or as guided by policy. • Approximately 3,000 – 15,000 m² of commercial floor space. **Core Area** village centres are expected to be larger than Suburban village centres	• Guidance through additional policy as outlined in Chapter 5: Core Area, Chapter 6, Gateway and Chapter 7: Suburban Neighbourhoods

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
• **Single and two dwelling residential** • Secondary suites and carriage houses • **Ground oriented multi-unit** residential • Small-scale commercial and institutional • Stacked townhouses* • Apartment housing* • Mixed use development*	• Attached and detached buildings up to 3 storeys • Multi-unit buildings up to approximately 6 storeys*	• Approximately 1.0 • Allow for up to approximately 1.8 along **Transit Supportive Corridors** and strategic locations	• Sensitive infill in keeping with neighbourhood scale and orientation • Buildings oriented to **Transit Supportive Corridor** • Sensitivity to Heritage Conservation Areas

* 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
• Institutional (health services) • **Ground oriented** multi-unit residential • Small-scale commercial • Apartment housing	• Attached and detached buildings up to 3 storeys • Multi-unit buildings up to approximately 6 storeys*	• Approximately 1.5 • Allow for up to approximately 1.8 for residential uses along **Transit Supportive Corridors** and strategic locations	• Development should be consistent with the Hospital Area Plan

* 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 business**es 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
• Single and two dwelling residential • Secondary suites and carriage houses • Small scale institutional uses	• Attached and detached buildings	• N/A	• Considerations for hillside and environmental context

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 Centre**s 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
• Single and two dwelling residential • **Ground-oriented** multi-unit residential • Low rise apartments • Secondary suites and carriage houses	• Attached and detached buildings up to 4 storeys	• Up to approximately 1.3	• Considerations for hillside and environmental context

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
• Commercial, including, retail, tourist accommodation and small scale office • Service commercial • Apartment housing*	• Buildings up to approximately 4 storeys	• N/A	• Considerations for transit orientation and pedestrian safety and comfort

* 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
• Retail commercial • Apartment housing above the first floor	• Buildings up to approximately 4 storeys	• Up to approximately 3,000 m² of commercial space	• Integration with surrounding neighbourhoods

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
• **Industrial** uses including manufacturing, repair, processing, storage and distribution • Accessory retail and office space	• Buildings up to approximately 4 storeys	• N/A	• Sensitive transitions into adjacent neighbourhoods • Higher employment densities in **Core Area**, lower employment densities in the **Gateway**

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 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
• Schools and post secondary institutions • Government and not-for-profit offices and services • Health services • Cultural and recreation facilities • Places of worship • Shelters and supportive housing	• Various	• N/A	• N/A

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
• Single dwelling housing • Secondary suites and carriage houses. • Low impact complimentary uses	• Single detached homes	• N/A	• Limited urban services.

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
• Single dwelling housing • Secondary suites • Carriage houses* • Low impact complementary uses • Agriculture • Resource extraction	• Single detached homes • Agricultural structures	• N/A	• Limited urban services.

*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
• Recreation and cultural services • Limited retail commercial to support park uses	• Variable to support parks uses	• N/A	• Designed for active uses.

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
• Recreation and cultural services • Natural open space	• Variable to support parks uses	• N/A	• Designed for passive uses.

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
• Recreation and cultural services • Limited retail commercial to support recreational uses	• Variable to support recreational uses	• N/A	• Designed for active uses.

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
• Utility and communication infrastructure • Airport and aviation uses • Transportation infrastructure • Landfill operations • Renewable energy infrastructure	• Variable to support utility and transportation infrastructure uses	• N/A	• As guided by OCP policy.

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
• Transportation infrastructure	• N/A	• N/A	• Automobile access and use discouraged.

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
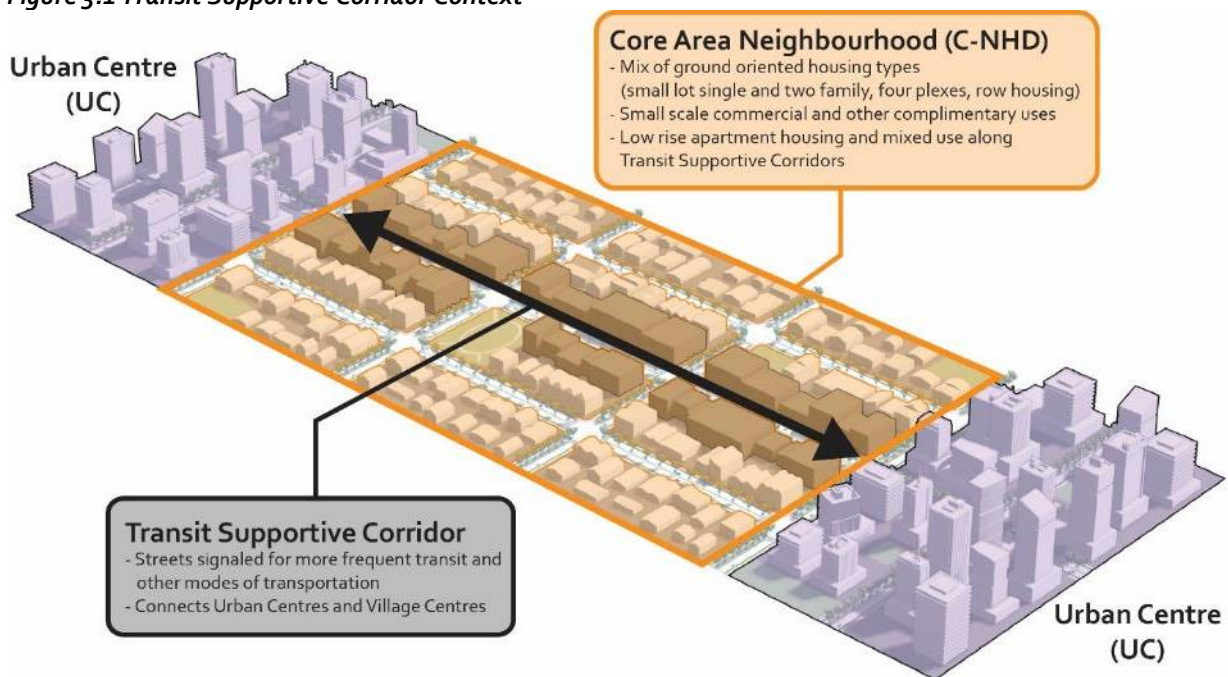
Permanent Growth Boundary

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.

Legend

- **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.

Okanagan Lake

City of **Kelowna**

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Rev. Sept. 8, 2021

2040 Official Community Plan

Chapter 4
Urban Centres
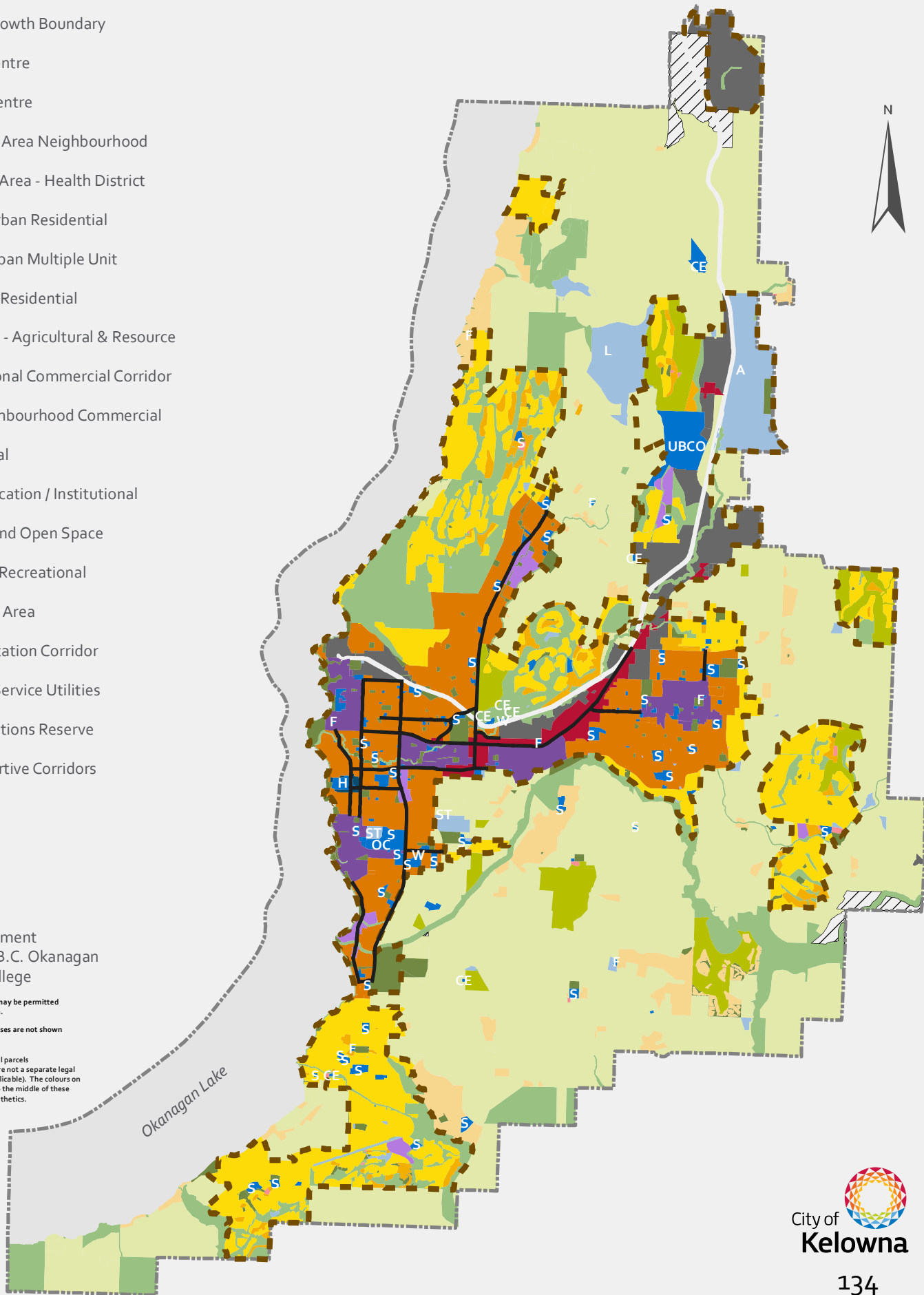
When most people think of cities, they think of places that are dense, vibrant hubs humming with activity all day long. These places are where work, live and play collide to build a whole greater than the sum of each part. Not only are these types of places vital and engaging places to be, they also 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
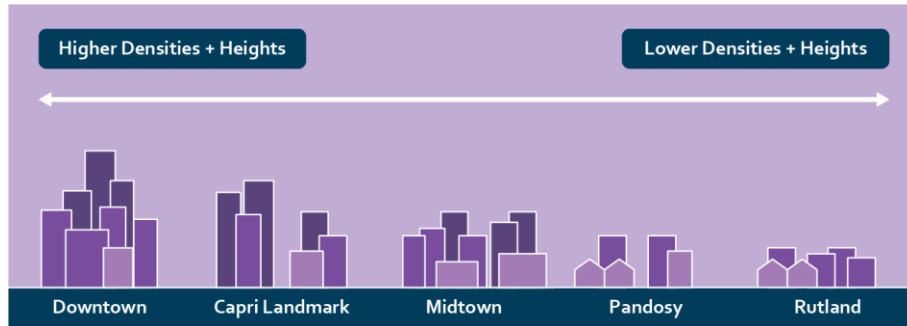
Policy 4.1.3.   **Urban Centres Roadmap.** Continue to use the *Urban Centres Roadmap* to provide guidance for growth and development in **Urban Centres**.

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 exiting 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 Centre**s, 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.

Legend

- 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

City of **Kelowna**

Rev. Sept. 8, 2021

0   100   200 meters

151

Flintoft Ave, Guy St, Bay Ave, Crowley Ave, Weddell Pl, Manhattan Dr, Recreation Ave, Baillie Ave, Sunset Dr, Industrial Ave, Richter St, Gaston Ave, Vaughan Ave, Clement Ave, Cannery Lane, Coronation Ave, Ellis St, Cawston Ave, Wilson Ave, Water St, Smith Ave, Fuller Ave, Stockwell Ave, Doyle Ave, St Paul St, Martin Ave, Queensway, Bertram St, Lawson Ave, Mill St, Pandosy St, Bernard Ave, Lawrence Ave, Leon Ave, Abbott St, Harvey Ave, Pandosy St, Chapman Pl, Richter St, Saucier Ave, Riverside Ave, Riverside Ave, Boyce, Rosemead Ave, Buckland Ave, Maple St, Marshall St, Rowcliffe Ave, Mctavish Ave, Mcdougall St, Lake Ave, Sutherland Ave

Manhattan Dr

Recreation Ave

Sunset Dr

Industrial Ave

Gaston Ave

Clement Ave

Coronation Ave

Cawston Ave

Ellis St

St Paul St

Bertram St

Fuller Ave

Smith Ave

Doyle Ave

Water St

Queensway

St Paul St

Bertram St

Richter St

Bernard Ave

Okanagan Lake

Lawrence Ave

Mill St

Pandosy St

Abbott St

Leon Ave

Richter St

Harvey Ave

Hwy 97

Water St

Pandosy St

Legend

- High Street
- Retail Street
- Mixed Street
- Civic Street
- Residential Street
- Mixed Residential Street
- Transit Supportive Corridor
- Transit Exchange

City of **Kelowna**

Rev. Sept. 8, 2021

0   100   200
Meters

This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.5.

Legend:
- 26 storeys
- 18 storeys
- 12 storeys
- 6 storeys
- 4 storeys
- 3 storeys
- Park
- Transit Supportive Corridor

City of Kelowna

Rev. Sept. 8, 2021

Legend

High Street	Mixed Residential Street	Future Retail Street		
Retail Street	Residential Street	Future Residential Street		
Mixed Street	Service Commercial Street	Transit Supportive Corridor		

City of **Kelowna**

Legend

- 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.

Rev. Sept. 8, 2021

City of **Kelowna**

Legend

- **High Street**
- **Retail Street**
- **Mixed Street**
- **Mixed Residential Street**
- **Residential Street**
- ● **Transit Exchange**
- — **Transit Supportive Corridor**

Wardlaw Ave
Wardlaw Ave
Wardlaw Ave

Gore St

Mckay Ave

Osprey Ave

Bath St

West Ave

West Ave

Raymer Ave

Abbott St

Coopland Cr

Wastewater Treatment Facility

Tutt St

Groves Ave

Groves Ave

Pandosy St

Cedar Ave

Conlin Ct

Bouvette St

Meikle Ave

Okanagan College

Lowe Ct

Walnut St

Klo Rd

Gordon Dr

Watt Rd

Lakeshore Rd

Lanfranco Rd

Richter St

Moberly Rd

Casorso Rd

Scott Rd

Patsy Rd

Swordy Rd

Okanagan Lake

City of **Kelowna**

0   100   200
Metres

156

Legend:
- 12 storeys
- 6 storeys
- 4 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 4.7.

City of **Kelowna**

Rev. Sept. 8, 2021

0   100   200
Meters

N

Bach Rd

Leathead Rd

All Star Ct

Bolotzky Ct

Milex Ct

Vista Rd

Hollywood Rd N

Filuk Ct

Dougall Rd N

Mcdonald Rd

Donhauser Rd

Montgomery Rd

Rutland Rd N

Hardie Rd

Ponto Rd

Mugford Rd

Houghton Rd

Mcintosh Rd

Badke Rd

Froelich Rd

Asher Rd

Sadler Rd

Franklyn Rd

Aurora Cr

Asher Rd

Roxby Rd

Davie Rd

Barber Rd

Hollywood Rd S

Hwy 33 W

Valleyview Rd

Dougall Rd S

Gray Rd

Hwy 33 E

Saskatoon Rd

Petch Rd

Cambie Rd

Pemberton Rd

Jurome Rd

Prior Rd S

Mallach Rd

Legend

- High Street
- Retail Street
- Mixed Street
- Mixed Residential Street
- Residential Street
- Future Retail Street
- Transit Supportive Corridor
- Transit Exchange

City of **Kelowna**

Rev. Sept. 8, 2021

0   100   200 Meters

158

Enterprise Ct

Enterprise Way

Hardy St

Harvey Ave

Windsor Rd

Ambrosi Rd

Barlee Rd

Vasile Rd

Cooper Rd

Dilworth Dr

Underhill St

Baron Rd

Hwy 97 N

Leckie Rd

Parkview Cr

Bredin Rd

Kent Rd

Moss Ct

Agassiz Rd

Haynes Rd

Durnin Rd

Springfield Rd

Benvoulin Ct

Benvoulin Rd

Mayer Rd

Hall Rd

Woodland Cr

N

Legend

- 18 storeys
- 12 storeys
- 6 storeys
- 3 storeys
- 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 4.8.

City of **Kelowna**

Rev. Sept. 8, 2021

0   100   200
Metres

N

Hwy 97 N

Leckie Rd

Harvey Ave

Dilworth Dr

Underhill St

Ambrosi Rd

Barlee Rd

Vasile Rd

Cooper Rd

Agassiz Rd

Baron Rd

Durnin Rd

Springfield Rd

Benvoulin Ct

Benvoulin Rd

Legend

— Retail Street

— Mixed Street

— Residential Street

⋯ Future Retail Street

⋯ Future Mixed Street

— Transit Supportive Corridor

● Transit Exchange

City of
Kelowna

Rev. Sept. 8, 2021

0   100   200
Meters

160

2040 Official Community Plan

Chapter 5
The Core Area

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 Centre**s 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 Centre**s 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 Centre**s 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 Centre**s 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 Centre**s 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 Centre**s in the **Core Area**.

Policy 5.1.3. **Village Centre Retail Corridors.** Locate retail and restaurant uses in **Village Centre**s 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:
  - o   Building design that maximizes views of the lake;
  - o   Uses at grade, such as retail commercial or restaurants to contribute to a lively pedestrian-oriented tourist environment;
  - o   Significant publicly accessible parks, plazas and other public realm improvements;
  - o   Enhancement of the public's access and enjoyment of the waterfront at Okanagan Lake; and
  - o   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
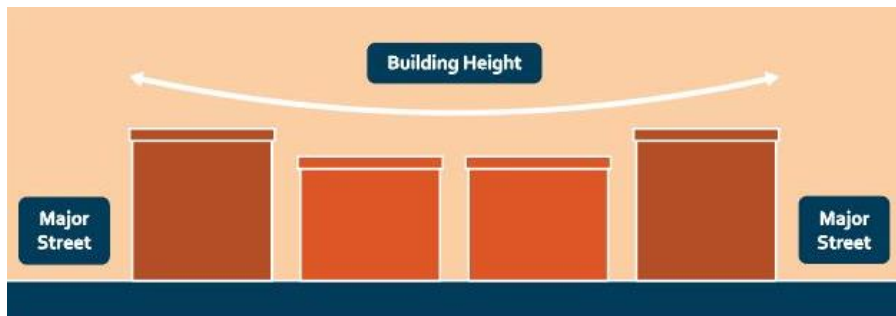
Policy 5.2.3. **Clement Avenue Corridor.** Along the Clement Avenue corridor, gradually transition from taller buildings towards Richter Street to lower buildings towards Gordon Drive as illustrated in Figure 5.2.

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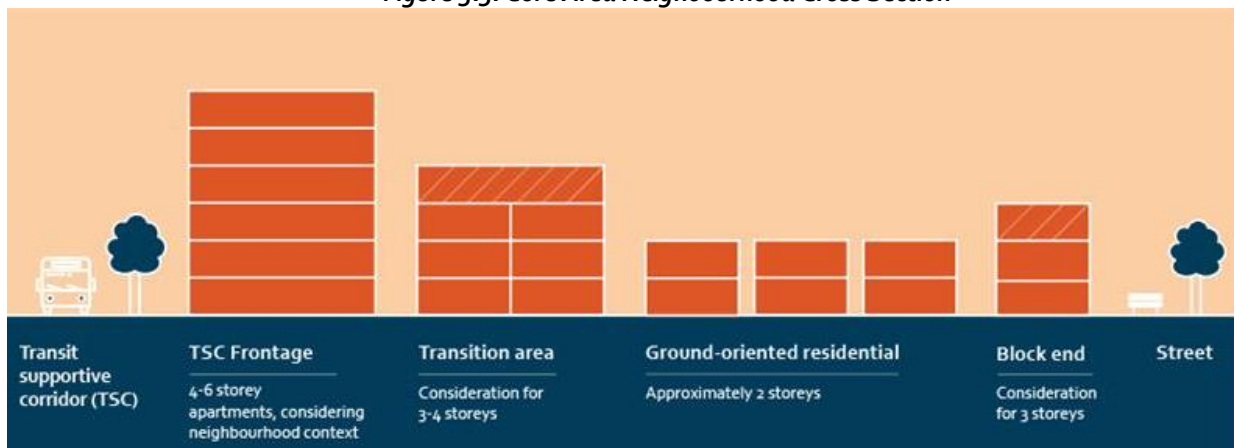
Policy 5.3.3. Strategic Density. Where a proposed development in **Core Area** Neighbourhoods is not adjacent to a **Transit Supportive Corridor**, consider support for stacked rowhousing and low rise apartment and mixed use buildings, under the following circumstances:
- The property, at the time a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

Legend
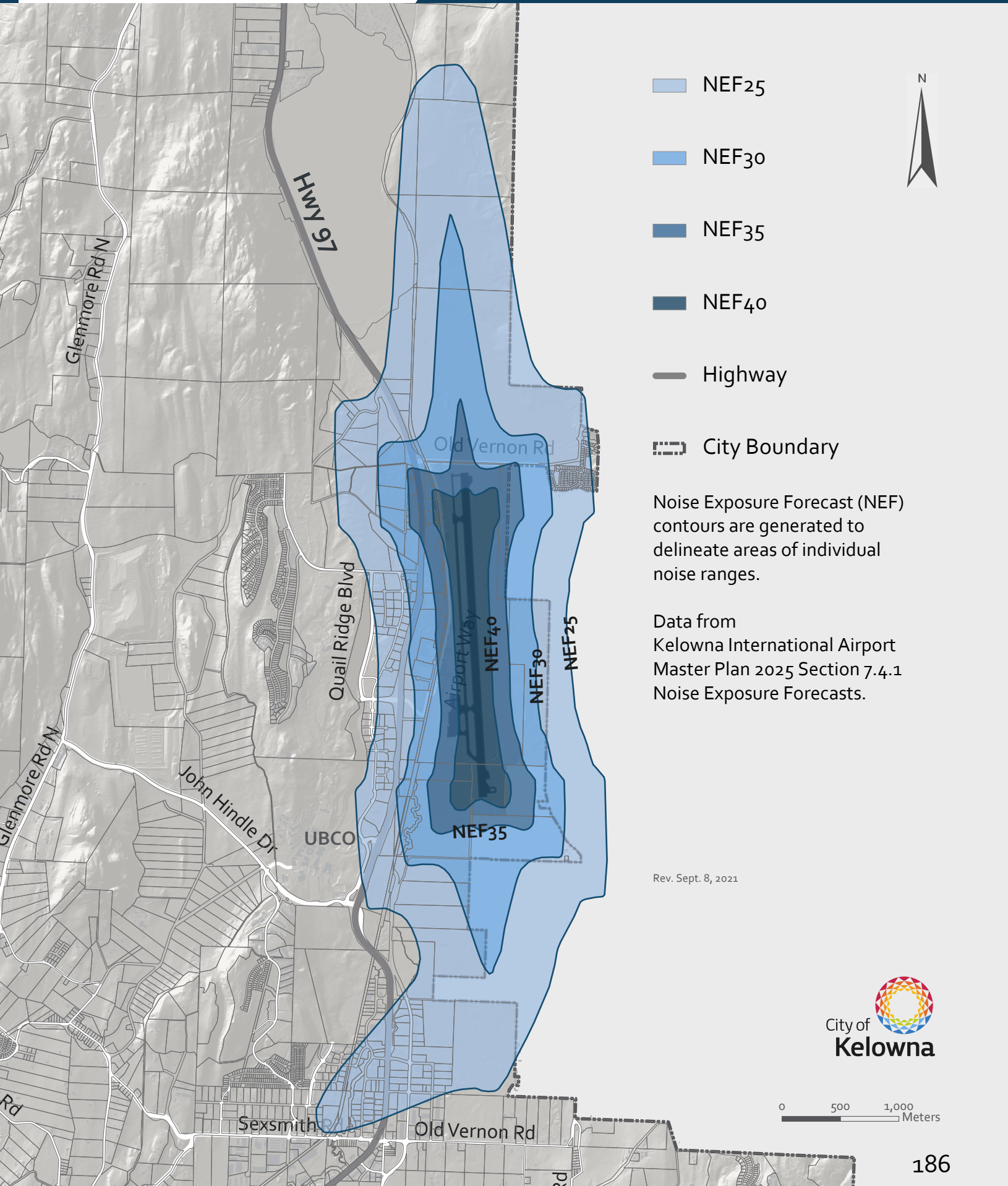
- NEF25
- NEF30
- NEF35
- NEF40
- Highway
- City Boundary

N

Noise Exposure Forecast (NEF) contours are generated to delineate areas of individual noise ranges.

Data from Kelowna International Airport Master Plan 2025 Section 7.4.1 Noise Exposure Forecasts.

Rev. Sept. 8, 2021

City of Kelowna

0   500   1,000 Meters
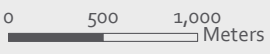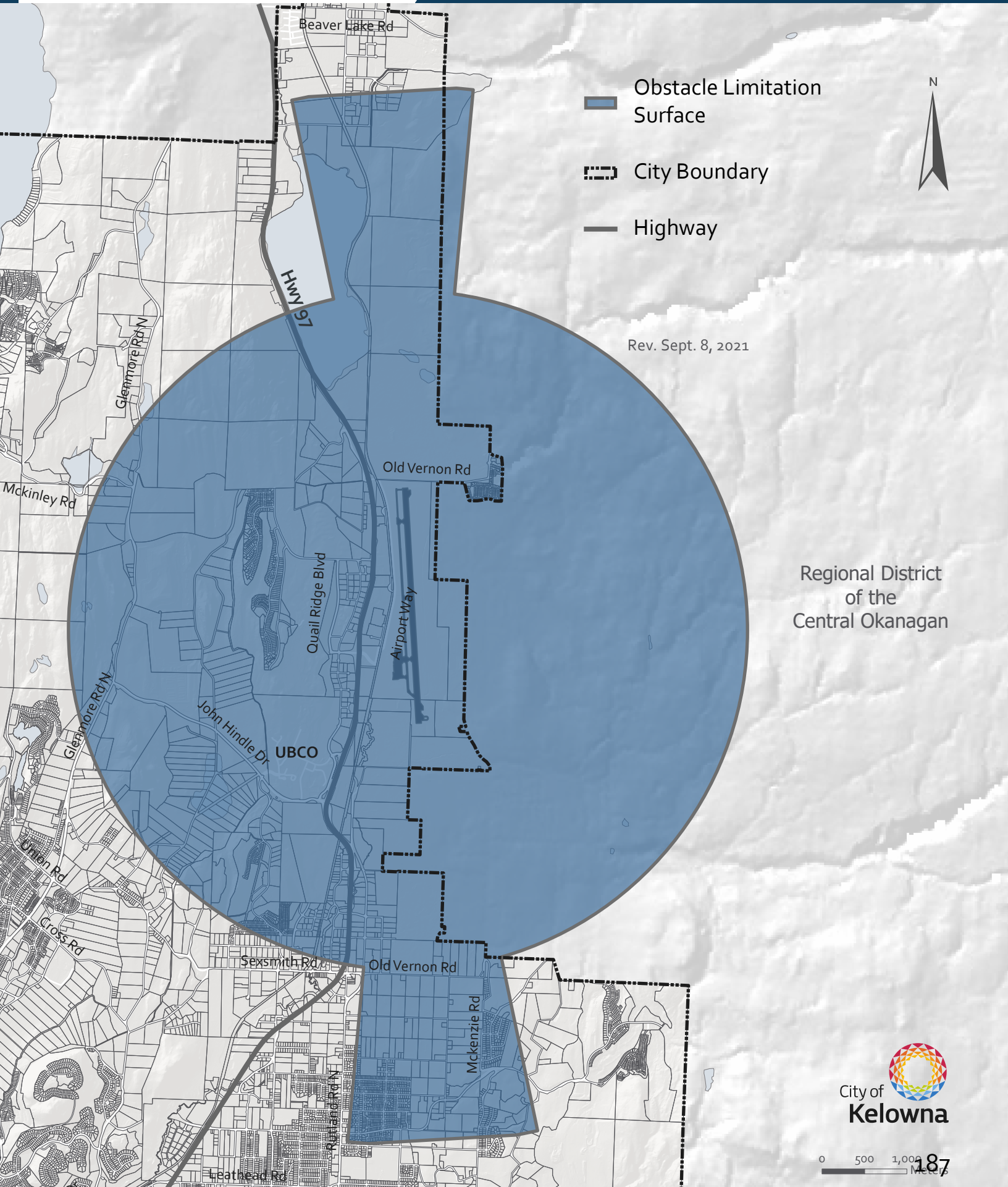
Obstacle Limitation Surface

City Boundary

Highway

N

Rev. Sept. 8, 2021

Beaver Lake Rd

Hwy 97

Glenmore Rd N

Mckinley Rd

Old Vernon Rd

Quail Ridge Blvd

Airport Way

Regional District of the Central Okanagan

Glenmore Rd N

John Hindle Dr

UBCO

Union Rd

Cross Rd

Sexsmith Rd

Rutland Rd N

Old Vernon Rd

Mckenzie Rd

Leathead Rd

City of
Kelowna

0   500   1,000
Meters
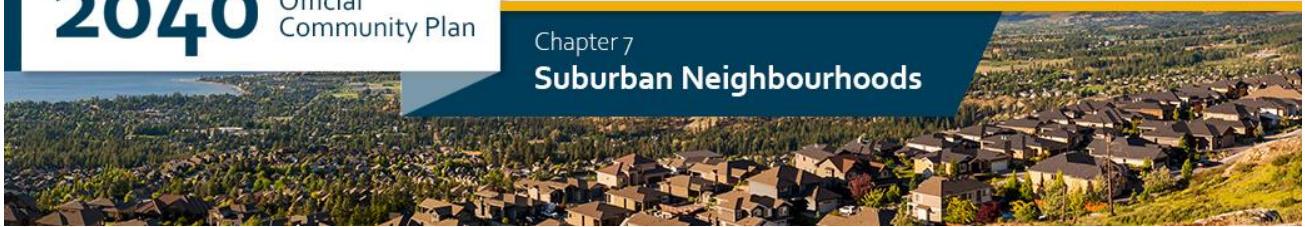
Suburban Neighbourhoods, which are typically characterized by single family homes, are the dominant development pattern outside of the **Core Area**. They are heavily reliant on cars to meet their transportation needs, since they are too far from work and other destinations to be convenient for walking 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 Centre**s 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 Centre**s, 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.

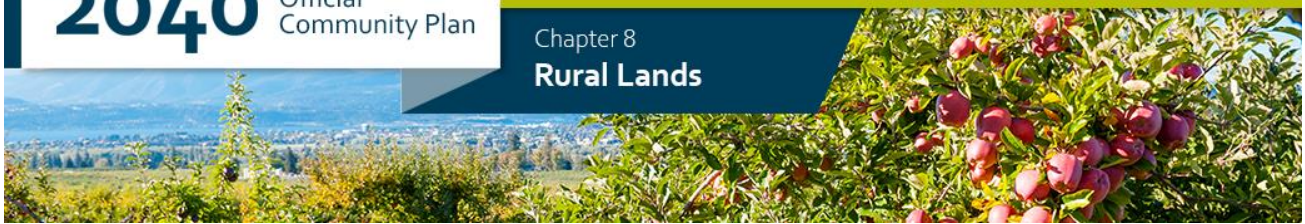# Culture

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.

2040 Official Community Plan

Chapter 8
Rural Lands

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.
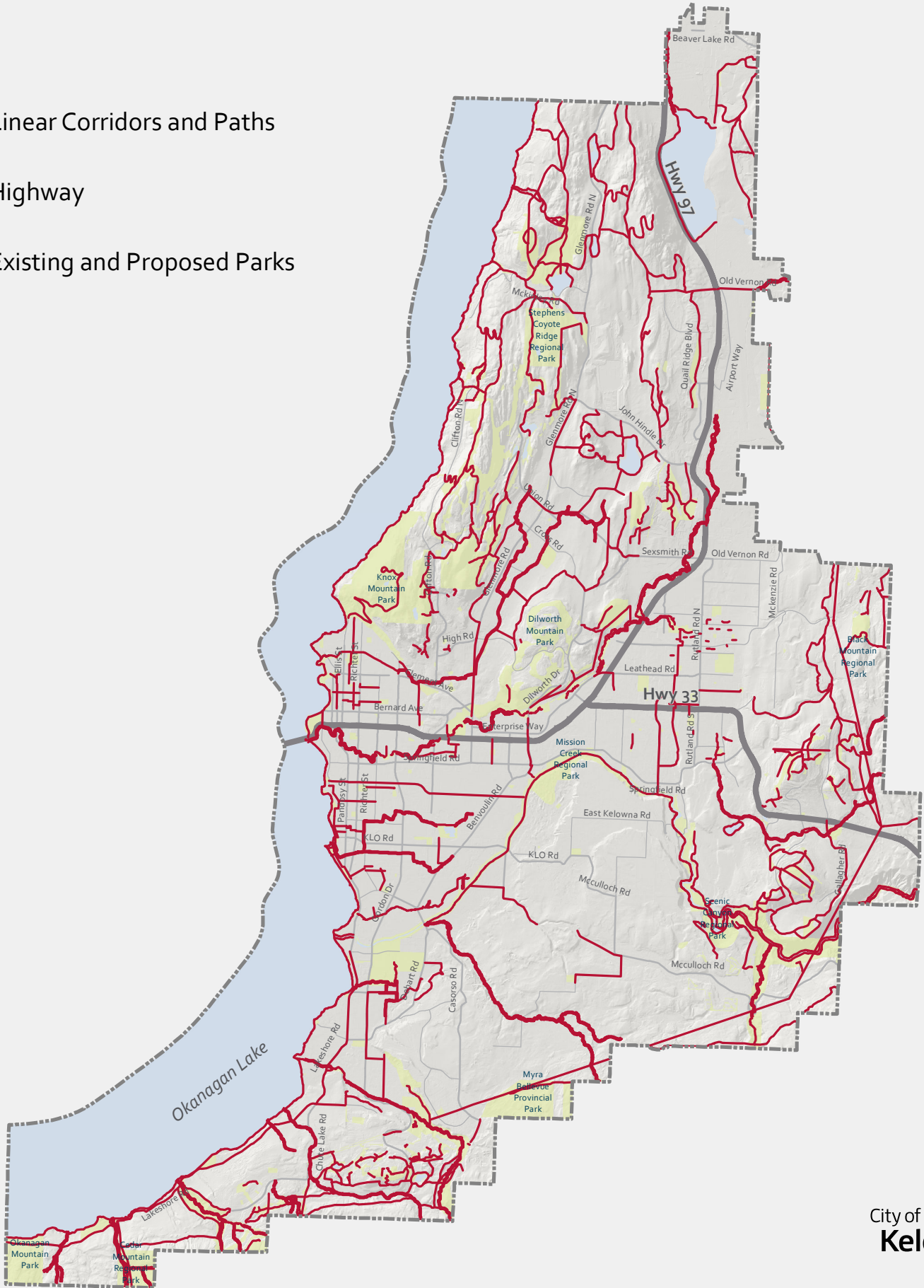
Objective 10.4.   Increase public access to water.

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.

Legend

— Linear Corridors and Paths

— Highway

▮ Existing and Proposed Parks

N

Beaver Lake Rd

Hwy 97

Old Vernon

Gleamore Rd N

Mckinley Rd

Stephens Coyote Ridge Regional Park

Clifton Rd N

Glenmore Rd N

John Hindle Dr

Quail Ridge Blvd

Airport Way

Union Rd

Cross Rd

Sexsmith Rd

Old Vernon Rd

Mckenzie Rd

Glenmore Rd

Knox Mountain Park

High Rd

Dilworth Mountain Park

Rutland Rd N

Black Mountain Regional Park

Dilworth Dr

Leathead Rd

Ellis St

Richter St

Clement Ave

Bernard Ave

Enterprise Way

Hwy 33

Mission Creek Regional Park

Springfield Rd

Rutland Rd

Pandosy St

Richter St

Benvoulin Rd

Springfield Rd

East Kelowna Rd

KLO Rd

KLO Rd

Gordon Dr

Mcculloch Rd

Gallagher Rd

Scenic Canyon Regional Park

Stewart Rd

Casorso Rd

Mcculloch Rd

Lakeshore Rd

Okanagan Lake

Chute Lake Rd

Myra Bellevue Provincial Park

Lakeshore Rd

Okanagan Mountain Park

Cedar Mountain Regional Park

City of
Kelowna

0   1   2 Kms
210

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.
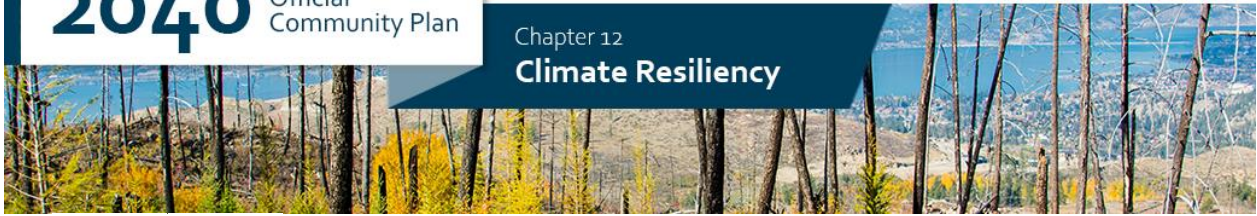
The scientific community warns that global warming needs to be halted within the next few decades to reduce the risks of extreme and irreversible climate change. Overstepping this global threshold could locally translate to, among other impacts, hotter, drier summers that would increase the risk of forest 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

Protect & Restore Our Environment + Target Growth Along Transit Corridors + Stop Planning New Suburban Neighbourhoods + Focus Investment in Urban Centres + Prioritize Sustainable Transportation & Shared Mobility + Incorporate Equity Into City Building + Protect Agriculture

= Take Action on Climate

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.
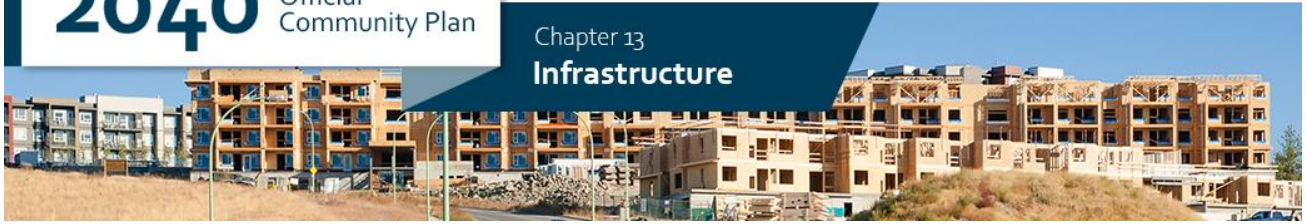
Like other cities, Kelowna is facing a number of infrastructure challenges, including growth induced demand for more and improved services, aging infrastructure, regulatory demands and a backlog of projects with limited options for raising capital to respond. These challenges have resulted in an infrastructure 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.

2040 Official Community Plan

Map 13.1   Functional Road Classification

Land Use Context

— Urban Centre
— Core Area
— Industrial
— Suburban
— Hillside
— Rural
— External

Road Class

— Local
— Collector
— Minor Arterial
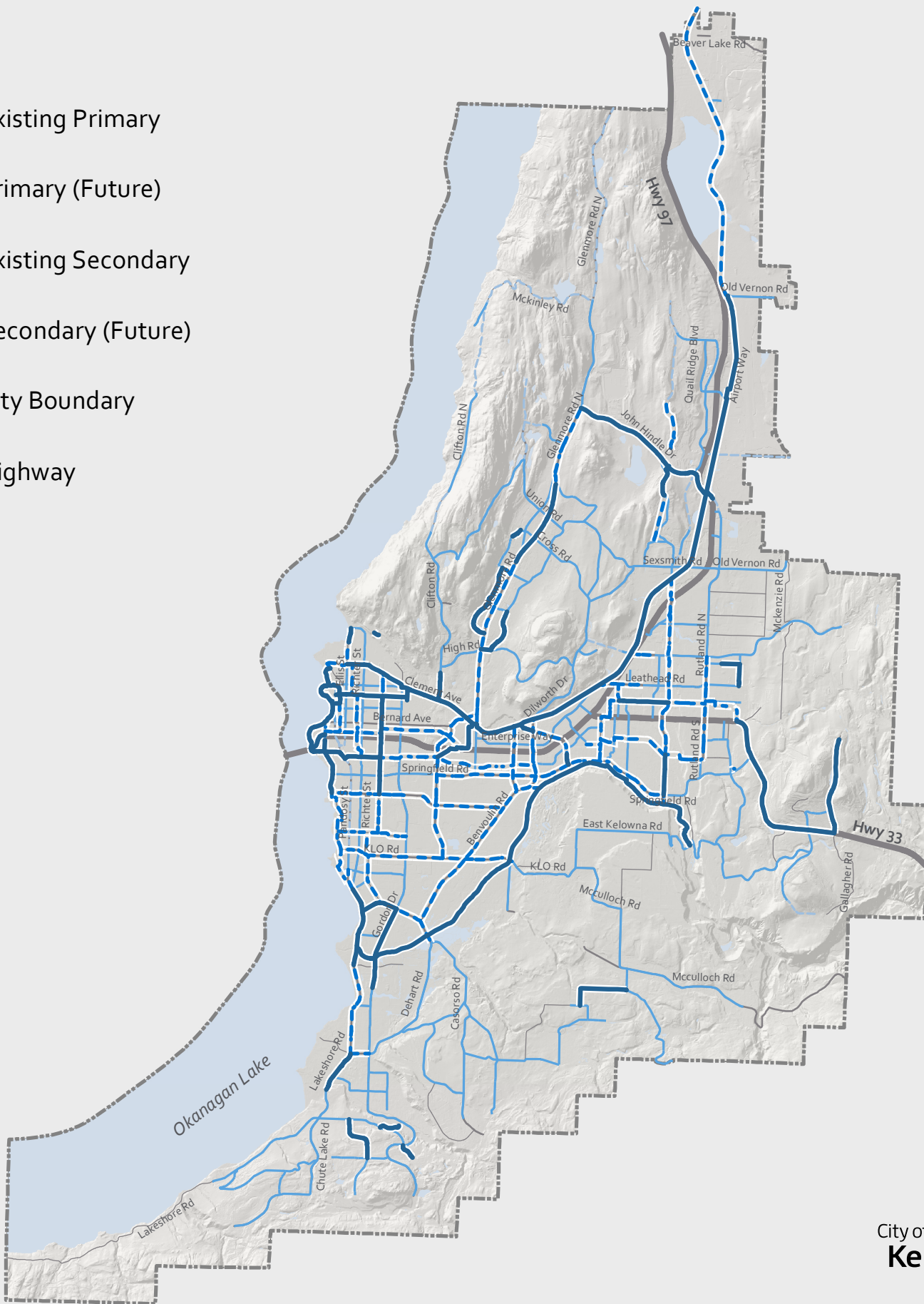— Major Arterial
‖ Major Arterial (Multilane)
‖ Highway

N

Beaver Lake Rd

Hwy 97

Glenmore Rd N

Old Vernon Rd

Mckinley Rd

Quail Ridge Blvd

Airport Way

Clifton Rd N

Glenmore Rd N

John Hindle Dr

Union Rd

Sexsmith Rd

Old Vernon Rd

Mckenzie Rd

Clifton Rd

High Rd

Dilworth Dr

Leathead Rd

Rutland Rd N

Rutland Rd

Ellis St

Clement Ave

Bernard Ave

Enterprise Way

Springfield Rd

Pandosy St

Richter St

KLO Rd

Springfield Rd

East Kelowna Rd

Hwy 33

Benvoulin Rd

KLO Rd

Mcculloch Rd

Gallagher Rd

Gordon Dr

Dehart Rd

Casorso Rd

Mcculloch Rd

Okanagan Lake

Lakeshore Rd

Chute Lake Rd

Lakeshore Rd

City of **Kelowna**

Rev. Sept. 8, 2021

0   1   2 Kms

225

Legend:
- Local Transit
- Frequent Transit Network
- Future Frequent Transit Network
- Rapid Transit
- City Boundary
- Highway

City of Kelowna

Legend
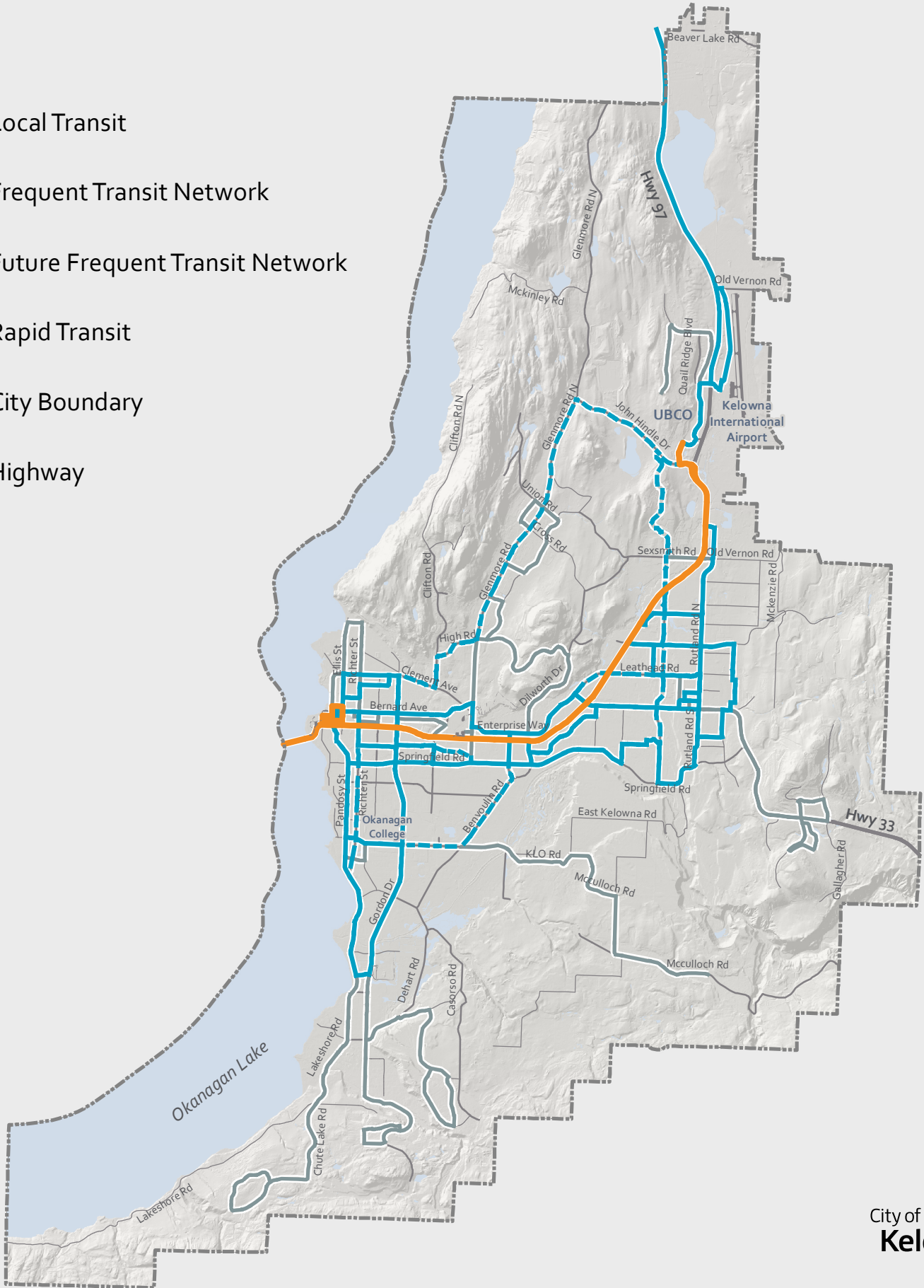
— Existing Primary

--- Primary (Future)

— Existing Secondary

--- Secondary (Future)

▢ City Boundary

— Highway

N

City of
Kelowna

Rev. Sept. 8, 2021

0   1   2 Kms
227

Legend

- 7am to 7pm
- 7am to 10pm
- 24 Hours
- City Boundary
- Highway

N

Beaver Lake Rd

Hwy 97

Glenmore Rd N

Mckinley Rd

Old Vernon Rd

Quail Ridge Blvd

Airport Way

John Hindle Dr

Clifton Rd N

Glenmore Rd N

Union Rd

Cross Rd

Sexsmith Rd

Old Vernon Rd

Clifton Rd

Mckenzie Rd

Glenmore Rd

High Rd

Rutland Rd N

Leathead Rd

Ellis St

Richter St

Clement Ave

Dilworth Dr

Bernard Ave

Enterprise Way

Springfield Rd

Pandosy St

Richter St

Benvoulin Rd

Rutland Rd S

Springfield Rd

KLO Rd

East Kelowna Rd

KLO Rd

Gordon Dr

Mcculloch Rd

Hwy 33

Gallagher Rd

Dehart Rd

Casorso Rd

Mcculloch Rd

Lakeshore Rd

Okanagan Lake

Chute Lake Rd

Lakeshore Rd

City of **Kelowna**

Within 20 Years

Retrofit Existing Road

New Connection

Beyond 20 Years

Retrofit Existing Road

New Connection

City Boundary

Highway

N

Okanagan Lake

Beaver Lake Rd

Hwy 97

Old Vernon Rd

Quail Ridge Blvd

Airport Way

Mckinley Rd

John Hindle Dr

Glenmore Rd N

Clifton Rd N

Union Rd

Cross Rd

Sexsmith Rd

Old Vernon Rd

Mckenzie Rd

Clifton Rd

Glenmore Rd

High Rd

Dilworth Dr

Leathead Rd

Rutland Rd N

Ellis St

Richter St

Clement Ave

Bernard Ave

Enterprise Way

Springfield Rd

Rutland Rd S

Springfield Rd

Pandosy St

Richter St

Benvoulin Rd

East Kelowna Rd

KLO Rd

KLO Rd

Mcculloch Rd

Gordon Dr

Mcculloch Rd

Hwy 33

Gallagher Rd

Dehart Rd

Casorso Rd

Lakeshore Rd

Chute Lake Rd

Lakeshore Rd

City of
Kelowna

Rev. Sept. 8, 2021

0   1   2 Kms
229

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)
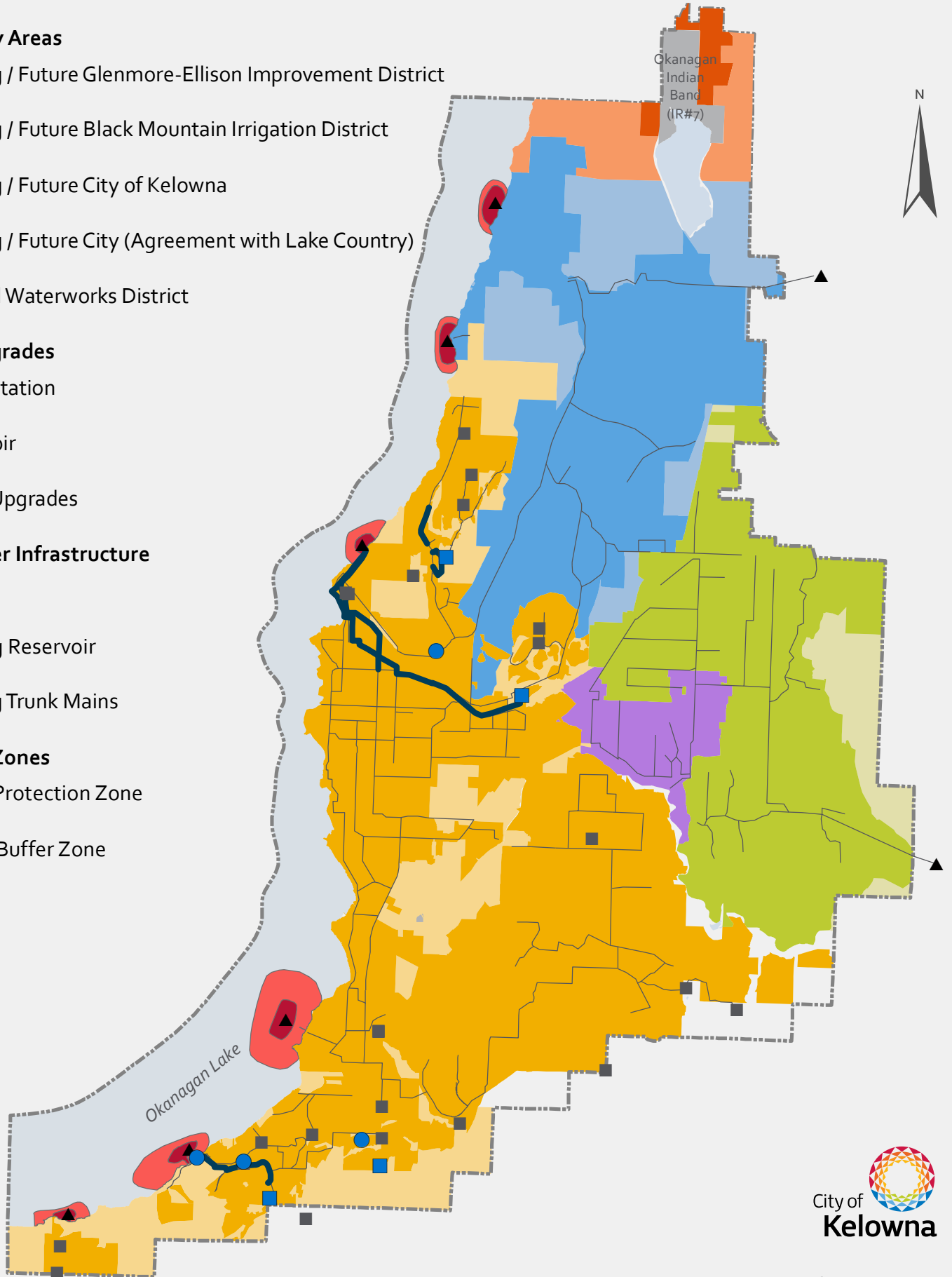- Rutland Waterworks District

City DCC Upgrades

- Pump Station
- Reservoir
- Trunk Upgrades

Exsting Water Infrastructure

- ▲ Intake
- ■ Existing Reservoir
- Existing Trunk Mains

Lake Intake Zones

- Intake Protection Zone
- 5 Hour Buffer Zone

Okanagan Indian Band (IR#7)

Okanagan Lake

N

City of Kelowna

0   1   2 Kms

- ● DCC Lift Station
- ● Existing Lift Station
- — DCC Sewer Trunk
- — Existing Sewer Trunk
- Existing Service Area
- Existing unserviced urban areas planned for future expansion

N

Existing Wastewater Treatment Facility

Future Wastewater Treatment and Digestion Facility

Okanagan Lake

City of Kelowna

0   1   2   Kms
231

Mckinley Rd

Glenmore Rd N

Quail Ridge Blvd

John Hindle Dr

UBCO

Legend
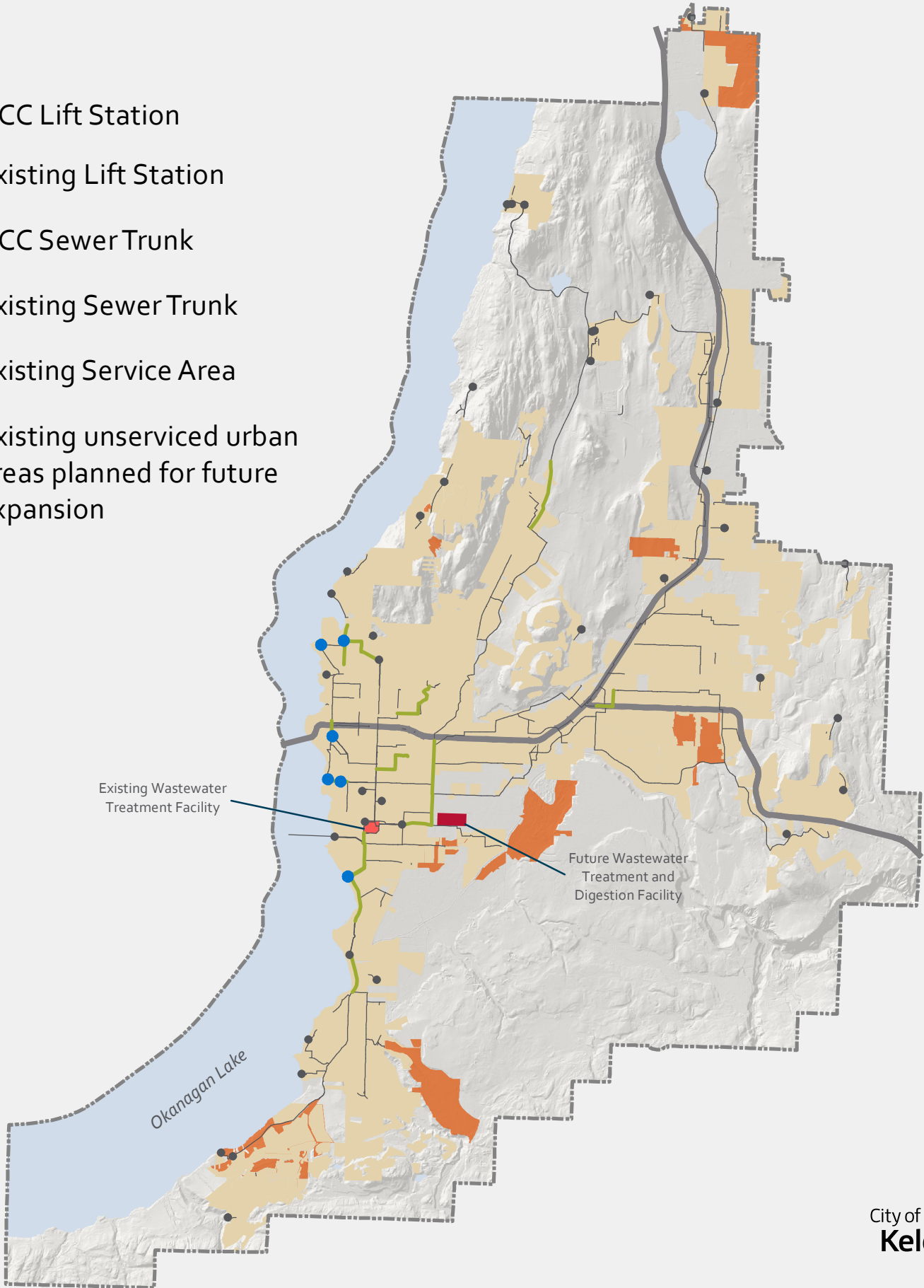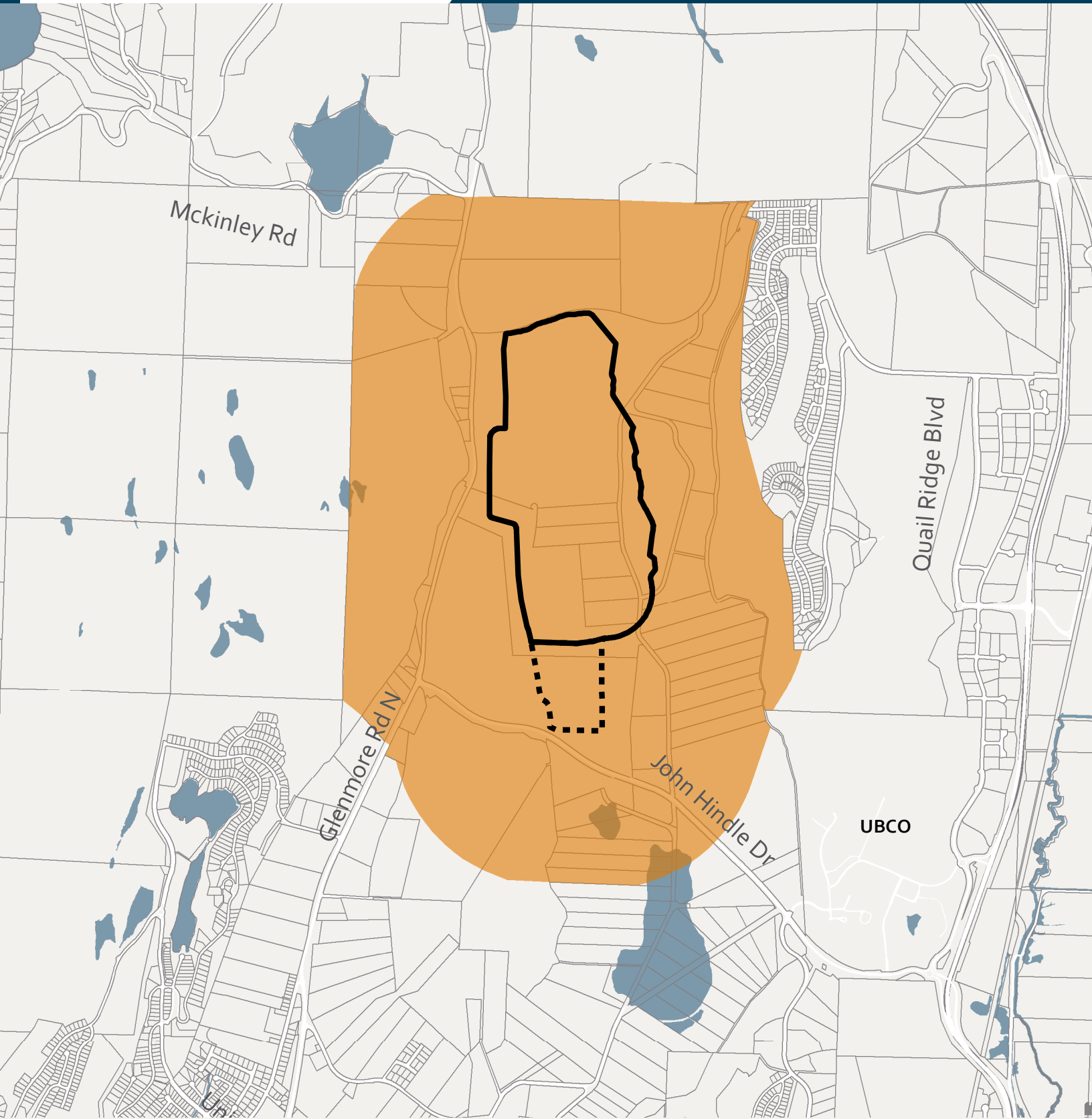
Zoning Restriction Buffer

Compost Area

Ultimate Waste Fill Limit

Rev. Sept. 8, 2020

City of **Kelowna**

N

0   250   500
Meters

232

Legend

- Aggregate Supply
- Highway

Source : RDCO Aggregate Supply and Demand Study, June 2000

Okanagan Lake

Beaver Lake Rd
Mckinley Rd
Clifton Rd N
Glenmore Rd N
Hwy 97
Old Vernon Rd
Quail Ridge Blvd
Airport Way
John Hindle Dr
Union Rd
Cross Rd
Glenmore Rd
Clifton Rd
Sexsmith Rd
Old Vernon Rd
Mckenzie Rd
High Rd
Rutland Rd N
Leathead Rd
Clement Ave
Dilworth Dr
Bernard Ave
Enterprise Way
Springfield Rd
Rutland Rd S
Springfield Rd
Benvoulin Rd
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Ellis St
Richter St
Pandosy St
Richter St
KLO Rd
KLO Rd
Mcculloch Rd
Gordon Dr
Gallagher Rd
Hwy 33
Mcculloch Rd
Dehart Rd
Casorso Rd
Lakeshore Rd
Chute Lake Rd
Lakeshore Rd

N

City of Kelowna

0   1   2 Kms

Rev. Sept. 8, 2021

233

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 **ESA**s or portions of **ESA**s 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 Environmental 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.
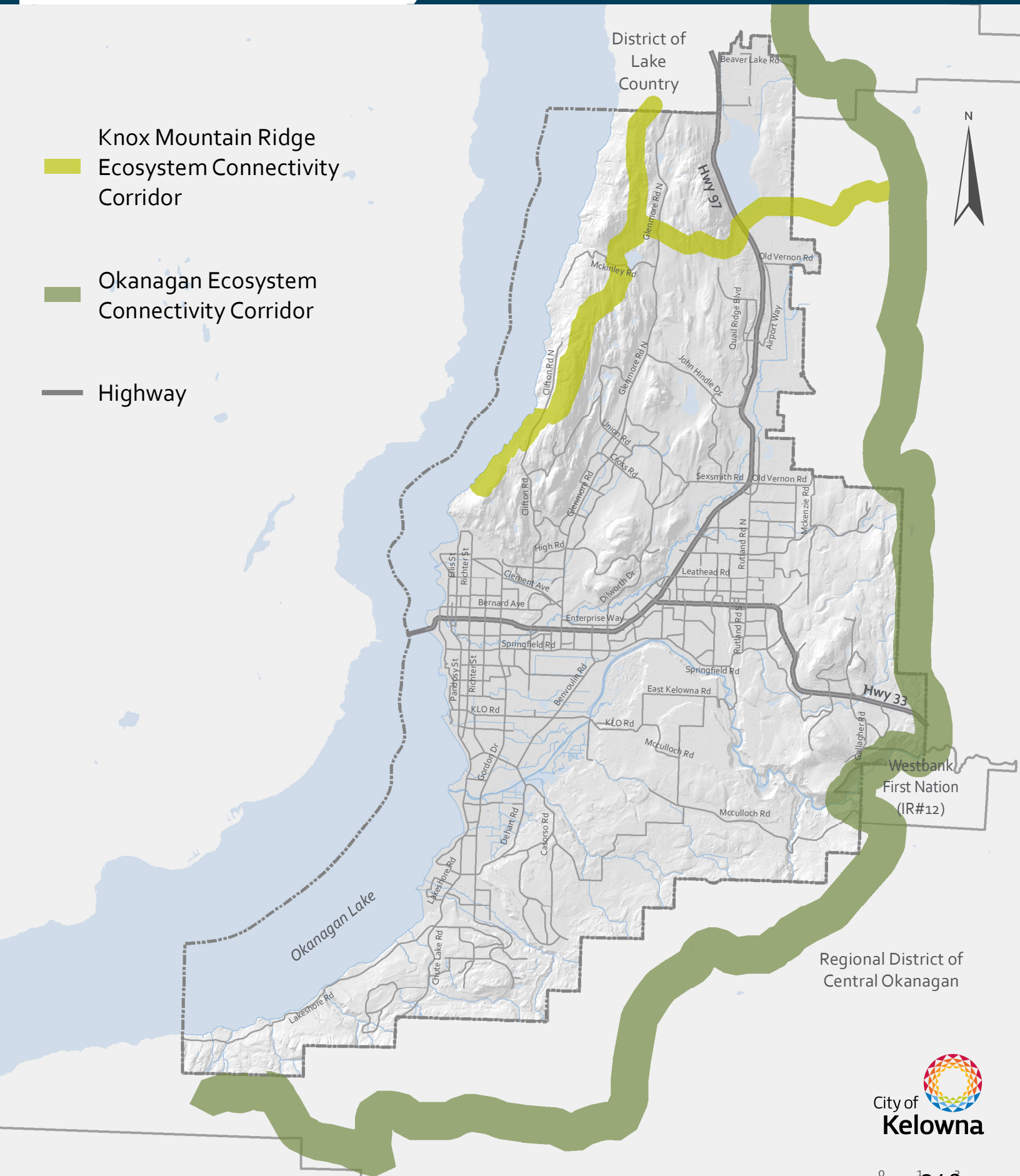
Policy 14.6.2. **Compensation Ratio.** When compensation for loss of habitat is necessary and acceptable, require a **compensation ratio** (area of replacement habitat to area of lost habitat) that accounts for factors such as:
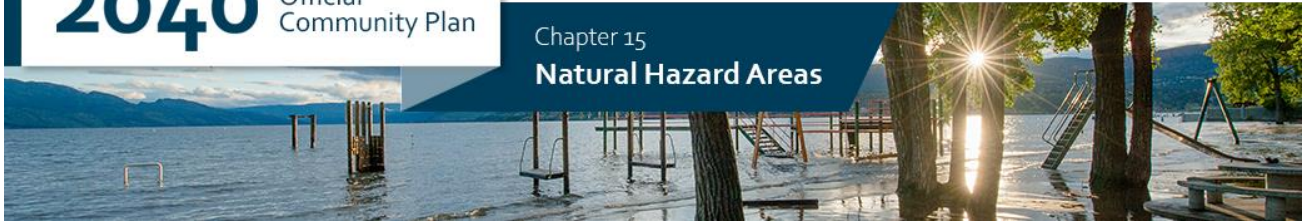- Time lags in achieving habitat replacement;
- Risk associated with the success of compensation measures;
- The relative significance of the impacted habitat (e.g. does it support threatened, endangered and / or economically important species?);
- Whether compensation is occurring on-site or off-site; 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.

District of Lake Country

Knox Mountain Ridge Ecosystem Connectivity Corridor

Okanagan Ecosystem Connectivity Corridor

Highway

N

Okanagan Lake

Westbank First Nation (IR#12)

Regional District of Central Okanagan

City of Kelowna

Rev. Sept. 8, 2021

0   1   2   3 Kms

240

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
Environment, Energy & Climate				
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 **sensitive ecosystems.**	16.4 Ensure the Official Community Plan responds to emerging trends, opportunities and risks.	Strategy / Program	ST
7	Identify and implement tools to protect **ecosystem connectivity corridors**.	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 **urban forest**	Strategy / Program	ST
9	Implement and update the **Energy Step Code** Strategy for new construction	12.4.1. **Energy Step Code** 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 **urban forest.**	Bylaw Update	ST
12	Update the Heritage and **Significant Tree** Inventory	14.2. Protect and expand a healthy **urban forest.**	Inventory	LT
13	Develop a Community **Energy Retrofit** 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
Urban Centre & Local Area Planning				
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 **Transit Supportive Corridors.**	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
Parks & Placemaking				
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 **Equity** Strategy	9.1.2 **Equity** 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 **equity** 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. **Safety Net Supports and Services**.	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
Transportation				
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
Infrastructure and Servicing				
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

Objective 16.4. Ensure the Official Community Plan responds to emerging trends, opportunities, and risks.

Communities must be resilient and adaptive in the 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.
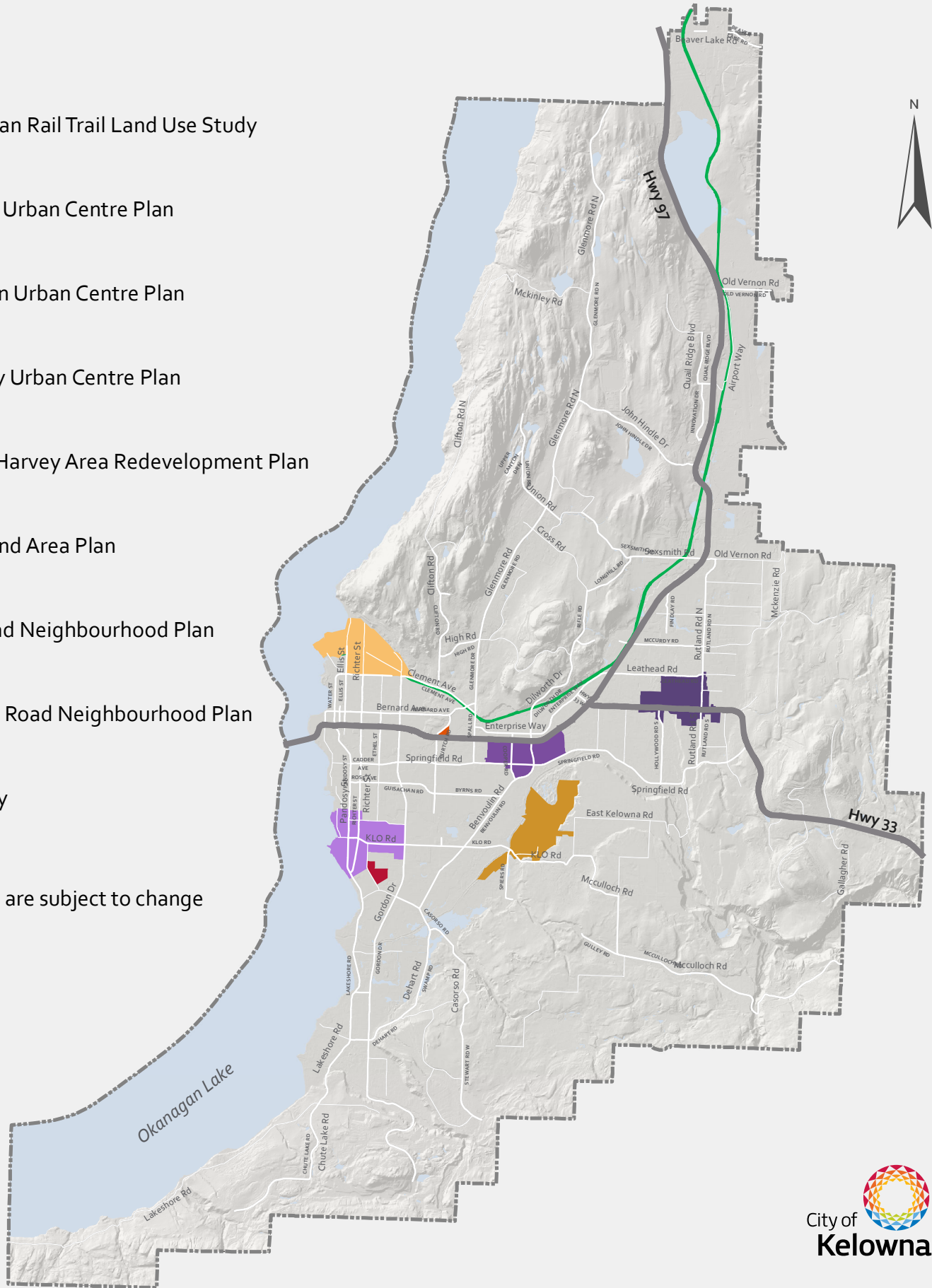
Policy 16.4.2.   **Plan Review and Refinement.** Following regular reviews of the OCP indicators, explore actions that inform refinements to the Official Community Plan and/or inform future plan updates, such as Housing Needs Assessments and additional area planning initiatives, for example.
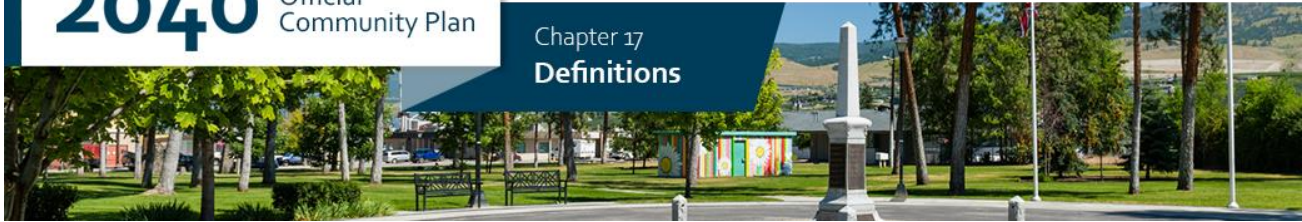
Policy 16.4.3.   **Housing Needs Assessments.** To ensure that the **Growth Strategy** continues to support onboarding of a diverse housing supply, undertake housing needs assessments to inform scheduled Official Community Plan updates. Work with the Regional District of Central Okanagan, other municipalities 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 boundries are subject to change

City of
Kelowna

0   1   252   2 Kms

Term	Definition
Active Transportation Corridor	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.
Adaptive Capacity	The ability of a system to adjust to change, moderate potential damage, take advantage of opportunities, and cope with the consequences .
Adaptive Management	A systemic process for continually improving management policies and practices by learning from the outcomes of previously employed policies and practices
Affordable Housing	Housing that costs less than 30% of a household's before-tax income.
Agricultural Land Commission (ALC)	An autonomous administrative tribunal, independent of the provincial government, that is responsible for administering the **ALC** Act and its regulations with its goal as the preservation of agricultural land and the encouragement of farming in the **ALR** .
Agricultural Land Reserve (ALR)	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.
Agricultural Lands	Agricultural lands include the following: -lands situated in the **ALR**; or -lands less than 30% slope with a future land use designation of Rural Agricultural and Resource and zoned for agriculture.
Agriculture Structures	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.
Agri-Tourism	Activities that are defined as agri-tourism in the Agricultural Land Reserve Use Regulation.
Airport Zoning Regulations	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.

Crime Prevention through Environmental Design (CPTED)
The physical aspects of design to reduce crime (i.e. street lighting, building orientation).

Culturally Appropriate Food
Foods that are a core part of culture and identity.

Displacement
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.

Displacement Risks
Factors that increase the risk of marginalized populations being displaced from their homes and/or neighbourhood.

Drift Fencing
Fencing, typically constructed of cloth or plastic, that is used to direct turtles, snakes and small mammals to an underground road crossing.

Ecosystem Connectivity Corridor
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.

Ecosystem Level Approach
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.

Ecosystem Services
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, **climate mitigation**, and aesthetically pleasing landscape

Employment Areas
Areas of significant employment density. These areas include **Urban Centres**, Kelowna General Hospital, the University of British Columbia (Okanagan Campus) and Kelowna International Airport.

End-of-Trip Facilities
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.

Energy Benchmarking
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.

Energy Labelling
The energy performance of a building that allows comparison of a building's performance to a benchmark and other buildings.

Energy Retrofit
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.

Energy Step Code

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.

Environmentally Sensitive Area (ESA)

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.

Equity

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.

Equity-Seeking Groups

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.

Factor of Safety

An expression of how much stronger a system is than it needs to be for an intended load.

Farm Help Housing

Dwellings, both temporary and permanent, used to accommodate farm worker(s) who support the farm operation.

Farm Unit

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.

Floor Area Ratio

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 **Zoning Bylaw** provides a more detailed definition to Floor Area Ratio used by the City of Kelowna.

Frequent Transit Network

A network of transit corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening.

Gateway

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.

Gentrification	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.
Green Infrastructure	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.
Ground-Oriented	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.
Growth Scenario	The allocation of future residential units by areas, including a split between units in the **Urban Centres/Core Area** and the **Gateway/Suburban Neighbourhoods/Rural Lands** districts, and the split by single/two housing and multi-unit housing.
Growth Strategy	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 *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.
Growth Strategy District	One of the five districts within the City that frames the OCP's Growth Strategy: **Urban Centres**, **Core Area**, **Gateway, Suburban Neighbourhoods and Rural Lands**. Each district includes a distinct set of objectives and policies that applies only to that district.
Hard Armoring	Hard protective structures such as vertical rock or concrete walls to protect the **shoreline** 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.
Heat Wave/Extreme Heat	A period with more than three consecutive day of maximum temperatures at or above 32 degrees Celsius .
Height Cliffs	Situations where the height of one building is significantly taller than an adjacent building.
High Density	Residential and/or commercial development that advances the development of neighbourhoods that achieve between 150-250 combined residents and jobs per hectare.
High Street	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.
High-Rise Buildings	Buildings higher than 12 storeys.
Higher Capacity Transit	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.
Higher Capacity Transit Station	A designated stop or station that serves high frequency limited stop transit service.
Historic Context Statement	An analytical framework for identifying and evaluating resources by providing focusing on and concisely explaining what aspects of geography,

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.

House-plex

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.

Inclusive Community

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

Industrial

Lands used primarily for the manufacturing, processing and transportation/warehousing of goods, also including wholesale trade, retail trade and professional/technical services.

Innovation Precinct

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.

Invasive Species

Any non-native species which has the potential to pose negative or detrimental impacts on humans, animals, or ecosystems.

Land Linking

A support for new farmers looking for land to connect with landowners interested in finding someone to farm their land.

Large Format Retail

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.

Large Office

Buildings that typically contain more than 1,000 m2 of office space.

Level 2 EV Chargers

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.

Level 3 Direct Current Fast Chargers (DCFC)

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.

Local Food System

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.

Lot Trees

Trees planted on private property.

Low Density

Residential and/or commercial development that advances the development of neighbourhoods that achieve up to 30 combined residents and jobs per hectare.

Low Rise Building

Buildings lower than six storeys in height.

Medium Density

Residential and/or commercial development that advances the development of neighbourhoods that achieve between 30-60 combined residents and jobs per hectare.

Mid-Rise Buildings	Buildings of between six and 12 storeys in height.
Missing Middle	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.
Mitigation	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.
Mixed Residential Street	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.
Mixed Street	A street located in an Urban Centre where both commercial or residential uses would be supported at grade.
Mobile Uses	The delivery and sale of food and other products using a fleet of vehicles.
Multiple Barrier Approach	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.
Native Vegetation	Any plant indigenous to the Southern Interior British Columbia forests, grasslands, or wetlands, as recognized by the Province of BC.
Net-Zero Energy Building	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.
Net-Zero Energy Ready Building	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.
No Net Loss	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.
Non-Farm Use	Activities that may not be linked directly to agriculture and may or may not be permitted by the **Agricultural Land Commission** as outlined in the Agricultural Land Reserve Use Regulation.
Parkettes	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.
Parklet	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.

Social Isolation	State of complete or near-complete lack of contact between an individual and society.
Specialty Retail	A retail store that focuses on specific product categories, as opposed to a large number of different consumer goods categories.
Species At Risk	An extirpated, endangered, threatened species, or a species of special concern as identified by the provincial or federal government.
Steep Slopes	Lands in their natural state that have a slope angle of 30 per cent or greater for a minimum horizontal distance of 10 meters.
Street Canyon	A place where the street is flanked by buildings on both sides creating a canyon-like environment.
Street Trees	Trees located along a public street.
Street Wall	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.
Suburban Neighbourhoods	One of the five Growth Strategy Districts. Suburban Neighbourhoods are characterized by primarily lower density residential neighbourhoods within the **Permanent Growth Boundary** but outside of the **Core Area** and **Urban Centres.**
Supplementary Plans	Plans that are not par of, but inform the 2040 Official Community Plan, including Area Structure Plans, Area Redevelopment Plans, Urban Centre Plans, the Transportation Master Plan, and others.
syilx/Okanagan	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.
Transportation Demand Management (TDM)	Information, encouragement and incentives that help people make decisions that reduce the demand on the transportation network.
Temporary Farm Working Housing	Dwellings to temporarily accommodate temporary farm worker(s), and is used to provide space for cooking, sanitary, living and sleeping.
Transit Oriented	Development that is carefully designed to maximize its proximity to nearby or adjacent transit service.
Transit Supportive Corridor	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.
Underdevelopment	Development that does not meet residential and/or employment density thresholds to support key goals and objectives for aspects of the OCP.
Urban Agriculture	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.
Urban Centre	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

City of
Kelowna

TABLE **OF CONTENTS**

INTRODUCTION
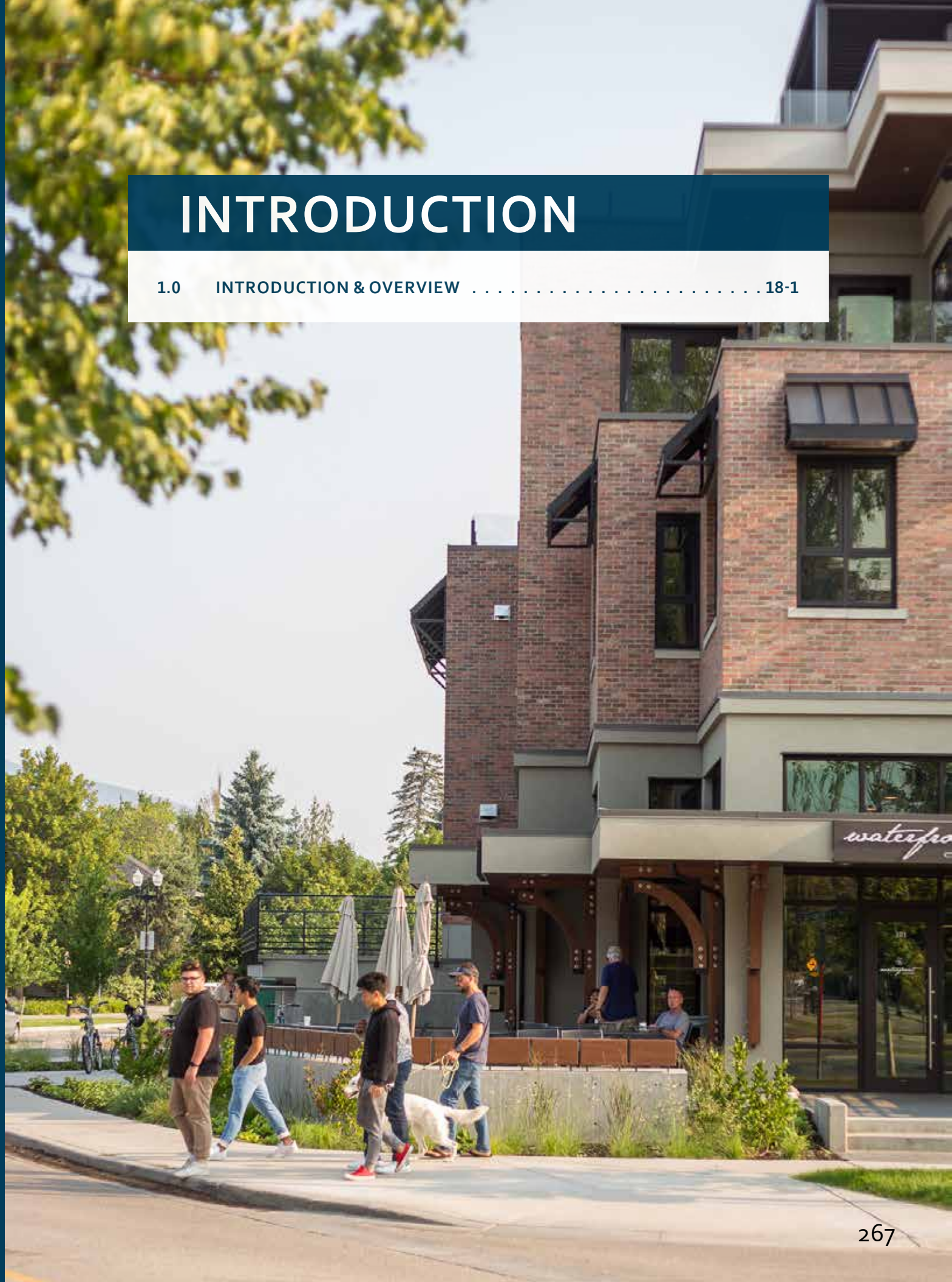
1.0 INTRODUCTION & OVERVIEW

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.

2040 Official Community Plan

Map 18.1 **Urban Design** Development Permit Area

Legend

- Urban Design Development Permit Area
- Highway
- City Boundary

Okanagan Lake

Hwy 97

Hwy 33
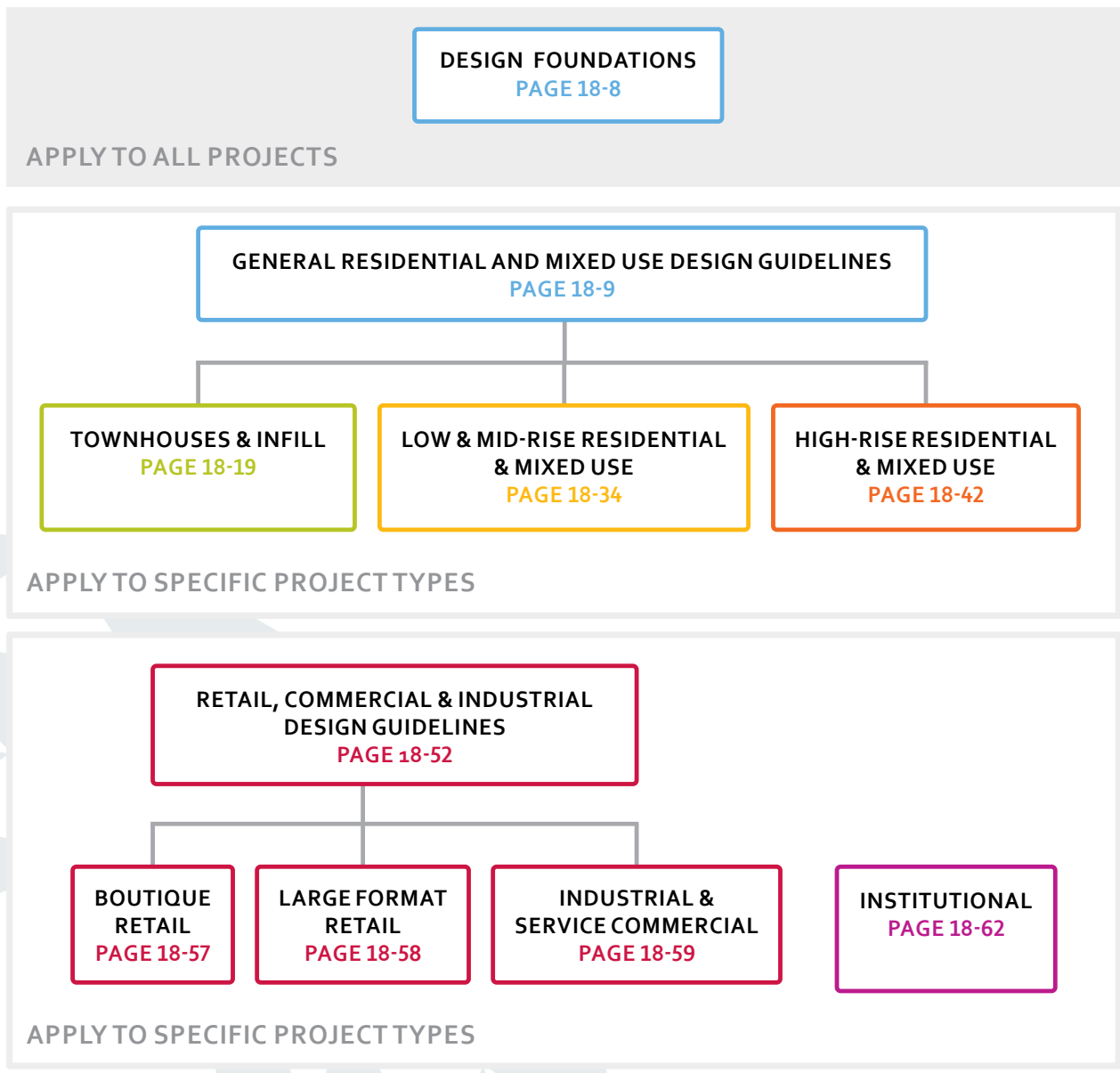
City of **Kelowna**

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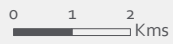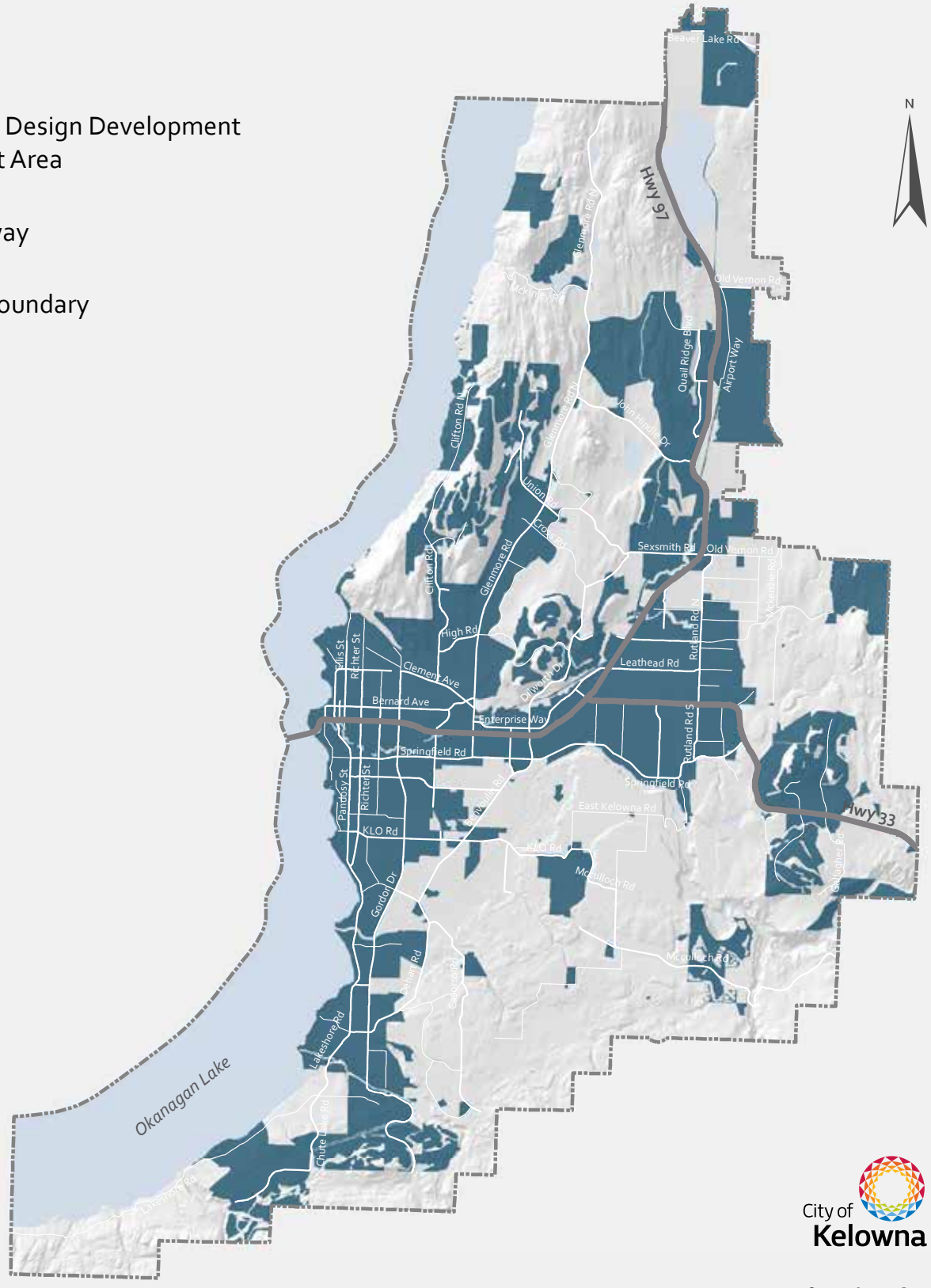
Rev. Aug 31, 2021

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:

DESIGN FOUNDATIONS
PAGE 18-8

APPLY TO ALL PROJECTS

GENERAL RESIDENTIAL AND MIXED USE DESIGN GUIDELINES
PAGE 18-9

TOWNHOUSES & INFILL
PAGE 18-19

LOW & MID-RISE RESIDENTIAL & MIXED USE
PAGE 18-34

HIGH-RISE RESIDENTIAL & MIXED USE
PAGE 18-42

APPLY TO SPECIFIC PROJECT TYPES

RETAIL, COMMERCIAL & INDUSTRIAL DESIGN GUIDELINES
PAGE 18-52

BOUTIQUE RETAIL
PAGE 18-57

LARGE FORMAT RETAIL
PAGE 18-58

INDUSTRIAL & SERVICE COMMERCIAL
PAGE 18-59

INSTITUTIONAL
PAGE 18-62

APPLY TO SPECIFIC PROJECT TYPES

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:

a. The feature images at the start of each section illustrate the core design outcomes that projects should achieve;

b. The Key Guidelines below the feature images describe core strategies for achieving the City's desired design outcomes that projects must achieve; and

c. 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:

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).

18-35

272 18-5

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.
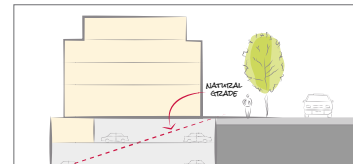

Figure 5: Use natural slope for under-building parking wherever possible (2.1.3 a).
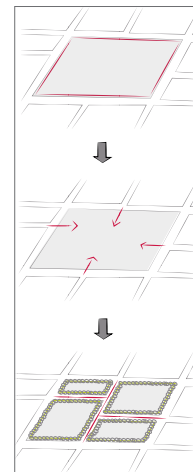

Figure 6: Design internal circulation patterns (streets, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle and/or pedestrian network (2.1.3 e).

DESIGN FOUNDATIONS & GENERAL RESIDENTIAL AND MIXED USE

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.

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.

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.

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.

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.

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.

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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

a. Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity *(See Figure 1)*.

b. On corner sites, orient building facades and entries to both fronting streets.

c. Minimize the distance between the building and the sidewalk to create street definition and a sense of enclosure *(See Figure 1)*.

d. 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.

e. Ensure main building entries are clearly visible with direct sight lines from the fronting street.

f. Avoid blank, windowless walls along streets or other public open spaces.

g. Avoid the use of roll down panels and/or window bars on retail and commercial frontages that face streets or other public open spaces.

h. 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 then 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

a. 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)*.

b. Break up the perceived mass of large buildings by incorporating visual breaks in facades *(See Figure 4)*.

c. 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.
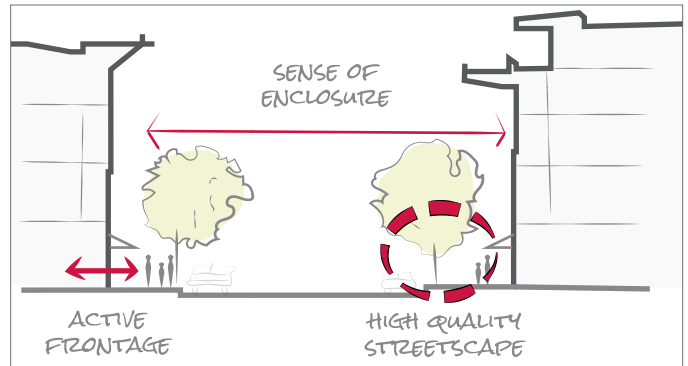

Figure 1: A sense of enclosure, transparent and active shop fronts, and high quality streetscape design are the key ingredients for great streets (2.1.1 a).
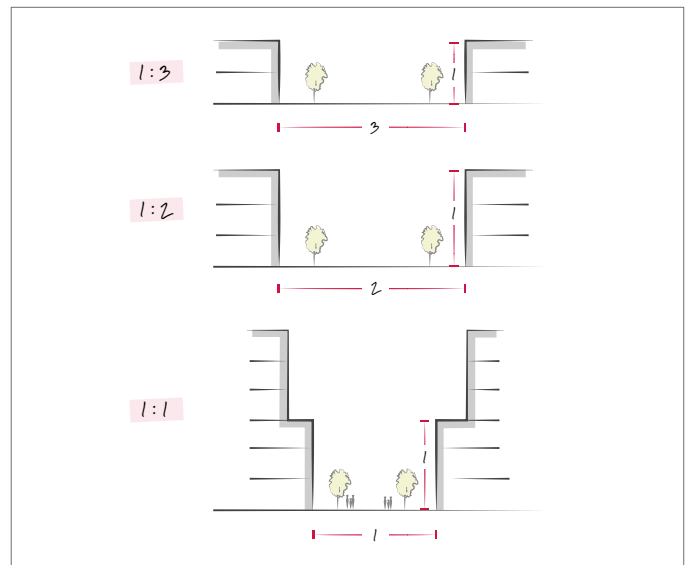

Figure 2: Illustrating different building height to street width ratios (2.1.1 h).
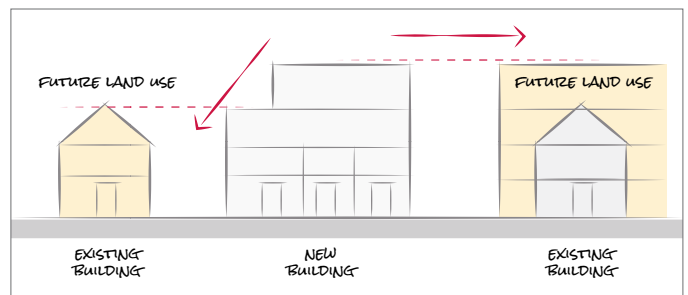

Figure 3: While considering future land use, stepping down building height can provide a sensitive transition in scale to adjacent buildings (2.1.2 a).
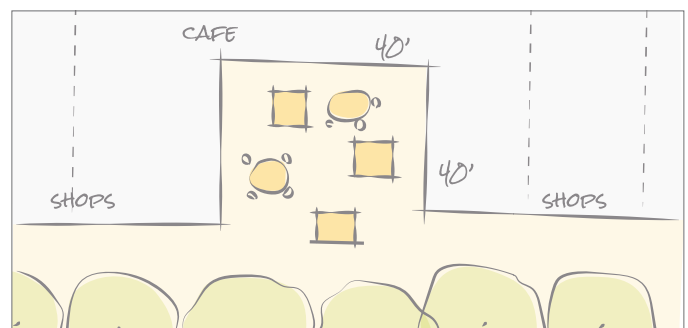

Figure 4: A courtyard can be used to break up the visual mass of large buildings (2.1.2 b)

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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.
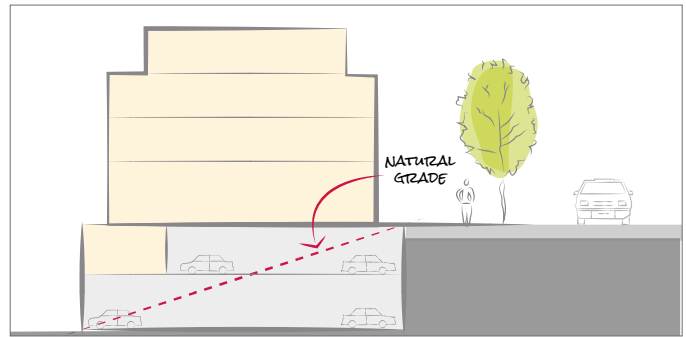

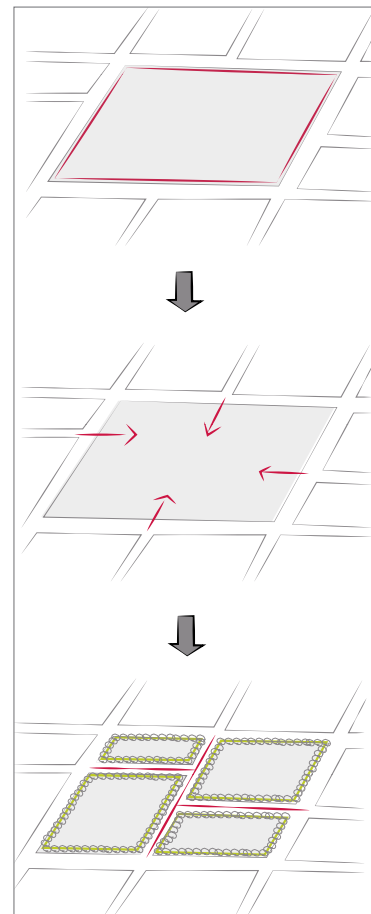*Figure 5: Use natural slope for under-building parking wherever possible (2.1.3 a).*

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

a. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.

b. Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.

Parking

c. Avoid locating off-street parking between the front facade of a building and the fronting public street *(See Figure 7)*.

d. 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.

e. Design parking areas to maximize rainwater infiltration through the use of permeable materials such as paving blocks, permeable concrete, or driveway planting strips.

f. 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.

g. 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

h. Provide clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.

i. Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

j. Minimize negative impacts of parking ramps and entrances through treatments such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.
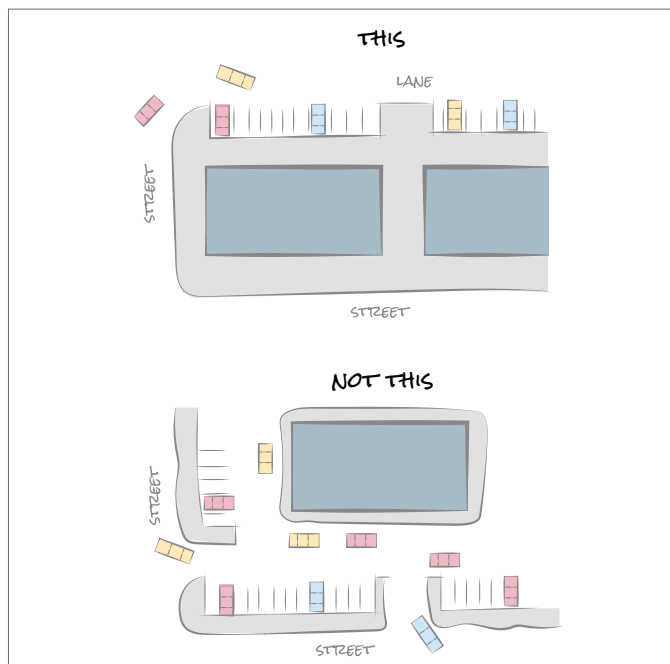

Figure 7: Locate off-street parking to the rear of the building wherever possible (2.1.4 c).

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; and

» 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).

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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

a. 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

b. Use simple shifts in massing and changes in exterior colors and textures to articulate facades.

c. 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

d. 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*.
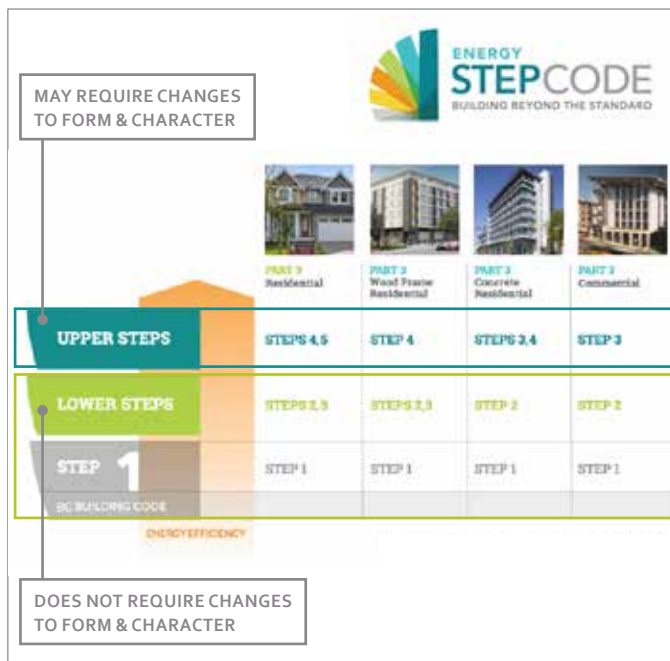

Figure 14: While retaining at-grade transparency, targeting lower window-to-wall ratios on building elevations can significantly reduce energy demand. As general guidance, designers targeting the Lower Steps of the Step Code should target no more than a 50% WWR and designers targeting the Upper Steps 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.

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.
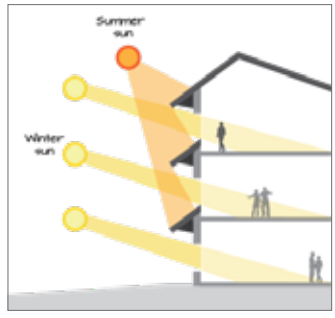

Figure 16: Exterior shading devices can be integrated into a building's southern elevation to block unwanted solar gains and keep indoor temperatures comfortable in warmer months (2.2.1 e).

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.

● HIGH PERFORMANCE DESIGN STRATEGY   ● 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
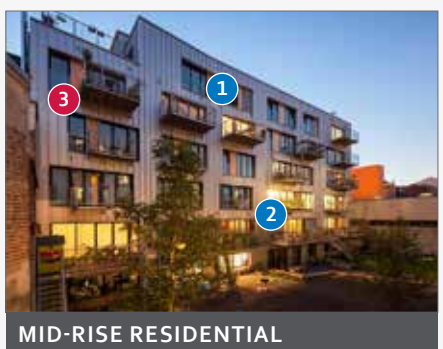
1. Simplified massing (see 2.2.1 a).
2. Low overall WWR (see 2.2.1 c).
3. Outdoor space on (thermally broken) balconies (see 2.2.1 f).

COMMERCIAL MIXED USE
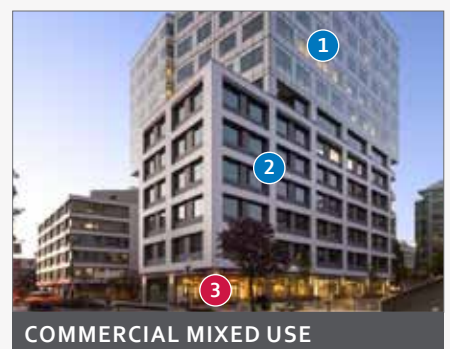
1. Simplified massing (see 2.2.1 a).
2. Low overall WWR (see 2.2.1 c).
3. Active frontage (>75% WWR) (see 2.2.1 c).

TOWNHOUSES & INFILL

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

- Building articulation and recessed entries provide a sense of rhythm along the street
- Sensitive neighbourhood fit and transition
- Clearly visible unit entries
- Secondary street parking access
- Public/private transition zone

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.
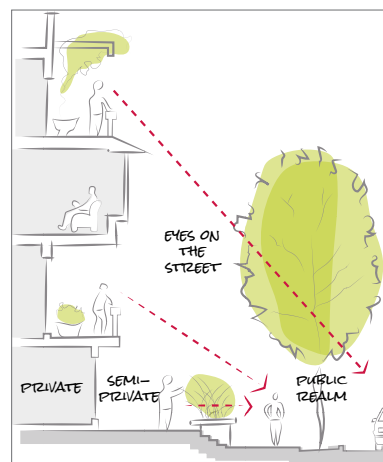

Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).

THIS

NOT THIS

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:

a. Wherever possible, reflect the positive attributes of adjacent housing while integrating new higher density forms of housing as envisioned in the OCP.

b. 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.

c. 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.

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:

a. Gated or walled communities are not supported.

b. For large townhouse projects, consider including communal amenity buildings.

Connectivity

c. 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).

d. 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)*.

Figure 19: An example of townhouses with clearly visible front doors fronting onto a publicly-accessible pedestrian pathway (3.1.3 d) .

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.

CORNER LOT **FRONT-BACK (MID-BLOCK LOT)** **SHOTGUN (MID-BLOCK LOT)**
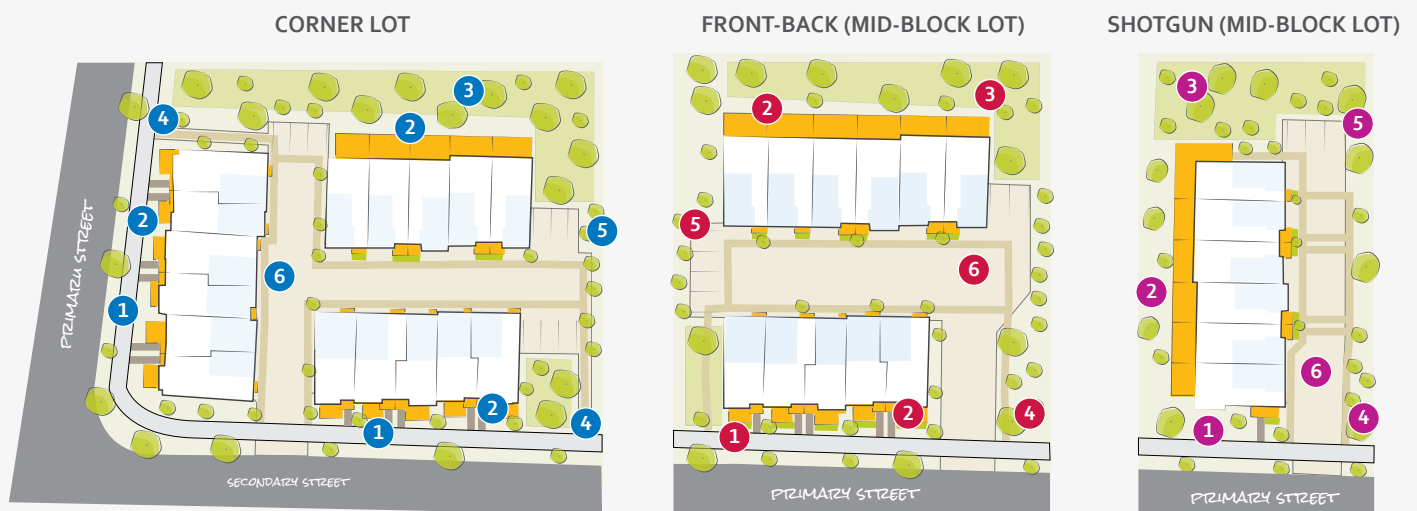
1 Units with entries oriented to the street (see 3.1.1).

2 Private / semi-private outdoor amenity spaces (see 3.1.4).

3 Large shared outdoor amenity spaces (see 3.1.4).

4 Pedestrian access to site from street, with internal circulation (see 3.1.3).

5 Visitor parking in accessible locations throughout the site; servicing areas provided and screened from view (see 3.1.5).

6 Internal road with high quality pavement materials and landscaping (see 3.1.5)

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

CONNECT TO EXISTING OR FUTURE ROAD

PRIMARY STREET

1 Units with individual entries oriented to publicly accessible pathway or street (see 3.1.1).

2 Private / semi-private outdoor amenity spaces (see 3.1.4).

3 Large shared outdoor amenity spaces (see 3.1.4).

4 Pedestrian access to site from street, with internal circulation (see 3.1.3).

5 Visitor parking in accessible locations throughout the site; servicing areas provided and screened from view (see 3.1.5).

6 Internal street and openspace network that expands and connects to the existing and/or planned future street and open space network (see 3.1.3).

7 Internal road with high quality pavement materials and landscaping (see 3.1.5)

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.

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 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).
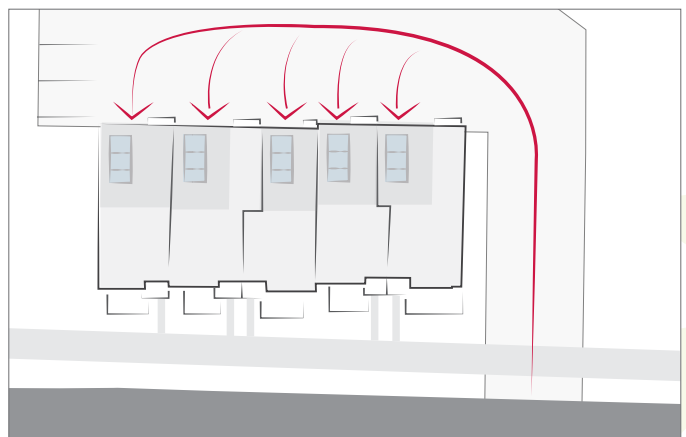

Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

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.

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.

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.
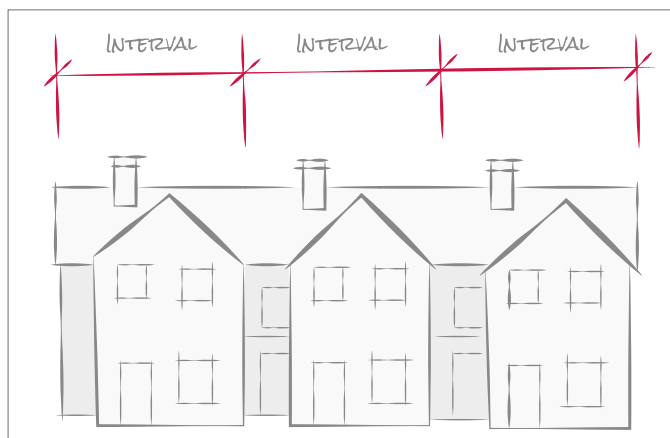
Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).

Figure 26: Example of facades and entrance features designed to articulate individual units (3.1.6 a).

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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

- Building articulation and recessed entries provide a sense of rhythm along the street
- Sensitive neighbourhood fit and transition
- Public/private transition zone
- Clearly visible unit entries

Guidelines

In addition to the strategies outlined in the General Residential Guidelines:

a. 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*).

b. 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.

c. 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.

d. 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)*.

e. 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).

THIS   NOT THIS

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:

a. Wherever possible, reflect the positive attributes of adjacent housing (e.g.: rooflines, front porches, entrance features) while integrating new, higher density housing forms.

b. Use building height, scale and setbacks to reinforce a generally consistent street rhythm. Limit significant real or perceived height difference (i.e.: more that 1.5 storey difference) between new and existing development in the surrounding area (*See Figure 29*).

c. 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*).

d. 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*).

e. On sites with more than one building, ensure that buildings are distinct, but designed to achieve cohesive scale, massing and proportion

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

a. 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.

b. 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 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).

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, propotions, and materials found in the existing neighbourhood (3.3.6 b).

THIS

NOT THIS

Figure 37: Design facades to articulate individual units using entrance features, roofline features, and other architectural elements (3.3.6a).

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.

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).
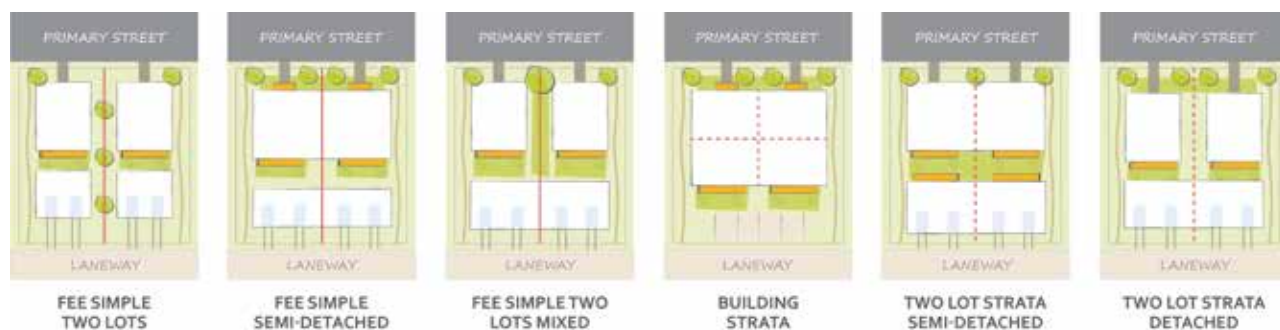
3.3.7 Subdivision Design

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:

a. Development Permits must be considered in conjunction with the architecture and design of future buildings on the site

b. Permissible subdivision configurations include, but are not limited to, those shown in the diagram below.

FEE SIMPLE TWO LOTS | FEE SIMPLE SEMI-DETACHED | FEE SIMPLE TWO LOTS MIXED | BUILDING STRATA | TWO LOT STRATA SEMI-DETACHED | TWO LOT STRATA DETACHED

LOW & MID-RISE RESIDENTIAL & MIXED USE

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

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:

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).
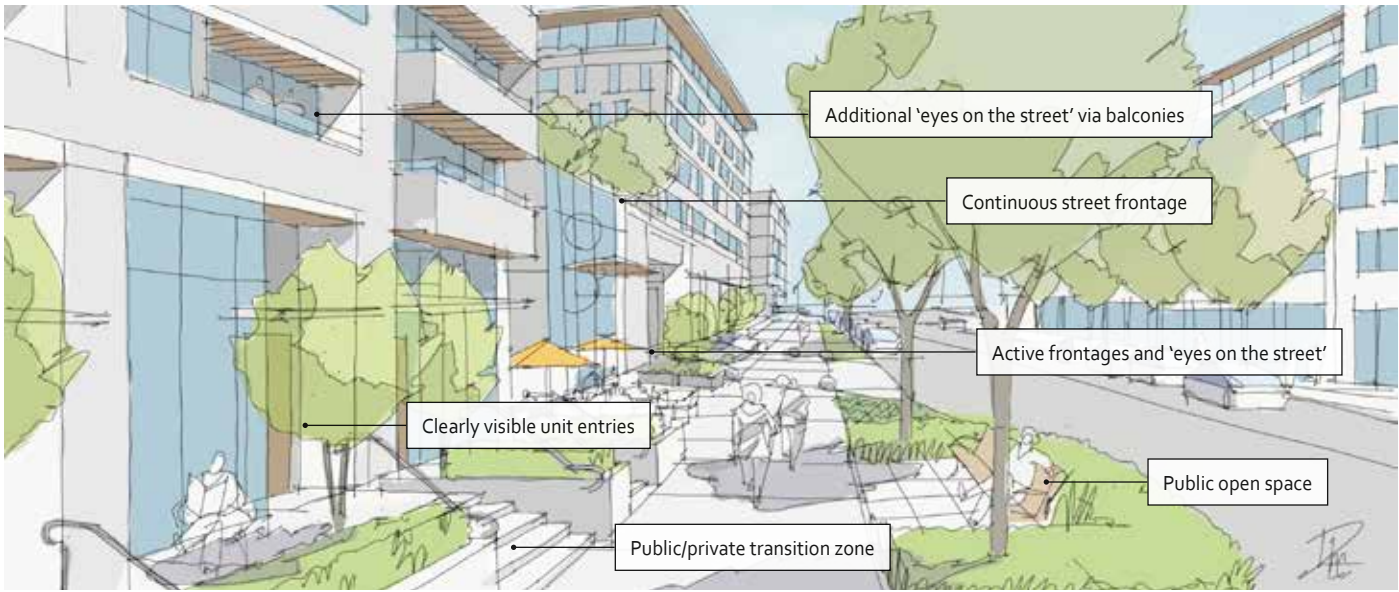
4.1 GUIDELINES

4.1.1 Relationship to the Street

Design Intent

To site and design buildings to positively frame and activate streets and public open spaces.

Labels on image:
- Additional 'eyes on the street' via balconies
- Continuous street frontage
- Active frontages and 'eyes on the street'
- Clearly visible unit entries
- Public open space
- Public/private transition zone

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)*.
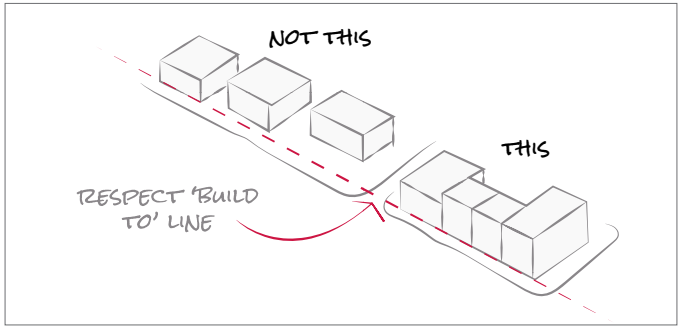

Figure 27: Site buildings with commercial frontages continuously using a common 'build to' line (4.1.1 d).

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.
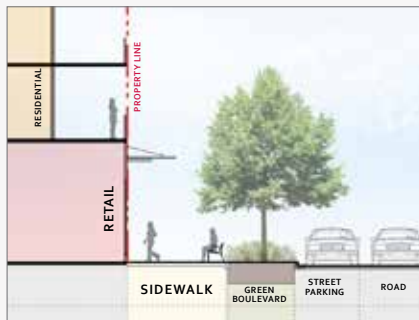
**MIXED USE WITH
GROUND LEVEL RETAIL**

Figure 29

**RESIDENTIAL WITH
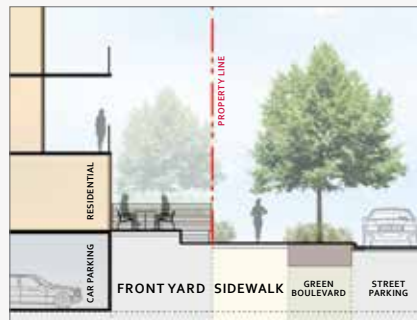UNDERGROUND PARKING**

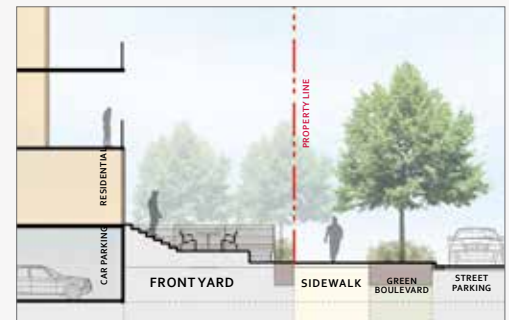*Figure 30*

**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)*.
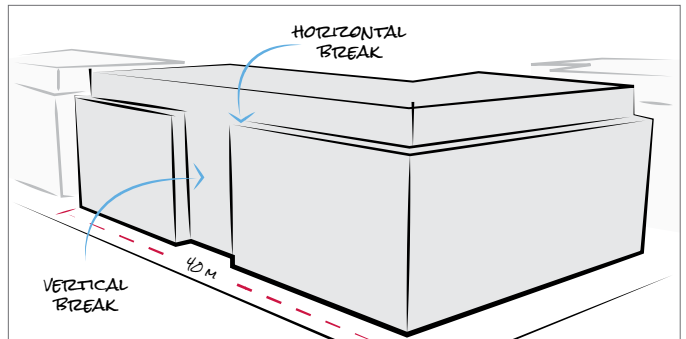

Figure 33: Buildings over 40m in length should incorporate a significant horizontal and vertical break in the facade (4.1.2 c).
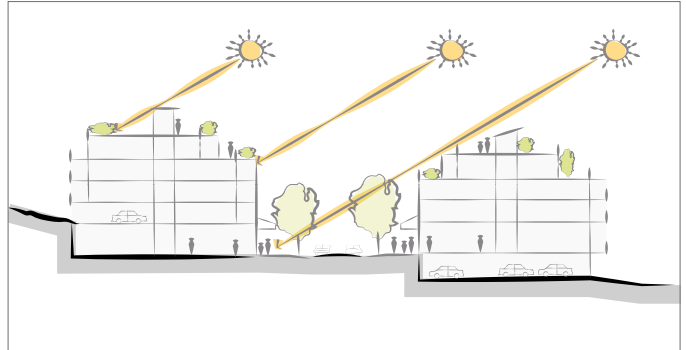

Figure 34: Upper storeys of buildings should step back to reduce visual impact and shadows on the public realm (4.1.2. d).

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)*.

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.

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).
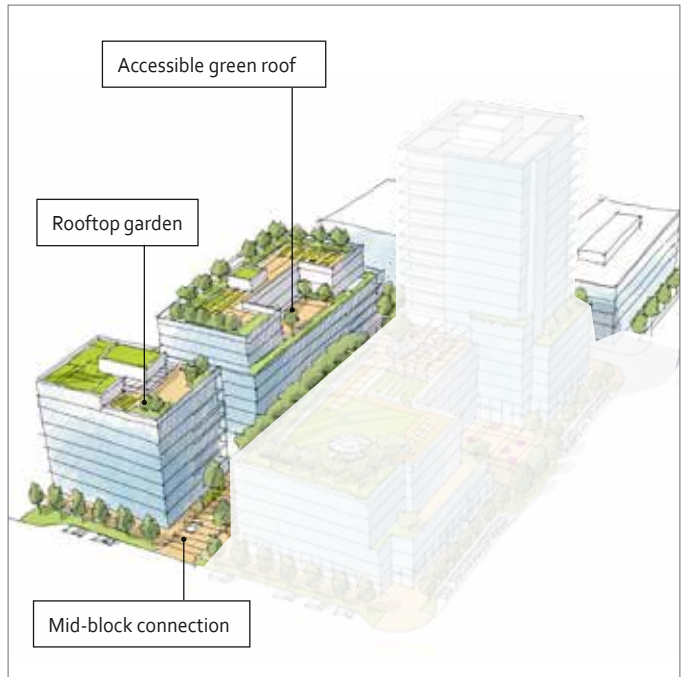
Outdoor amenity areas

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 facade;

    » Repeating window patterns at intervals that correspond to extensions and step backs (articulation) in the building facade;

    » 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

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

Weather protection

4.5m first floor height

Clearly visible primary entry/lobby

Active frontages

Public/private transition zone

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

g. 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.

h. Provide a generous sidewalk width and space for streetscape amenities such as street trees, benches & patios *(See Figure 47)*.

FURNISHING / PLANTING ZONE

FRONTAGE ZONE

EDGE ZONE

PEDESTRIAN ZONE

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.
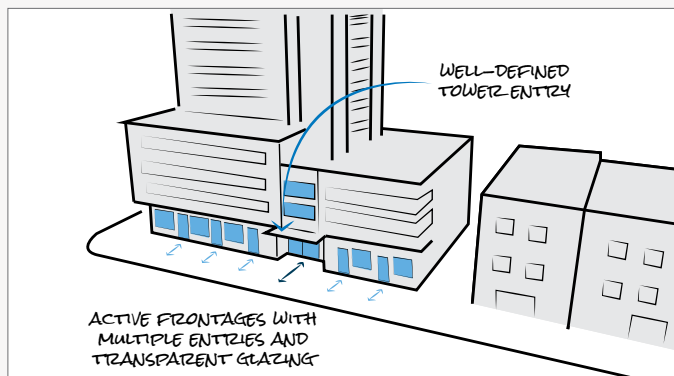

WELL-DEFINED TOWER ENTRY

ACTIVE FRONTAGES WITH MULTIPLE ENTRIES AND TRANSPARENT GLAZING

Figure 46: Create well-defined, clearly visible, and universally accessible primary building entrances (5.1.1 f).
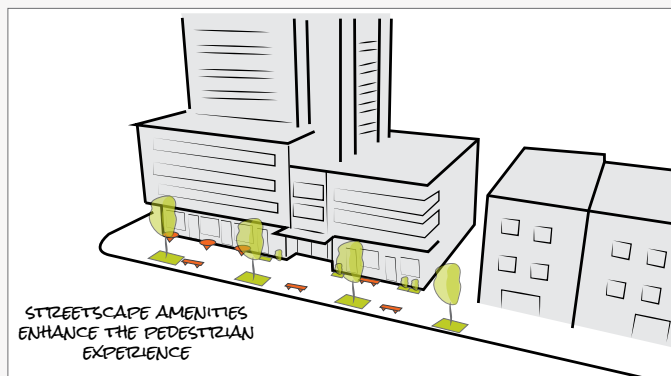

STREETSCAPE AMENITIES ENHANCE THE PEDESTRIAN EXPERIENCE

Figure 47: Provide streetscape amenities such as street trees, landscaping, seating and lighting to enhance the pedestrian experience (5.1.1 h).

TOWER STEP BACK

PODIUM HEIGHT TRANSITION TO ADJACENT BUILDINGS
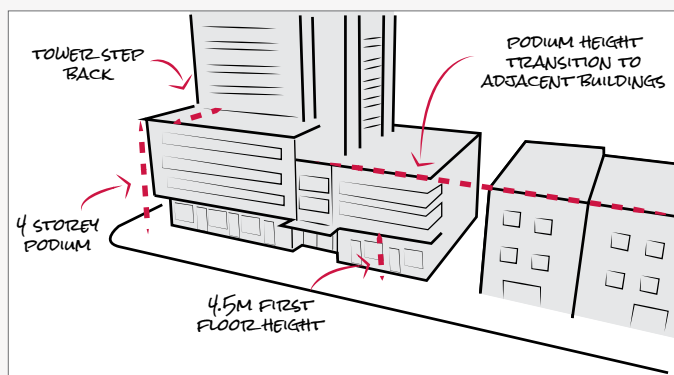
4 STOREY PODIUM

4.5M FIRST FLOOR HEIGHT

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).
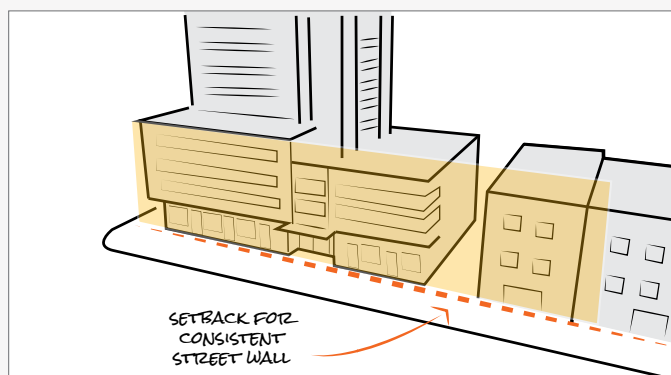

SETBACK FOR CONSISTENT STREET WALL

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

a. Provide a minimum first floor height of 4.5 metres, measured from grade *(See Figure 48)*.

b. 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)*.

c. 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.

d. 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

e. Orient towers in a north/south direction.

f. 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

a. 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)*.
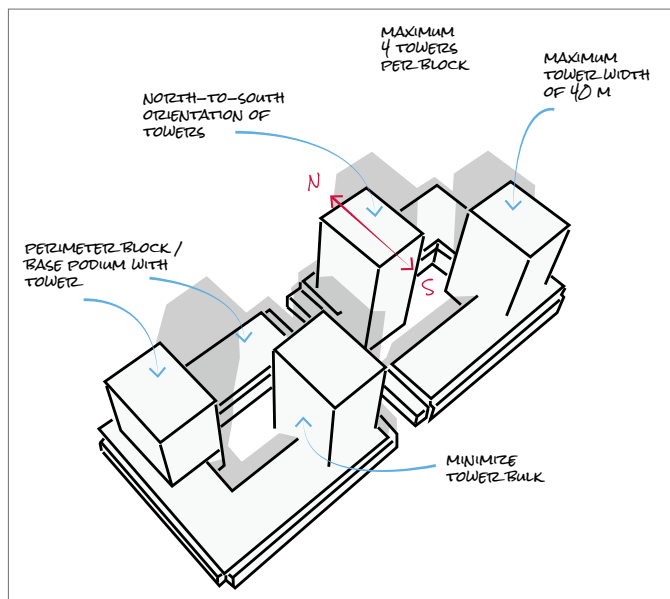

Figure 50. Summary of scale and massing guidelines for podium and tower typologies.

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.
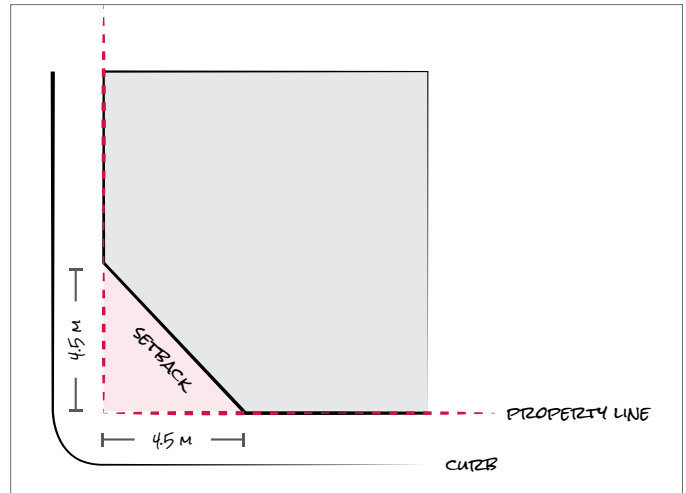
Building Separation

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 51: Provide a triangular setback on corner sites with retail frontage (5.1.3 b).
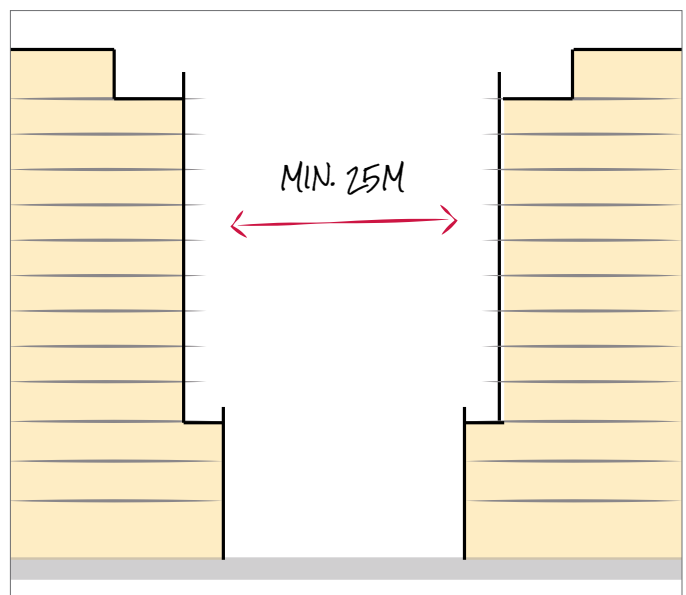
Figure 52: Provide separation distance between towers on the same site of 25m or greater (5.1.3 c).

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:

a. 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.

b. 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.

c. 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 blanks walls on upper storey podium levels.

d. 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.

e. Locate drop-off areas into the side or rear of the site and provide pedestrian access to the street frontage.

f. Provide clearly visible pedestrian access to and from parking areas.

g. 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.
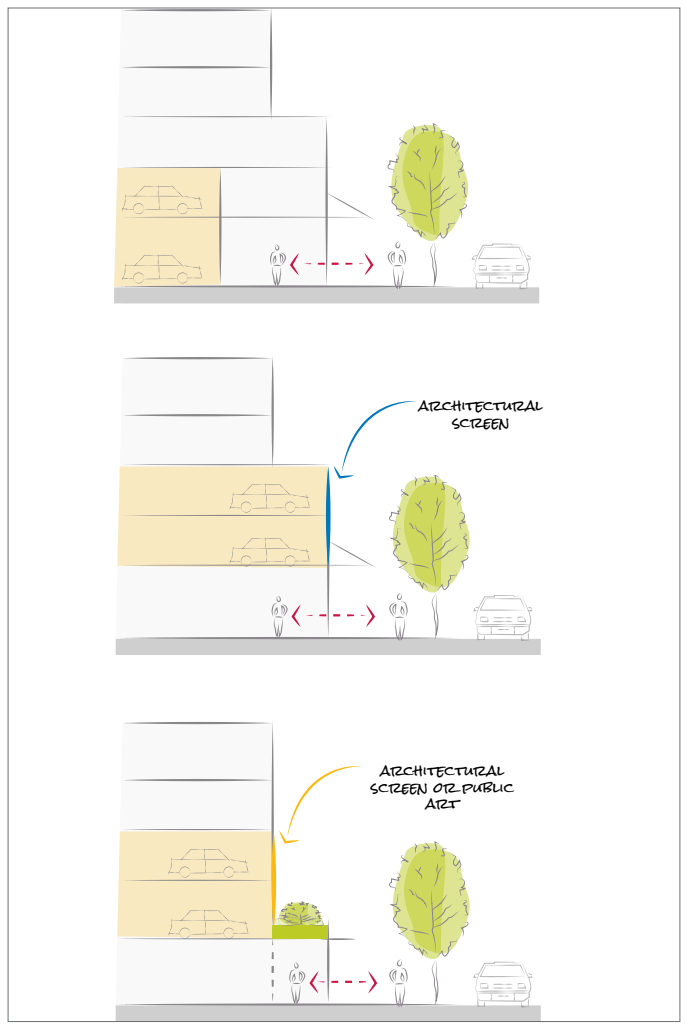

Figure 53: Minimize impacts on the public realm by screening above-grade parking structures with active uses (top image) in the podium or with the use of architectural screens (middle image) or through the use of a landscaped setback (bottom image) (5.1.4 b-c).

Figure 54: Example of incorporating publicly accessible open space animated by active podium frontages (5.1.5 a-e).

315

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.

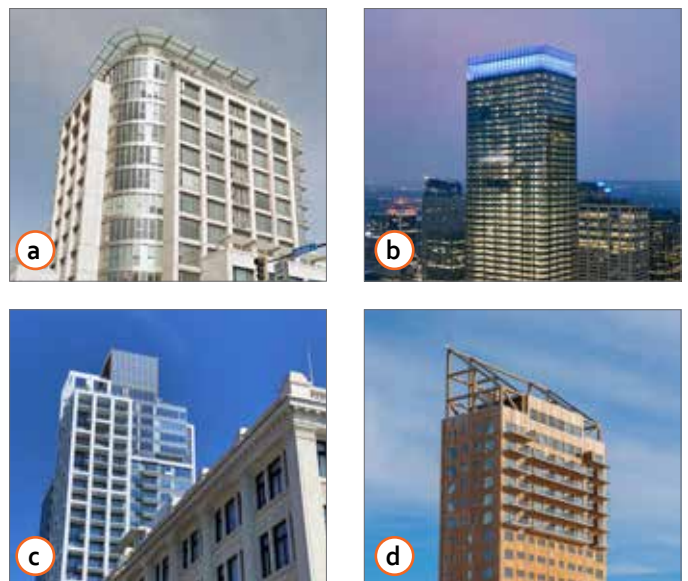*Figure 60: Examples of different approaches to terminating the top of towers: [a] setback on upper floors with architectural feature; [b] architectural lighting; [c] rooftop amenity space with change in materials; [d] screening of mechanical equipment with integrated architectural feature (5.1.6.6 i-j).*
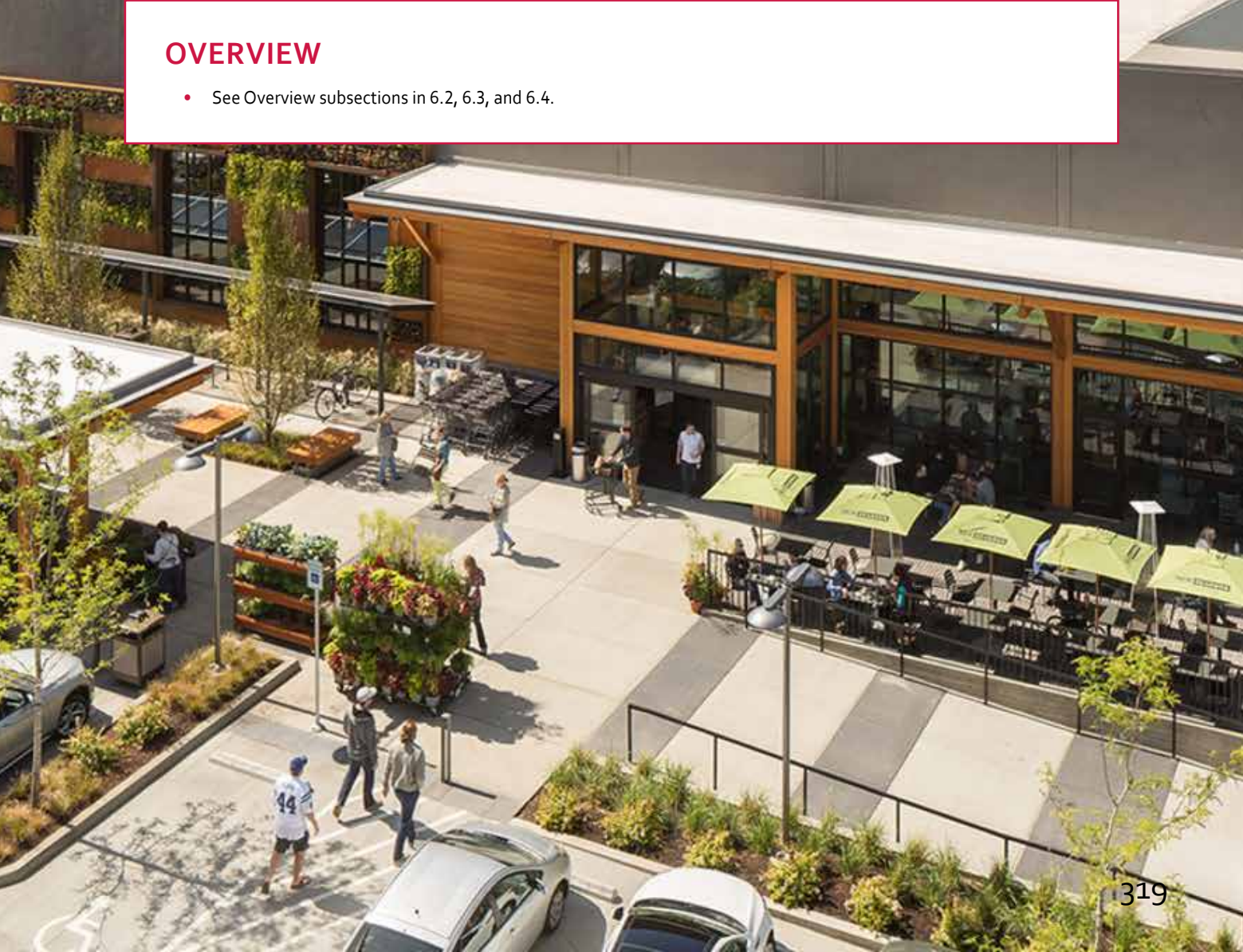
RETAIL, COMMERCIAL & INDUSTRIAL

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

a. Orient the long side of each building to be parallel to the public street.

b. 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.

c. 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

a. Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.

b. 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

c. Use large canopy trees to define the public realm (e.g., at the sidewalk and property edge facing the street)

d. 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.
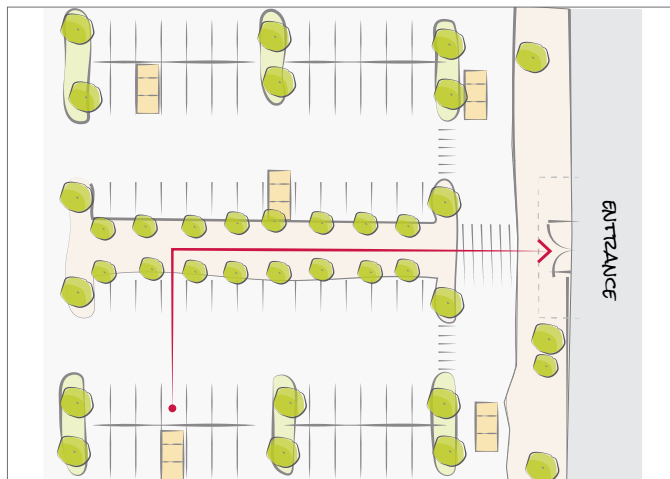

Figure 64: Example of parking modules defined by landscaped islands and pedestrian paths oriented toward building entrances (6.1.2 g).

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.

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

Figure 68: Boutique retail building with corner unit oriented to both frontages (6.2.1 a).

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

a. 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

a. 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

b. Design the internal circulation pattern to have direct connections to surrounding streets.

Landscape and Open Space Planning

c. Provide publicly-accessible open space on-site to provide places to linger *(See Figure 70)*.

d. Provide site furnishings, such as seating, bike racks, and shelters at building entrances and amenity areas.

6.3.3 Site Servicing, Access, and Parking

a. Provide sheltered bicycle parking in visible and well-lit locations near building entrances and pedestrian walkways.

6.3.4 Building Articulation, Features & Materials

a. Design the façade of buildings with multiple storefronts so that each is defined through individual signage, entrances, canopies and/or materiality.

b. 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 & 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

a.   Design primary entries to be clearly visible and accessible from the street *(See Figure 71)*.

b.   Site the building's primary facade parallel to the street and close to the minimum setback to establish a defined street edge.

c.   Include glazing as a major component of street facing facades.

d.   Maintain and enhance street edge definition by preserving or incorporating street trees.

e.   Locate the office, reception, or sales component of the building closer to the street than the plant or warehouse component.

f.   Do not locate service doors (e.g., an overhead loading door) facing the street.

North End Industrial

g.   Design buildings to have frontages with multiple, smaller storefronts and an elevated level of materials *(See Figure 72)*.

h.   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 & SERVICE COMMERCIAL

Figure 71: Primary entry clearly visible and accessible from the street via a pedestrian pathway (6.4.1 a).
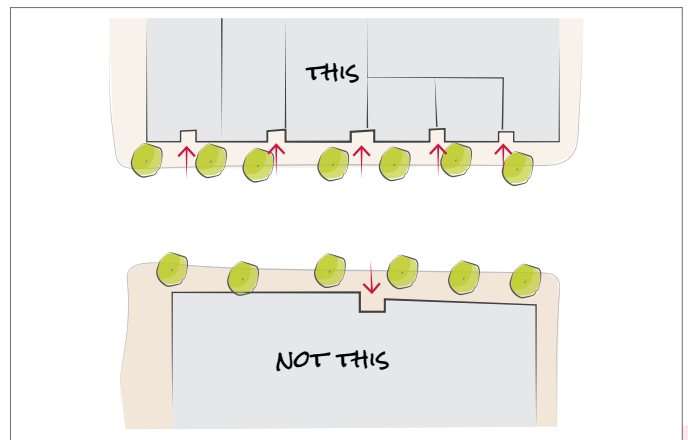

Figure 72: In the North End Industrial area, design buildings to have frontages with multiple storefronts (6.4.1 g).

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 .
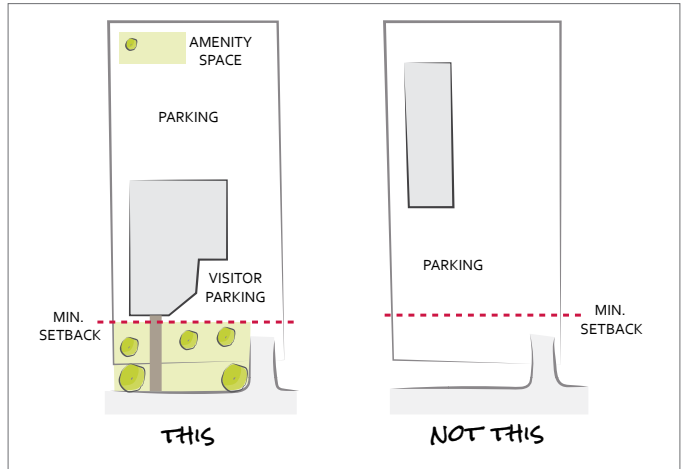

Figure 74: The preferred location for main parking areas is at the side and/or rear of the building (6.4.3 a). Provide landscaped amenity space and landscaping to soften the street edge.

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

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

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.

AREA A

AREA B
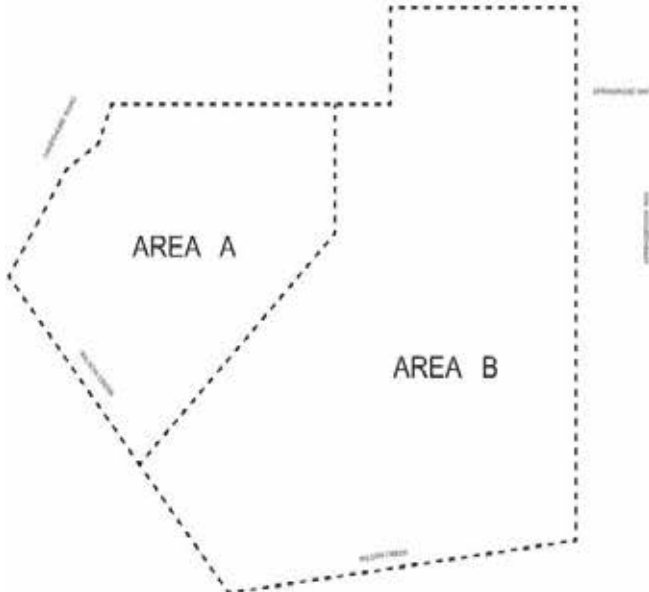
Residential Building

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

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.

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.

Minimal Sod Planting

Pedestrian Friendly Streetscape

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 Overhand 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.

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.

Regional Expression - Transition to Outside

Soffit 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 parging 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 luminaries.

» Designs should also incorporate shielded fixtures and/ or appropriate mounting heights, as well as be aimed appropriately.

» Building and wall scone 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).

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.

Individual Unit Fencing

Individual Unit Fencing

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.

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.

Perspective - Looking South

Commercial Site Access

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.

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.

Promote Cycling

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 opaqueness.

» 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.

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.

Wilson Creek Space Setback

Public Space Community Gardens
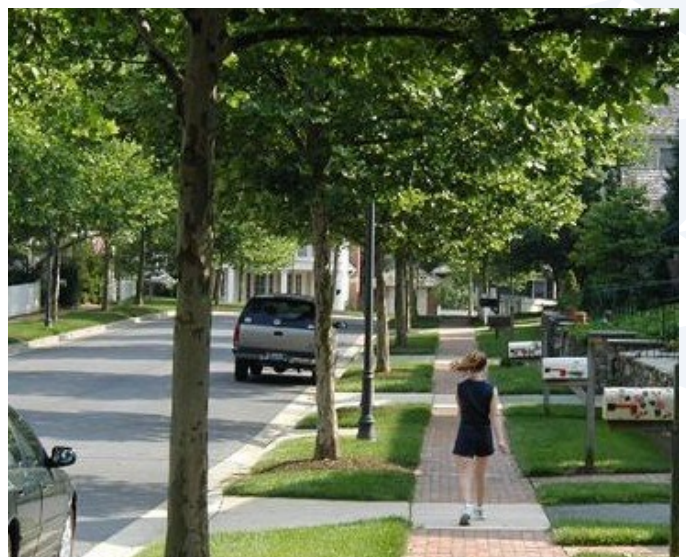
Street Trees Adapted to Region

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

Harvey Avenue

Gordon Drive

Capri Street

Sutherland Avenue

CAPRI CENTRE CONCEPT PLAN

9.1 HARVEY AVENUE **URBAN EDGE**
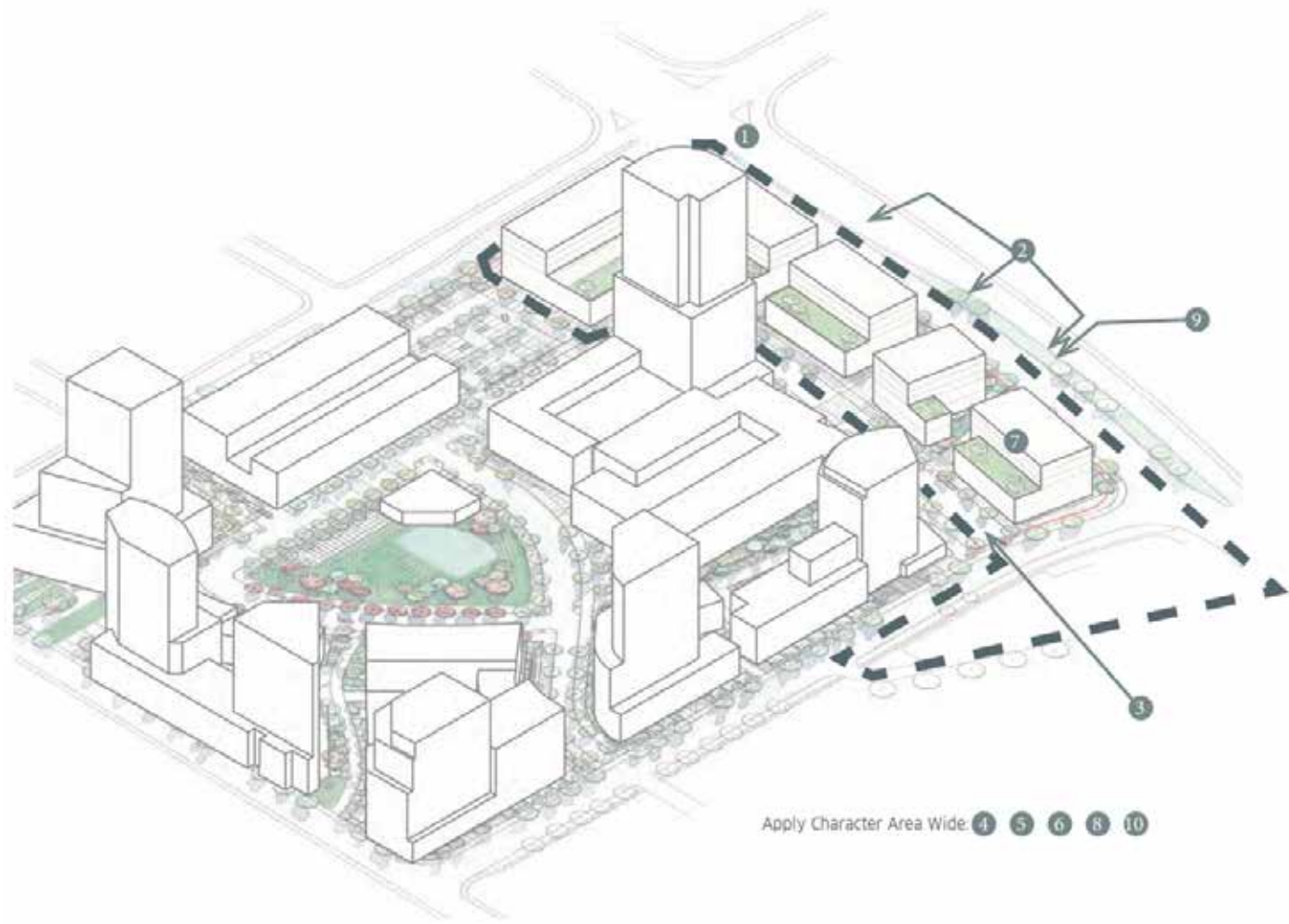
Apply Character Area Wide: 4 5 6 8 10

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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
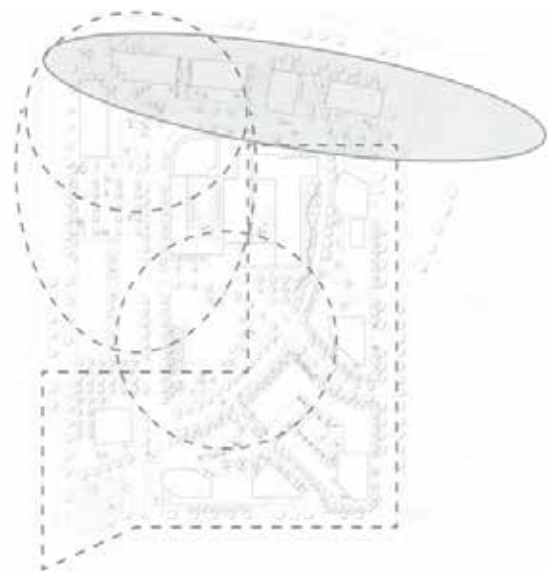
The adjacent sketch indicates the general location of the "Harvey Avenue Urban Edge" area. The 3D view provides an illustrative example of where - based on this concept plan - the Harvey Avenue Urban Edge guidelines would apply. The actual boundary may vary by 20 to 30m but should include all buildings 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
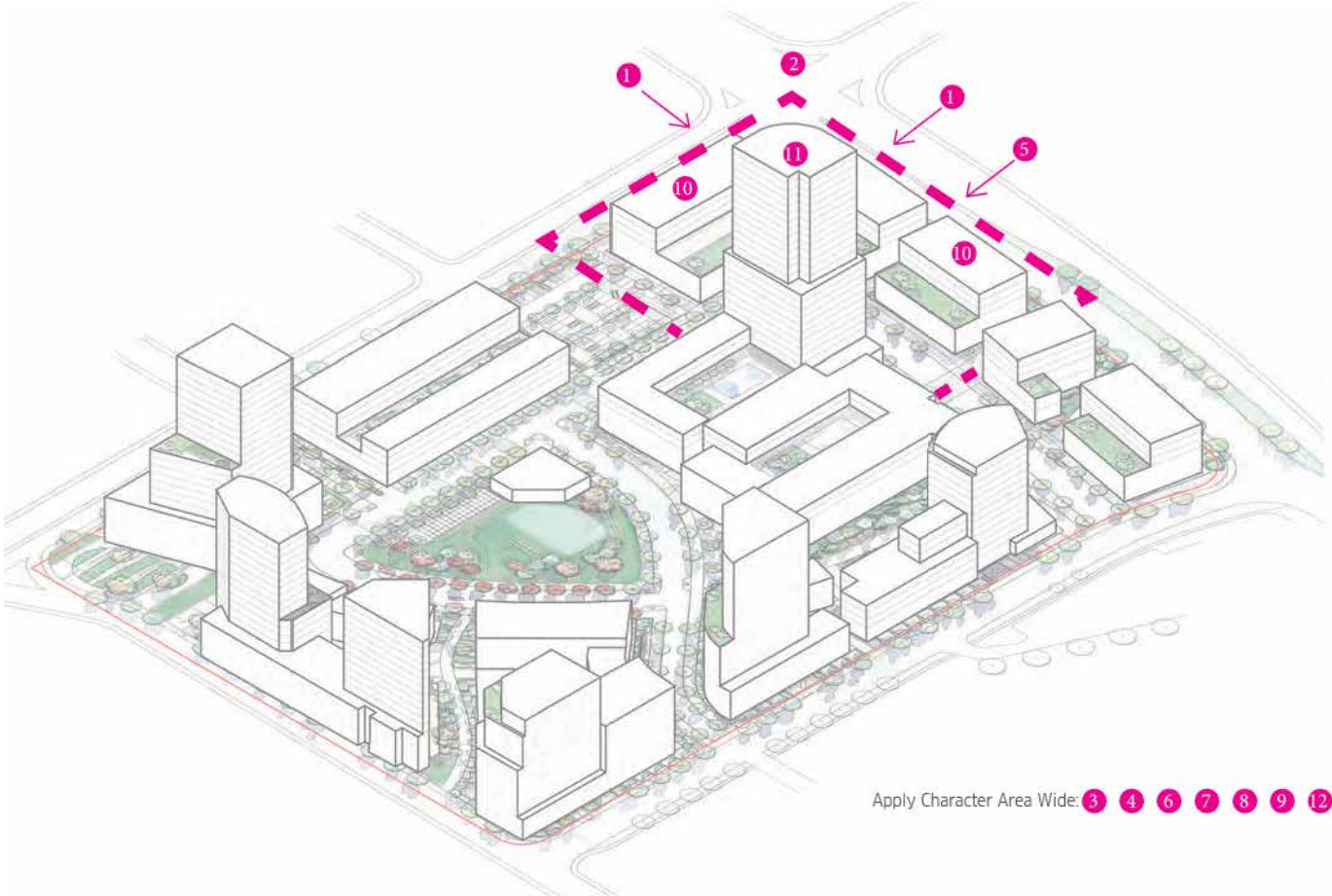
Apply Character Area Wide: 3 4 6 7 8 9 12

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
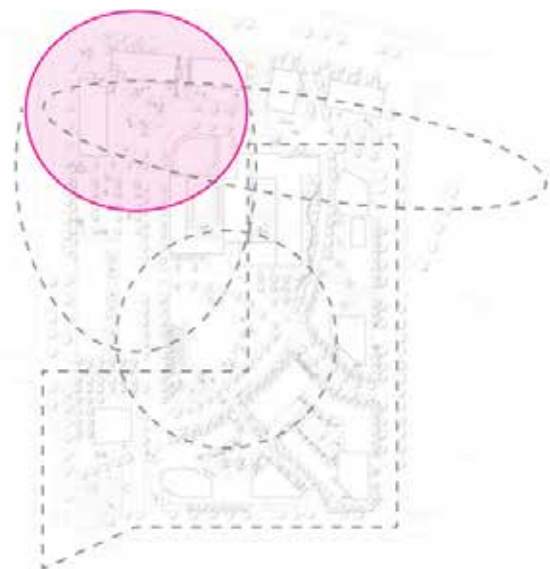
The adjacent sketch indicates the general location of the "Transit-Oriented Commercial Focus" area. The 3D view provides an illustrative example of where - based on this concept plan - the Transit-Oriented Commercial Focus guidelines would apply. The actual boundary may vary by 20 to 30m.

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
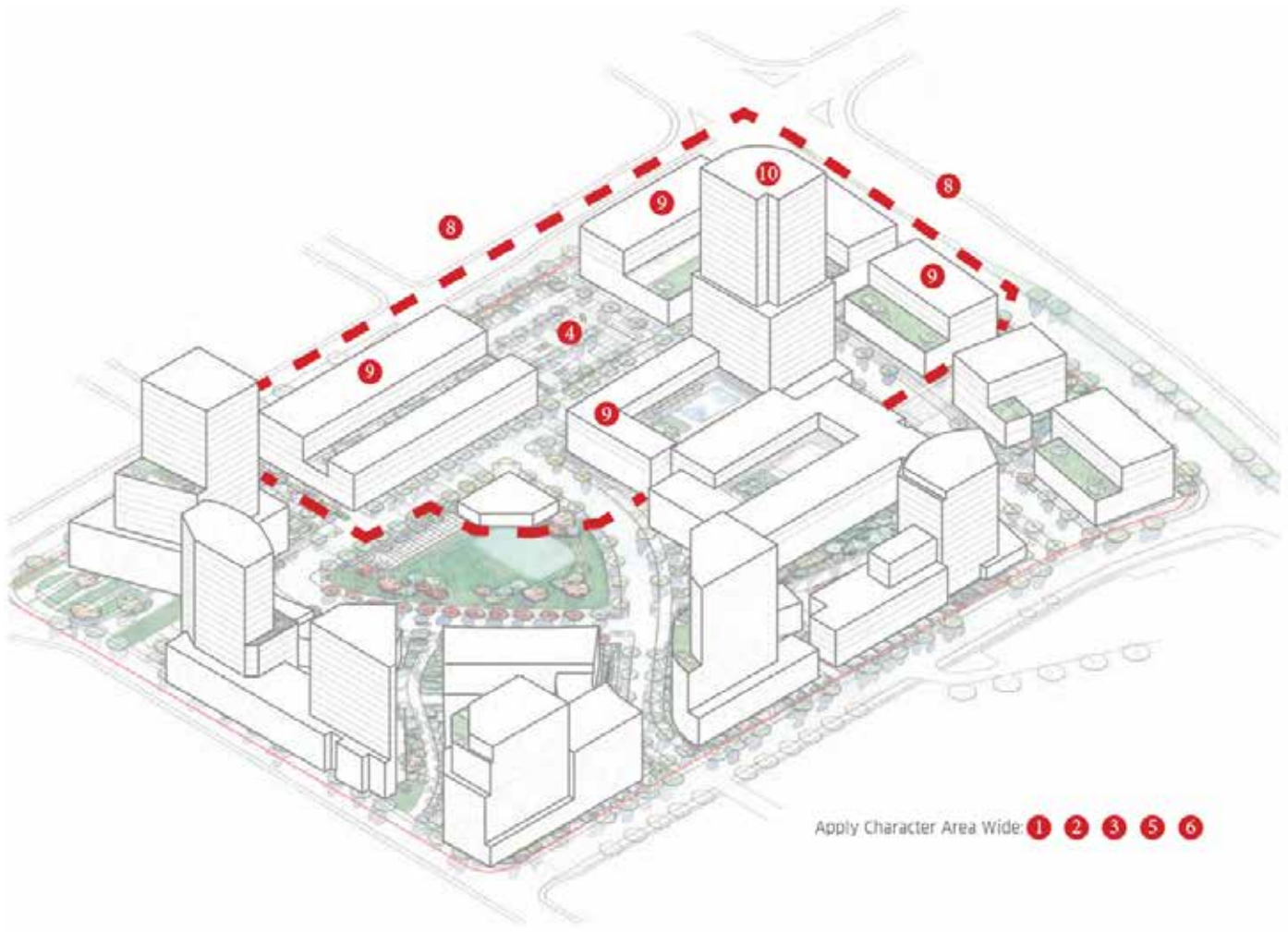
Apply Character Area Wide: ① ② ③ ⑤ ⑥

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
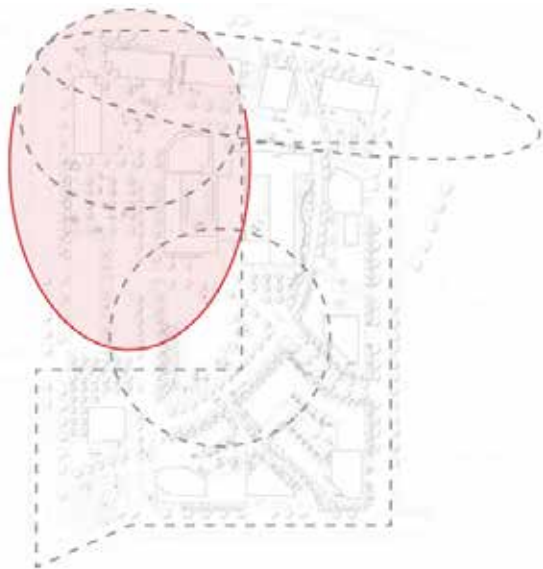
The adjacent sketch indicates the general location of the "Commercial Core" area. The 3D view provides an illustrative example of where - based on this concept plan - the Commercial Core guidelines would apply. The actual boundary may vary by 20 to 30m.

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.
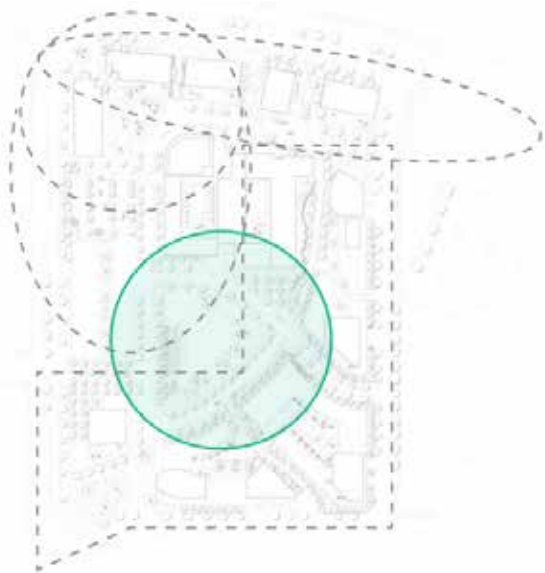
9.4 CAPRI **CENTRAL PARK**
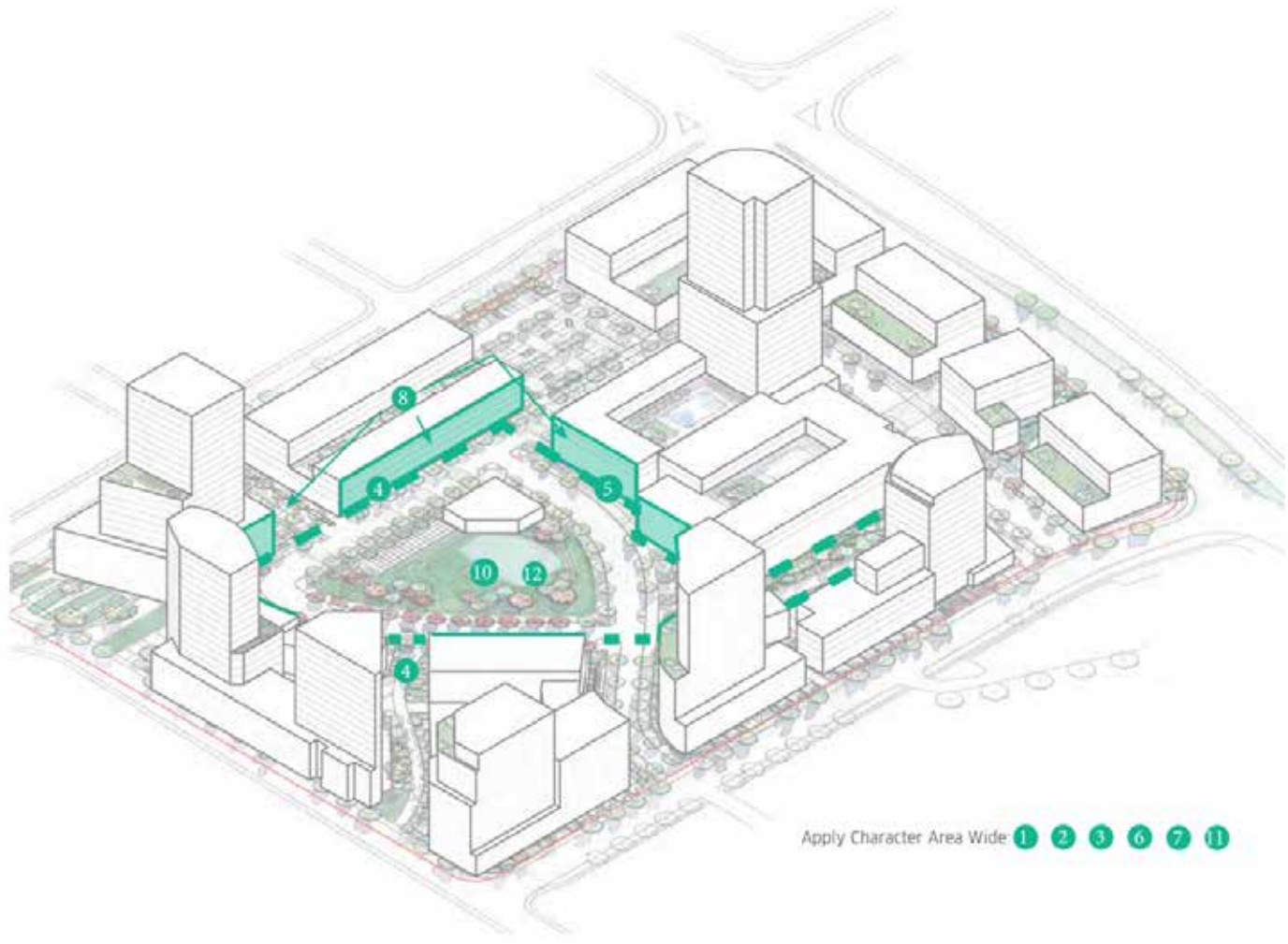
Apply Character Area Wide: 1 2 3 6 7 11

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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**
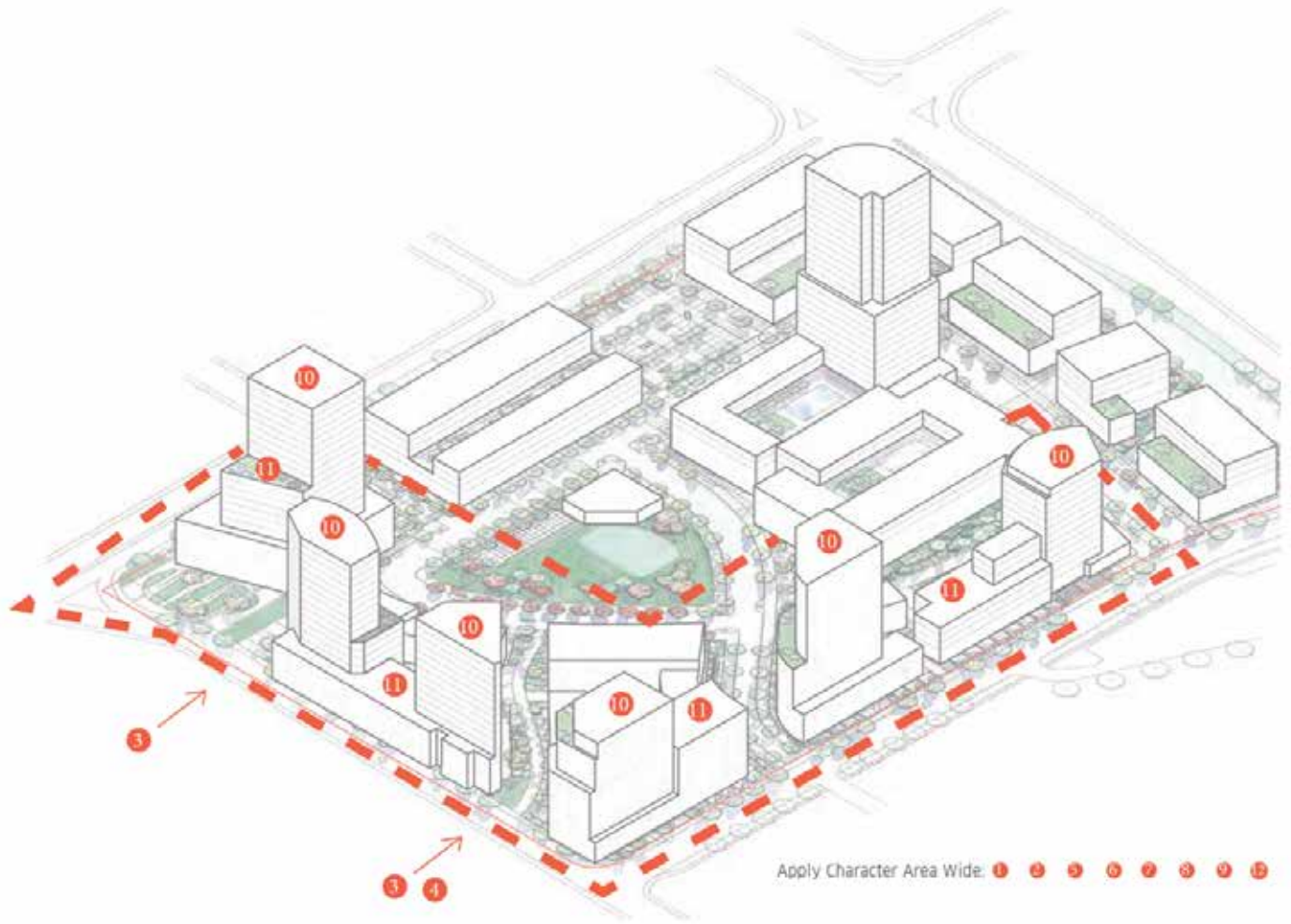
Apply Character Area Wide: ❶ ❷ ❺ ❻ ❼ ❽ ❾ ⑫

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

5 The majority of space in this area will be for residential uses

6 All buildings should emphasize a high level of transparency at ground level

7 Weather protection shall be provided along the face of buildings where retail is present

8 Buildings should be oriented towards the street

9 Smaller-scaled figurative elements shall be used at lower-levels to break up the massing of the building

12 Landscape design in this area should employ a narrow range of species in order to unify the character area as a whole
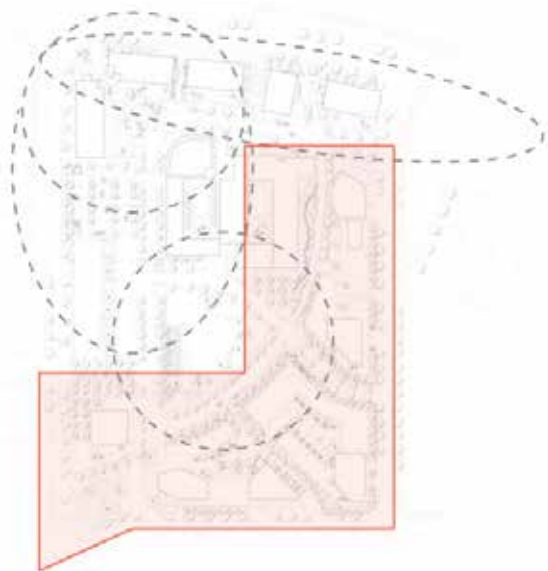
The adjacent sketch indicates the general location of the "Residential Focus" area. The 3D view provides an illustrative example of where - based on this concept plan - the Residential Focus guidelines would apply. The actual boundary may vary by 20 to 30m but is generally those portions of the Capri 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.
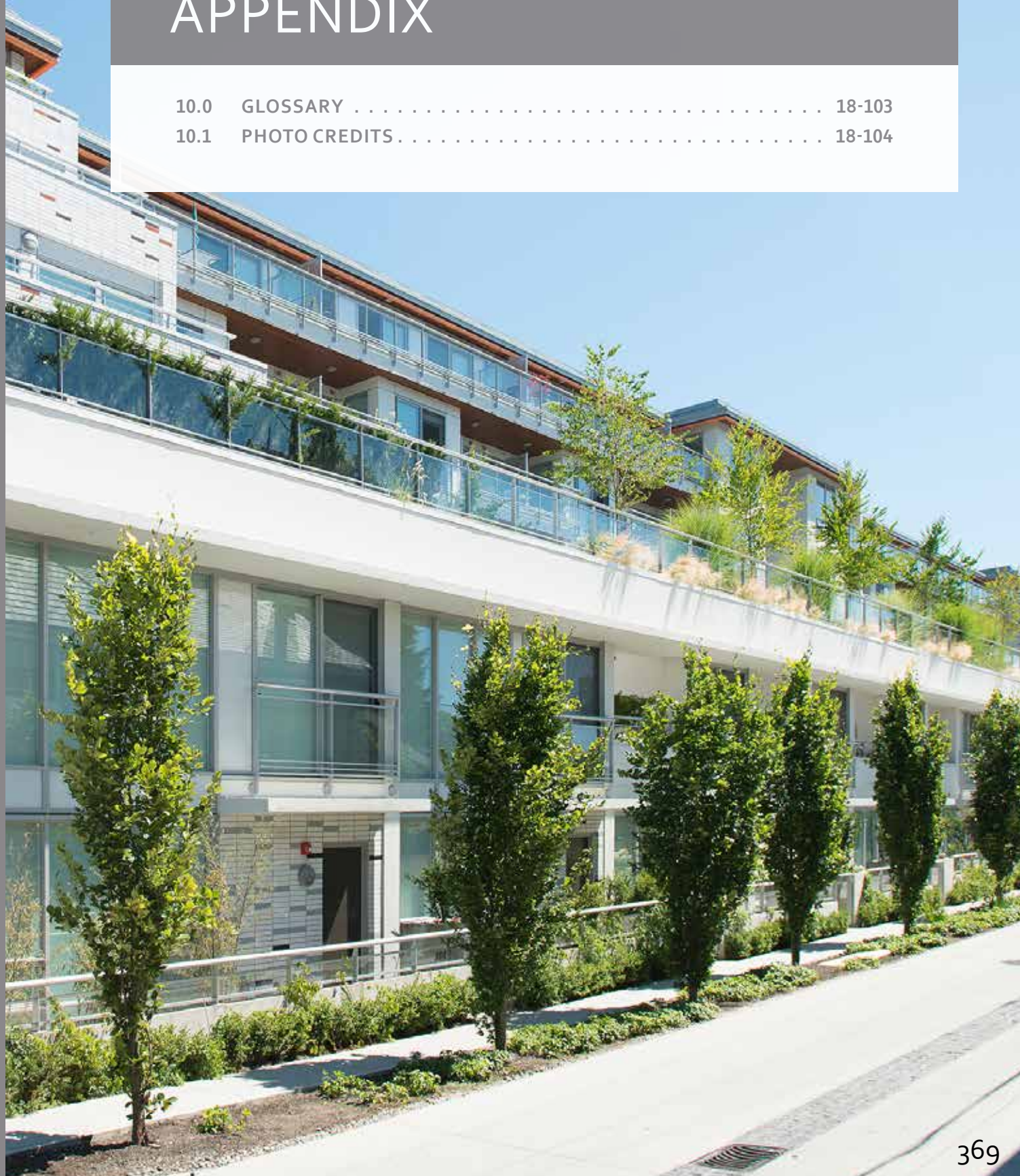
LANDSCAPE

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

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
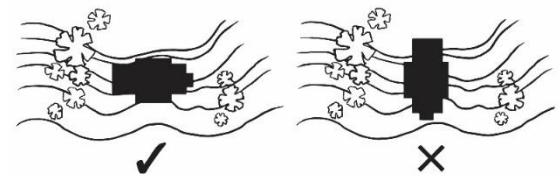
Figure 19.2: Step buildings up or down the slope

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
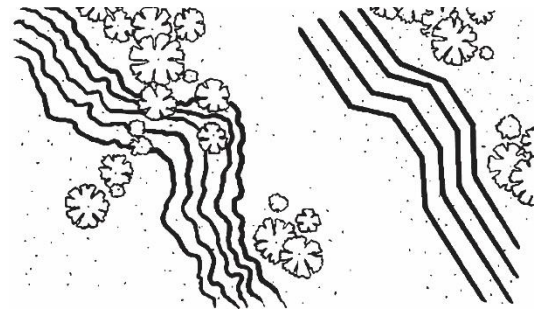
Figure 19.5: Terrace retaining walls to reduce cut and fill and minimize height

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

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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 30m² (323 ft²) 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:
         o Indigenous to the Okanagan Valley;
         o Pest-resistant;
         o Drought-tolerant;
         o BC FireSmart®;
         o Compatible with urban development; and
         o 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 30m2 (323 ft2) 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 m², 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.

FIRESMART HOME IGNITION ZONE

Zone 3
30-100 metres

Zone 2
10-30 metres

Zone 1
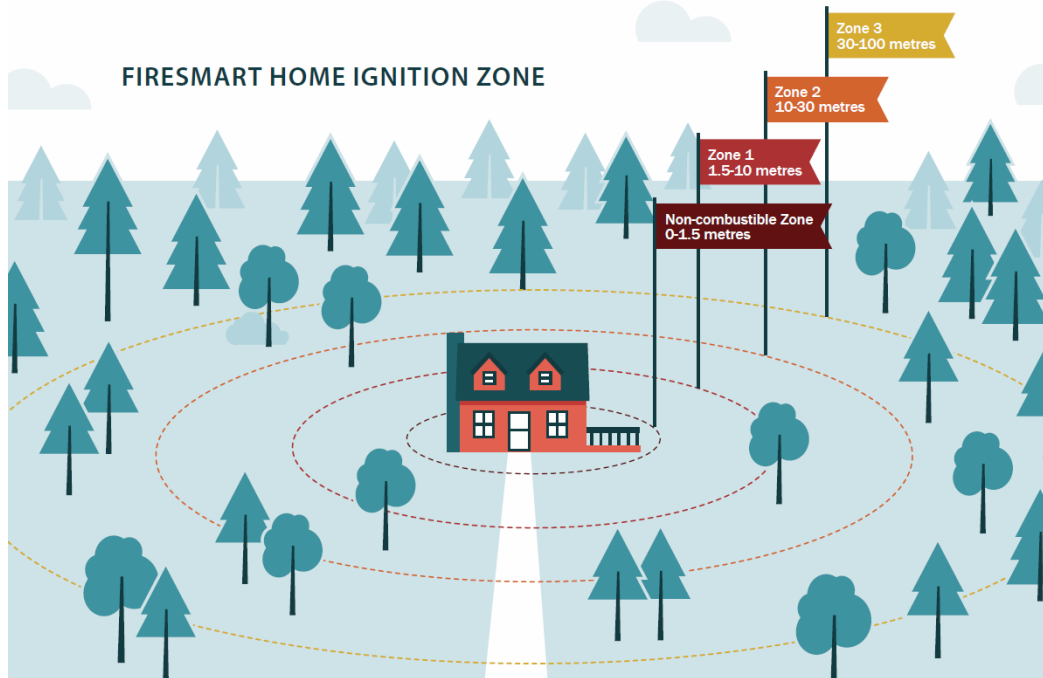1.5-10 metres

Non-combustible Zone
0-1.5 metres

Figure 20.1: Diagram illustrating the fire priority zones around a building location
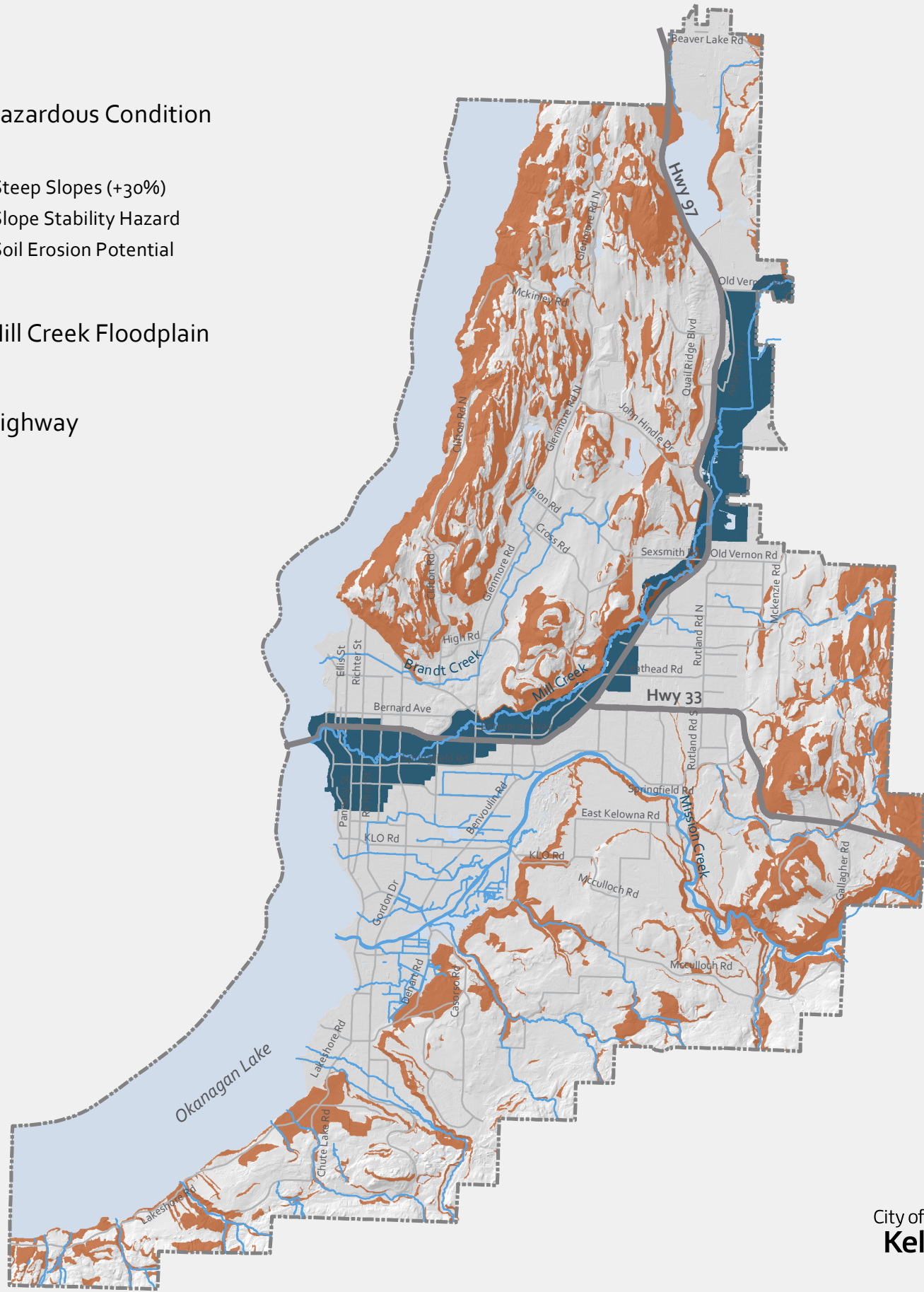Source: Province of BC, FireSmart® Begins at Home Manual

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 m2 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

Okanagan Lake

Beaver Lake Rd

Hwy 97

Hwy 33

Mill Creek

Mission Creek

Brandt Creek

City of **Kelowna**

Legend:
- Wildfire Development Permit Area
- Highway

N

City of **Kelowna**

Okanagan Lake

Hwy 97

Hwy 33

Beaver Lake Rd

Old Vernon Rd

Glenmore Rd N

Quail Ridge Blvd

Airport Way

Mckinley Rd

Clifton Rd N

Glenmore Rd N

John Hindle Dr

Union Rd

Cross Rd

Sexsmith Rd

Old Vernon Rd

Mckenzie Rd

Clifton Rd

Glenmore Rd

High Rd

Rutland Rd N

Ellis St

Richter St

Clement Ave

Dilworth Dr

Leathead Rd

Bernard Ave

Enterprise Way

Springfield Rd

Rutland Rd S

Pandosy St

Richter St

Benvoulin Rd

Springfield Rd

East Kelowna Rd

Hwy 33

KLO Rd

KLO Rd

Mcculloch Rd

Gallagher Rd

Gordon Dr

Mcculloch Rd

Dehart Rd

Casorso Rd

Lakeshore Rd

Chute Lake Rd

Lakeshore Rd

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, there 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.
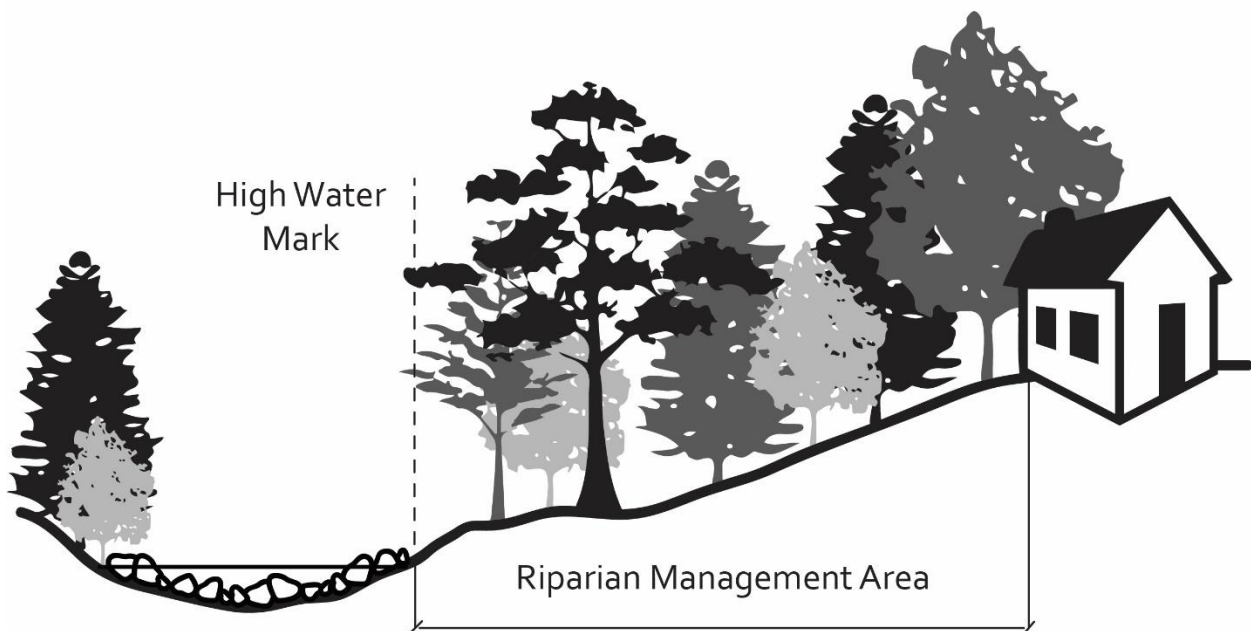
1.0 Watercourses and Riparian Areas

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

Table 21.1: Minimum Riparian Management Areas (RMA)

	Watercourse[1]	Watercourse Reach	RMA (meters)[2,3]
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 rational 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:
  o Indigenous to the Okanagan Valley;
  o Pest-resistant;
  o 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:
  o Minimize slope disturbance;
  o Discourage invasive weed growth; and
  o 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
  o Indigenous to the Okanagan Valley;
  o Drought-tolerant;
  o Pest-resistant;
  o BC Fire Smart;
  o Compatible with urban development;
  o 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:
  o Minimize slope disturbance;
  o Discourage **invasive species** growth; and
  o 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.
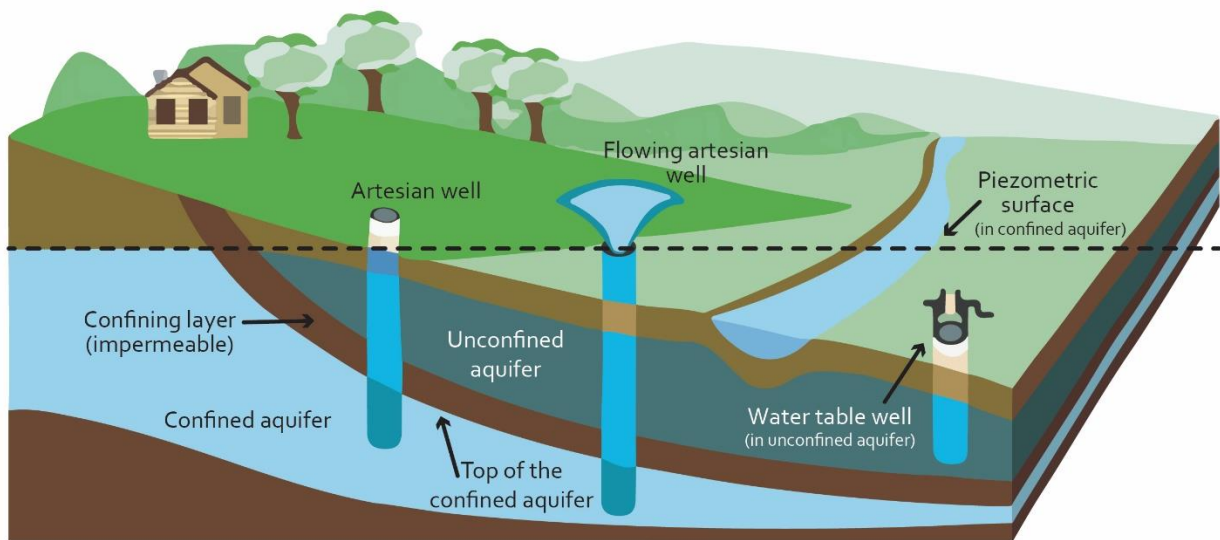
4.0 Vulnerable Groundwater Aquifers

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:
  o Indigenous to the Okanagan Valley;
  o Drought-tolerant;
  o Pest-resistant;
  o FireSmart®; and/or
  o 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:
  o Placement of structures and infrastructure to minimize corridor fragmentation; including reduced road lengths;
  o Minimize the impacts of lighting; and
  o 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 .

6.0 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:
  o rehabilitating and/or restoring an **environmentally sensitive area**;
  o 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;
  o restoring fish habitat; and
 o repairing damage caused by construction or site disturbance.

Legend

Natural Environment Development Permit Area
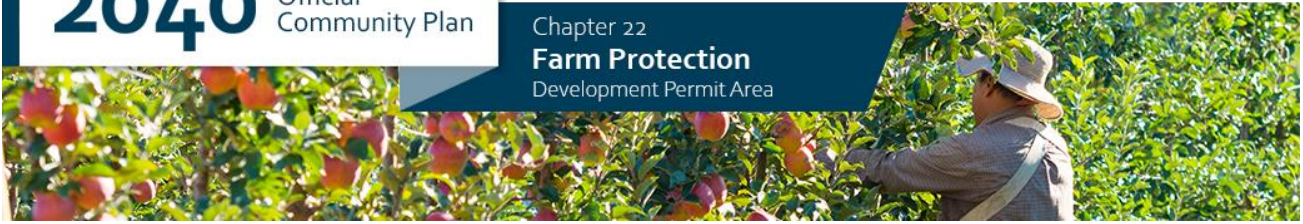
May include any combination of the following:
- Water Courses
- Sensitive Ecosystems
- Sensitive Drainage Areas
- Vulnerable Groundwater Aquifers

Lake

Wetland

Highway

City of **Kelowna**

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 m² (538 ft²) 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 SUBDIVISONS

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:
  - o 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)
  - o 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
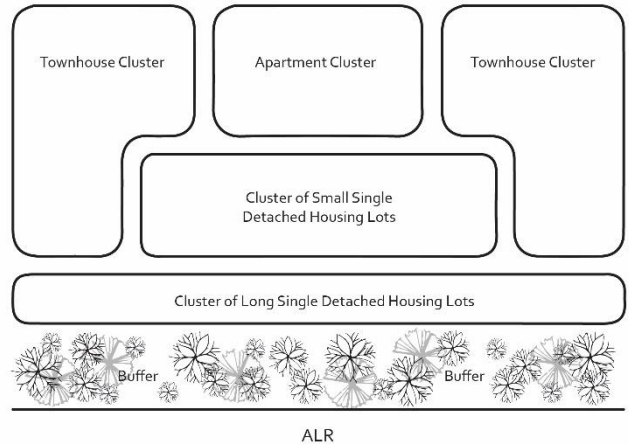- Avoid utility extensions into **ALR** land.

Figure 22.1: Example of residential clustering adjacent to agricultural land (adapted fromBC Ministry of Agriculture Edge Planning Guide)
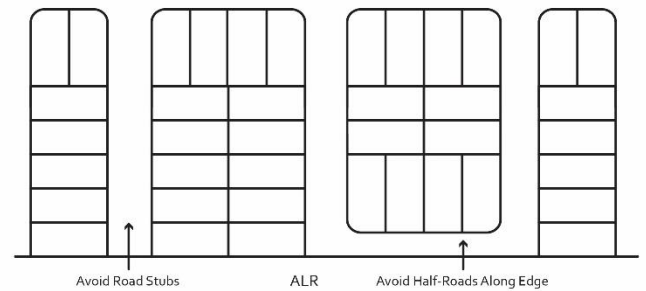

Figure 22.2: Avoid road stubs and half-roads along the boundary of agricultural land (adapted from BC Ministry of Agriculture Edge Planning Guide)

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**.
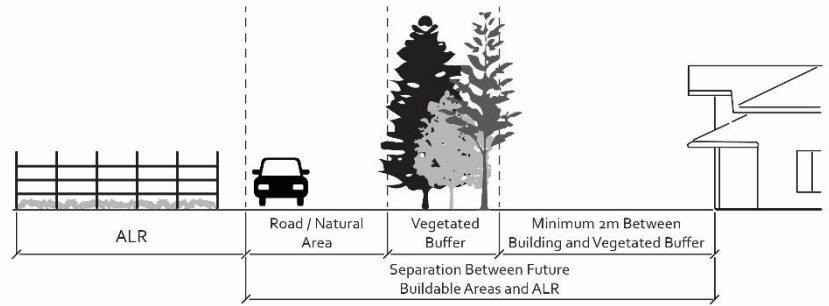

Figure 22.3: Example of ground level view of vegetated buffer along the ALR boundary.

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.
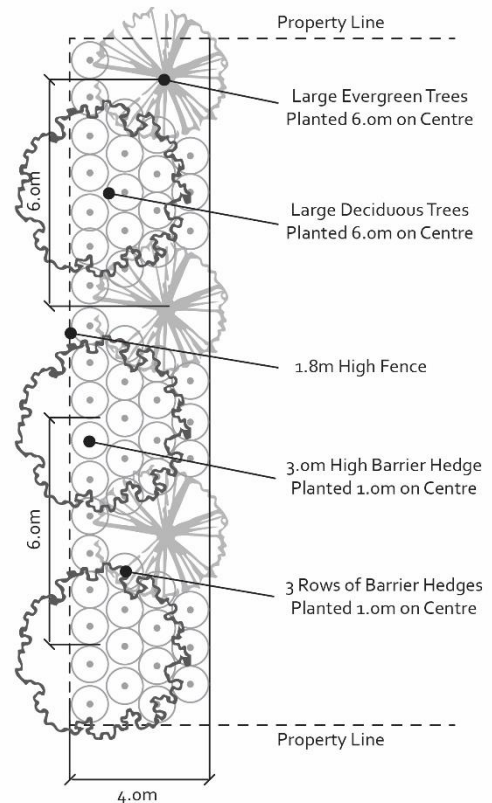- Avoid paths and/or passive recreational activities within the vegetated buffer.

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:
  o Non-invasive;
  o Drought tolerant or require minimal irrigation;
  o Low maintenance and require little or no fertilizer;
  o Native to the area where possible;
  o Not harmful to nearby crops and do not harbor insects or diseases;
  o A deterrent to prevent trespass onto farms; and
  o 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:
  o Noise from farm operations at various times of the day, including devices used to deter wildlife;
  o Farm odours;
  o 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.
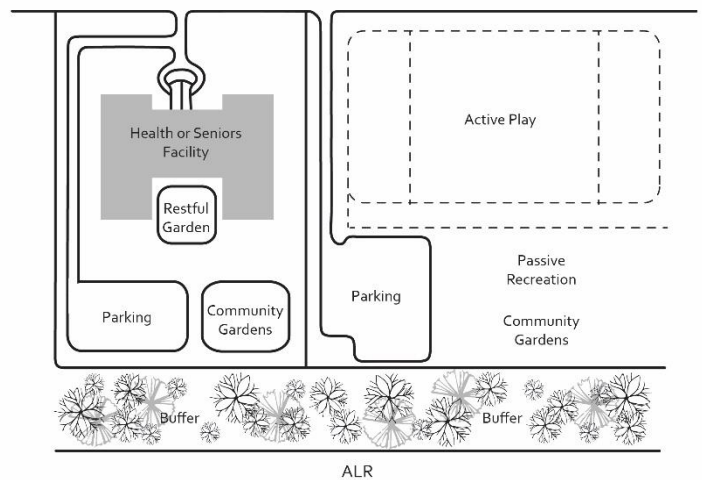

Figure 22.5: Example of institutional and park designs to limit impact on vulnerable populations.(Adapted from Ministry of Agriculture Guide to Edge Planning)

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.
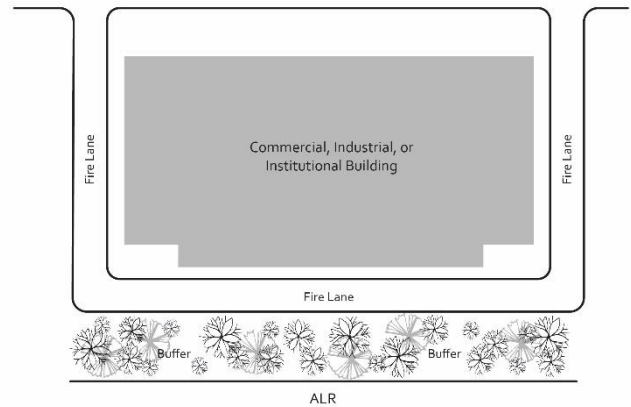
3.0 Vegetated buffers

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:
  - o 4.0 meters for residential development on existing lots;
  - o 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.

  When multiple uses occur on the lot, the most stringent buffer width prevails.

Figure 22.6: Example of fire lane adjacent to vegetated buffer. (Adapted from Ministry of Agriculture Guide to Edge Planning)

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.
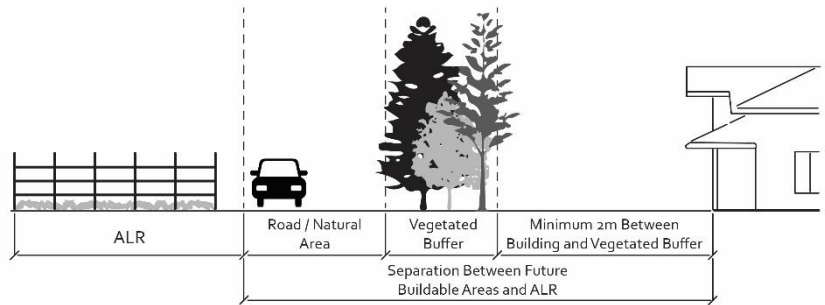

*Figure 22.7: Example of ground level view of vegetated buffer along the **ALR** boundary*

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:
  o Non-invasive;
  o Drought tolerant or require minimal irrigation;
  o Low maintenance and require little or no fertilizer;
  o Native to the area where possible;
  o Not harmful to nearby crops and do not harbor insects or diseases;
  o A deterrent to prevent trespass onto farms; and
  o 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.
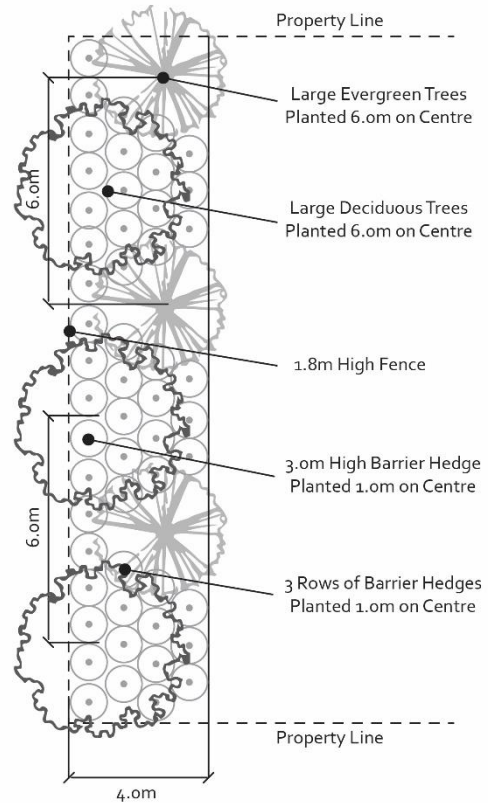
B. FARM PROTECTION DP FOR DEVELOPMENT ON AGRICULTURAL LANDS

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 m² (538 ft²) 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:
  o It is contiguous with the farm residential footprint (i.e. Homeplate)
  o The size is up to 1,000m2 and must be registered on title for farm help dwelling (permanent).
  o 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
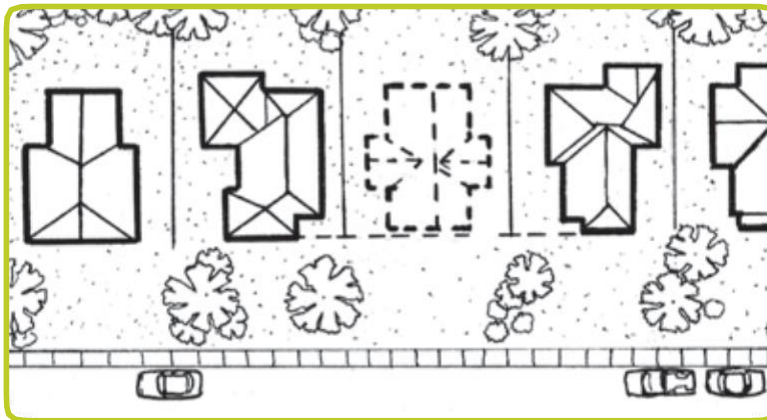
Maintain the established front yard setback by placing additions and new constructions within 10% of the adjacent or average building setback.

Figure 23.2: Front Drives
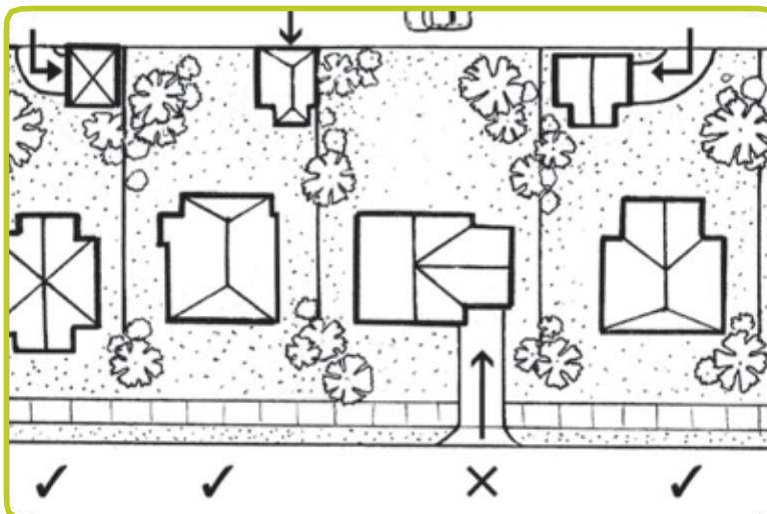
New front drives and garage doors facing the street are discouraged in areas where they are not common and particularly where rear lane access is available. Where no lane is available, front drives with rear garages are encouraged.

Figure 23.3: Building Spacing
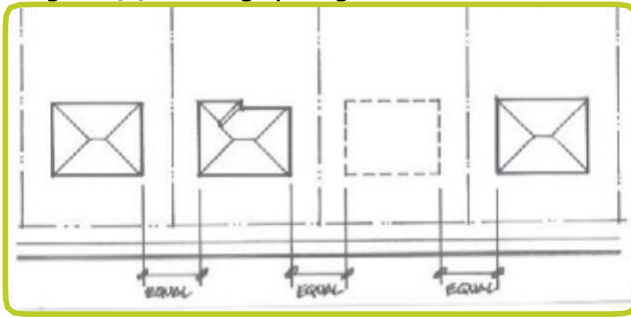
Spacing between buildings should retain the established pattern.

Figure 23.4: Rear Setback
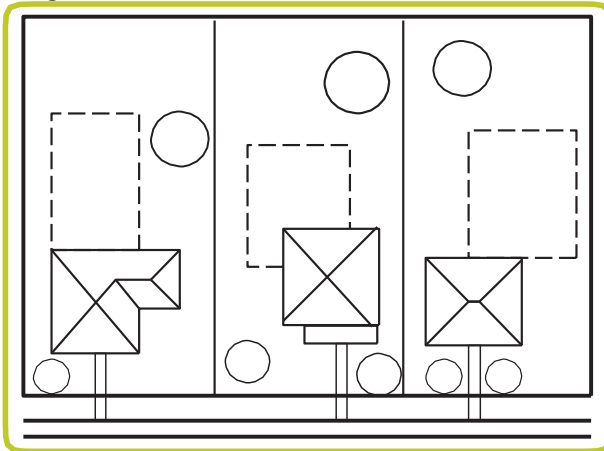
Rear setbacks may vary from the established pattern, within the limits of the Zoning Bylaw, to accommodate additions to the residential building footprint.

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

EXISTIN   PROPOSE   PROPOSE   PROPOSE   EXISTIN
                   ✓   ✓   ✗
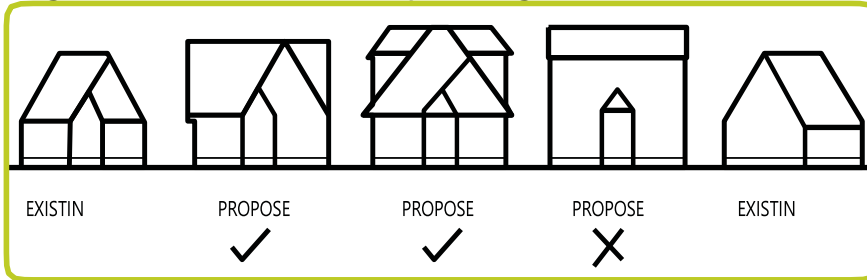
New construction or additions to existing structures are encouraged to maintain the established massing of the streetscape.

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
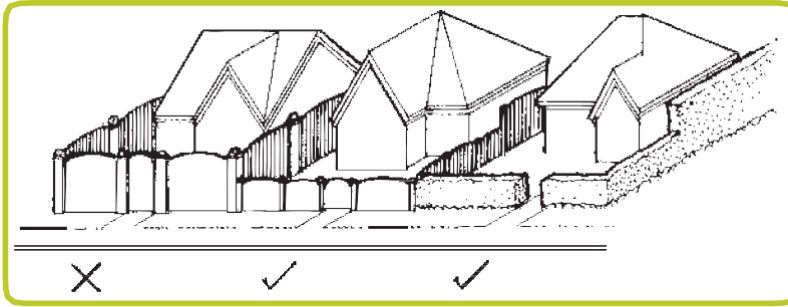
Roof form complexity, roof line silhouette, and the use of secondary elements (dormers, gables, chimneys, etc.) should be consistent with the building style. Skylights which are visible from the public street or walkway are discouraged.

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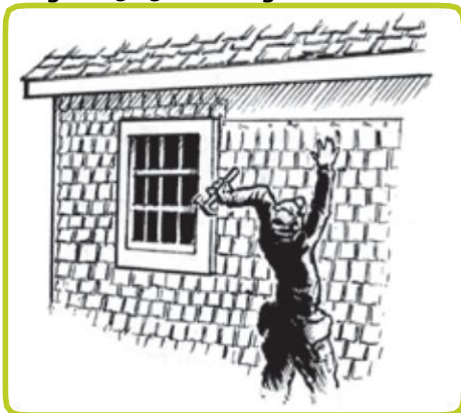
Low maintenance materials, of similar design to traditional materials, may be used for buildings not being restored to period authenticity. Exterior paint or prefinished exterior material colours which are similar to the traditional tones for the building's architectural style are encouraged.

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.
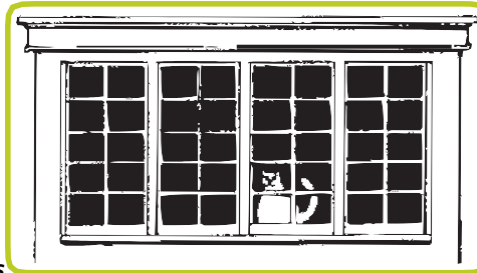
Figure 23.18: Door and Window Finishings
Door and window shape, sash design, trim, casements and sills are encouraged to be of similar finish as the established architectural style.

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
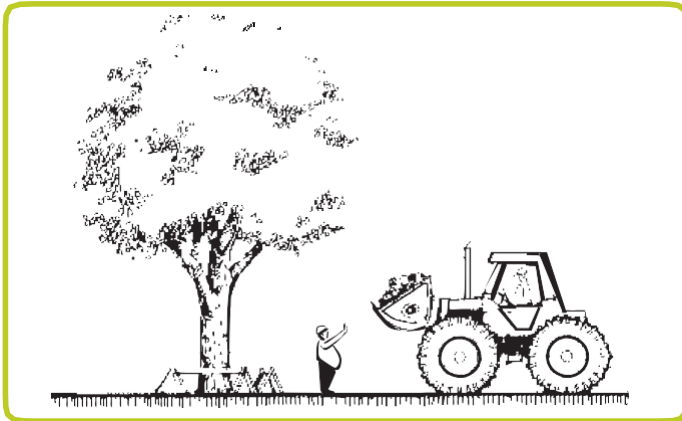
Healthy, mature trees are encouraged to be maintained and protected during and after construction.

Figure 23.21: Front Yard Landscaping
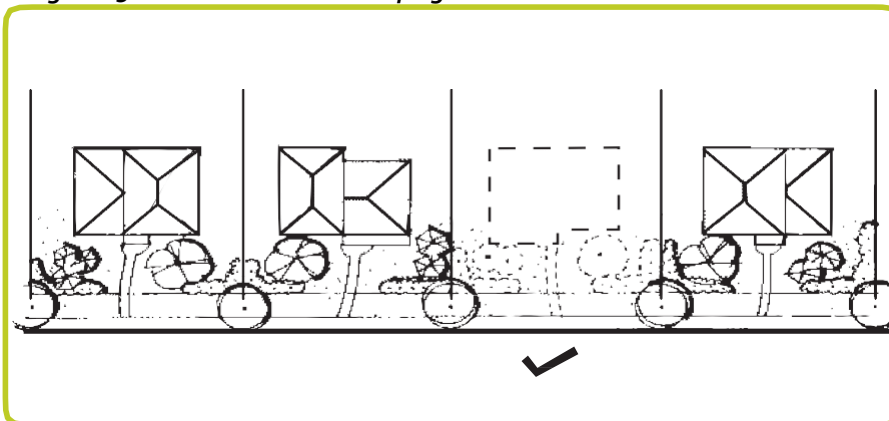
Front yard landscape plantings, walkways and other landscape installations are encouraged to be derived from the context of the adjacent sites.

Figure 23.22: Front Yard Screening
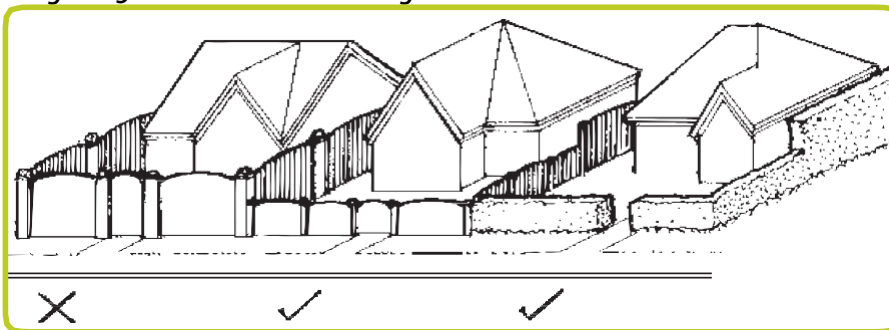
Fences or screening landscaping, greater than 1.0 metre in height, are discouraged in front yards unless inconsistent with treatment derived from the context of the adjacent sites.

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
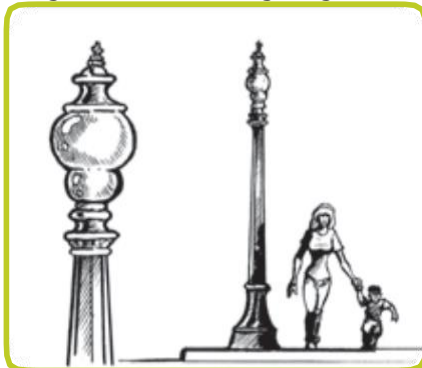
Character street lighting, in the form of the standard King Louminaire and decorative pole, is encouraged within the Heritage Conservation Areas, potentially funded through a Specified Area Bylaw for cost recovery of the incremental costs in excess of the conventional streetlight service.

Figure 23.25: Boulevard Trees
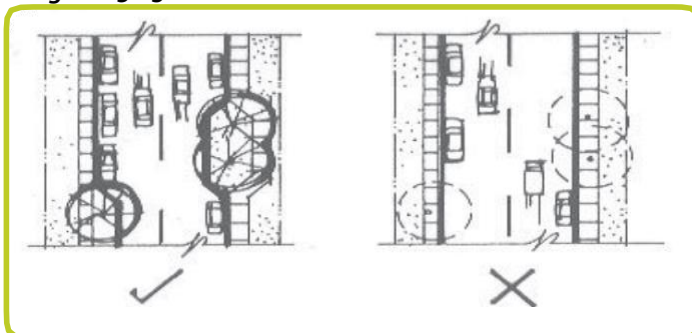
All healthy, mature boulevard trees within the public right-of-way are encouraged to be retained and protected during construction.

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
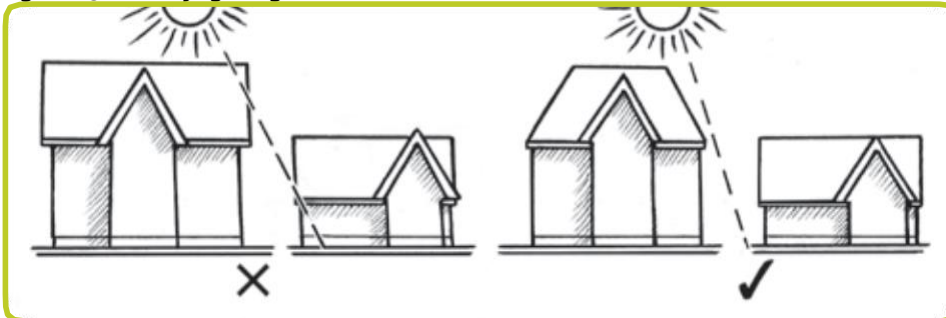
Casting of shadow on adjacent yards is minimized by stepping second storey elevations back to satisfy the sunlight requirements of the City's Zoning Bylaw. In cases where the architectural authenticity does not accommodate a stepped building form, overshadowing may be managed through other design solutions, such as locating the building on the site in ways which satisfy the Zoning Bylaw daylighting standards.

City Park

Lawrence Ave
Leon Ave
Abbott St
Water St
Ellis St
Bertram St

Riverside Ave
Water St
Boyce Cr
Rosemead Ave
Ellis St
Chapman Pl
Buckland Ave
Rowcliffe Park

Maple St
Pandosy St
Marshall St
Rowclif

Hwy 97

Lake Ave

Mctavish Ave
Mcdougall St
Vimy Ave
Beach Ave
Mathison Pl
Beach Ave
Knox Cr
Marshall Street Area
Sutherl

Elliot Ave
Levitt Lane

Park Ave
Keller Pl
Stirling Pl

Heritage Conservation Area

Highway

Burne Ave
Doryan St

Cadder Ave

Okanagan Lake

Glenwood Ave
Abbott St
Long St
Pandosy St
Royal Ave

Abbott Street Area

Strathcona Ave

Strathcona Beach Park
Abbott St

City of
Kelowna

Rose A

Report to Council

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Subject: Action Plan 2022

Department: Corporate Strategy & Performance

Recommendation:

THAT Council receive for information, *Action Plan 2022* as attached to the report of the Corporate Strategic Services Divisional Director dated January 10, 2022.

Purpose:

To inform Council of the more significant actions being undertaken throughout 2022 to deliver on Council priorities 2019 – 2022.

Background:

In April 2019, Council approved the *2019-2022 Council priorities* and directed staff to bring an annual action plan forward in January of each year. The first action plan was brought to Council in January 2020 and is now part of our annual reporting routine.

The annual *Action Plan* is part of the "take action" step of the City's strategic planning cycle [set priorities > communicate and align > take action > measure, report and improve]. The plan, which is developed collaboratively by the City's 10 divisions, lists the actions continuing from the previous year's *Action Plan* along with new actions staff will take to deliver on our strategic direction and achieve results.

The *Action Plan* serves to hold ourselves accountable to Council priorities and respond to the community's vision identified in Imagine Kelowna. It also ensures transparency to Council and the public. A subset of projects in the *Action Plan* report monthly to the City's Senior Leadership to proactively identify and resolve issues to support completion and the realization of benefits.

Discussion:

Action Plan 2022 builds off the previous year. Of the 103 projects from 2021, approximately 31 per cent were completed and six per cent were deferred and removed from the plan due to shifting priorities

including COVID 19. The remaining 63 per cent continue into 2022. Additional new actions for 2022 put *Action Plan 2022* at a total of 135 initiatives that staff will undertake in the coming year to advance Council and Corporate priorities.

While the pandemic caused disruptions, the work included in *Action Plan 2022* begins to move us forward, maintaining our essential services and supporting our economic recovery. While the plan ensures a balance of effort to each of the six Council priorities, in 2022, projects that support Council's priorities of community safety and social issues continue to be a focus, along with vibrant neighborhoods, transportation and an emphasis on environmental protection.

Corporately, the plan identifies some of the larger operational improvement actions, including initiatives to build a better understanding of the difference our plans and programs are making, and to enable staff to continue to deliver exceptional value to residents as we continue to navigate the pandemic.

While the action plan provides a clear path forward, it is not an exhaustive list of the essential operational work we do as a City annually. Much of this work is done in other operational and business plans within each division.

Next steps:
In the spring of each year, staff bring forward a report on our progress towards *Council priorities 2019 - 2022*. This year's progress report is planned for March 2022.

Existing Policy:
Action Plan 2022 advances both the *Imagine Kelowna* community vision and *Council Priorities 2019 – 2022*.

Considerations not applicable to this report:
Internal Circulation:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Communications Comments:

Submitted by: A. Thiessen

Approved for inclusion: | CW |
Attachments:
Action Plan 2022 overview presentation
Action Plan 2022 document

cc: Senior Leadership Team

City of
Kelowna

Action Plan 2022

Delivering on
Council priorities 2019-2022
Imagine Kelowna: vision into action

Message from the City Manager

Message from the City Manager

Kelowna continues to show itself as an adaptable and resilient community. Faced with delivering services during COVID 19 and through a severe wildfire season in the summer, we have met emerging challenges and maintained course on work that will advance our long-term vision for a City of the Future. We're on a good trajectory, with nearly all residents (92 per cent) saying they have a good or very good quality of life, and in 2021 we saw more than $1 billion in building permits and inspections issued – the most ever in our history. Clearly Kelowna continues to be a place where people want to live and invest.

I would like to acknowledge the tremendous effort from staff to ensure services were delivered amidst continually evolving public health protocols, taking a proactive role in educating the public, and their commitment to keep each other safe including through our vaccination policy.

Action Plan 2022 builds off the previous year as much of the work cities do requires multiple years to complete. Of the 103 projects from 2021, approximately 31 per cent were completed and 6 per cent were deferred and removed from the plan, due to the need to meet emergent demands and shifting priorities. The remaining 63 per cent continue into 2022 or beyond to complete. *Action Plan 2022* includes a total of 135 significant projects that will help us advance Council and corporate priorities this year and enhance our operations.

While it provides a useful perspective, the action plan is not an exhaustive list of the essential operational work we do as a City annually. City staff continue to work diligently to provide the services and programs that our residents require and develop plans and foundational work to position us as a City of the Future.

Annual action plans and reporting on Council and corporate priorities demonstrates our commitment to increasing transparency, good governance and delivering the results for our city. I sincerely appreciate Council's support and direction as we collectively build a great community for our residents.

Doug Gilchrist
City Manager

"Our vision for an inclusive, prosperous and sustainable future calls upon us to be ambitious to address the challenges ahead."

Imagine Kelowna, published 2018

Table of contents

Purpose of the Action Plan 2022

The City of Kelowna's *Action Plan 2022* identifies the organization's most notable strategic and operational work to deliver in 2022 in response to Council priorities 2019 – 2022. It includes the work from the previous year's Action Plan that is continuing, may not have started, or was added during the year. The activities in the Action Plan are the larger pieces of work that align with one or more of the specific attributes listed below. The Plan is reviewed by the City's Senior Leadership Team to ensure Council priorities and regulatory obligations are delivered, core business responsibilities are met, and our operations are continuously improved.

Not all work undertaken in the year is included in the Plan. Smaller projects and initiatives, along with the many things being done to keep our base business running smoothly, are captured in other systems for management and reporting purposes. Additionally, it is important to point out that the work done by the City's funded partners (e.g. RCMP; Economic Development Commission; Regional District of Central Okanagan) are not included in the Action Plan but are very much a part of achieving the desired community results.

The Action Plan is an important part of the City's overall integrated strategy and corporate performance management process, which outlines how the organization sets priorities, aligns the organization, executes the work, measures outcomes, and evaluates opportunities for improvement.

Attributes used to evaluate inclusion into the Action Plan:

- Alignment to Council | corporate results
- Size and complexity
- Cross departmental involvement and impact
- Risk
- Benefit from regular Senior Leadership Team oversight
- Community or other stakeholder impact and interest

2021 update: summary of completed and deferred projects

This section identifies the projects and initiatives from the previous year's Action Plan that are now complete (32), were deferred or cancelled (6). Projects from the previous year that did not get underway, are still underway, or were added during the year, are included in this year's Action Plan section, starting on page 8.

Community safety	
Closed circuit TV Registry	Support Kelowna Integrated Court Approval & Implementation
Data Analytics - Expand Community Safety data model	

Social & inclusive	
Affordable Housing Land Acquisition Project	Business Case Development - Complex Needs Advocacy Paper

Transportation & mobility	
Casorso (Raymer - KLO), Active Transportation Corridor	Okanagan Rail Trail – Connection to Waterfront Park pathway
Ethel (Rose - Raymer), Active Transportation Corridor	

Vibrant neighbourhoods	
350 Doyle Avenue Strategic Disposition	Performing Arts Centre Feasibility & Partnerships
Bernard Avenue 'Green Street' Program	Rutland Centennial Park - Park Development (Phase 4)
Data Analytics – Model City Geodesign (3D) Phase 1	Temporary sports bubble policy *(deferred)*
Mission Recreational Park artificial turf replacement	

Economic resiliency	
5G Network Development Initiative - Phase 1	Start-up and entrepreneurs partnership program (tech community) *[cancelled]*
Data analytics – Model City Infrastructure (MCI) - costs and impacts on deficit *(deferred)*	Unsolicited Proposal Program

Environmental protection

Community Electric Vehicle Strategy	

Financial management

Review, validate and update current budgeting best practice and processes for corporation	Grants Management System Implementation
Exploration of alternative models for Recreation and Culture user fees *(scope change – see Alternative Revenue Opportunities p.34)*	Kelowna Community Theatre Box Office and Concession: 2 phases complete - Investigate feasibility; Implementation Preparation Project - Stage 1 *(added during 2021)*

Clear direction

3 Year Corporate Geographic Information System Strategy	Major systems – data warehouse – analytics; online services (ph 1)
Corporate performance management & reporting framework	Strategy Management Software - Discovery & Pilot
Financial Planning & Analytics system *(deferred)*	WR Bennett bridge green space re-purpose feasibility *(cancelled)*
Online Application System Upgrade	

People

Collaborative workshop: solution testing (Phase 2, Community safety)	Staff capacity building in user research methods *(cancelled)*
Learning Management Software Implementation Project	

Maintain and improve base business (operations)

Maintain	Growth	New
Projects and initiatives		
Email and mobile marketing platform - Phase 2		Lakeshore Bridge at Bellevue Creek
Event Strategy		

Where we will make a difference in 2022

The diagram below provides a visual of how the projects and initiatives in the action plan align to Council and corporate priorities relative to each other. At a glance, you can see the effort in terms of the number of projects that are being worked on, or will be worked on, throughout 2022 for each focus area.

Council priorities

- Community safety (8%)
- Social & inclusive (12%)
- Transportation & mobility (18%)
- Vibrant neighbourhoods (42%)
- Economic resiliency (6%)
- Environmental protection (14%)

Corporate results

- Financial management (22%)
- Clear direction (56%)
- People (21%)
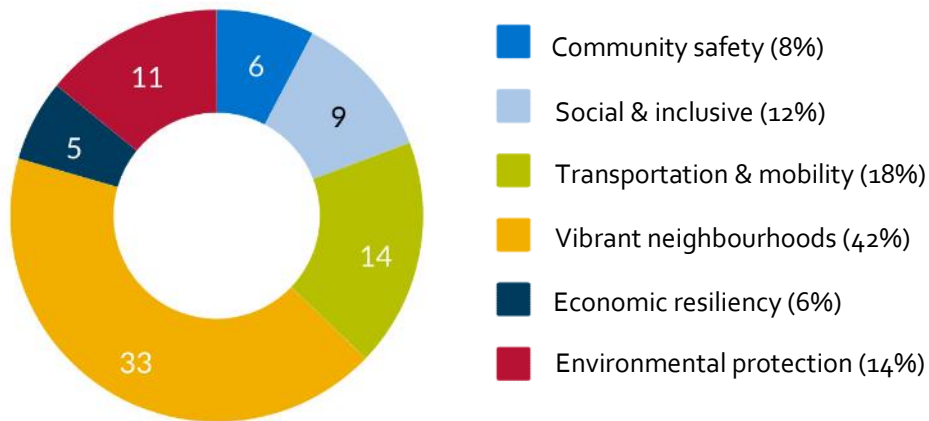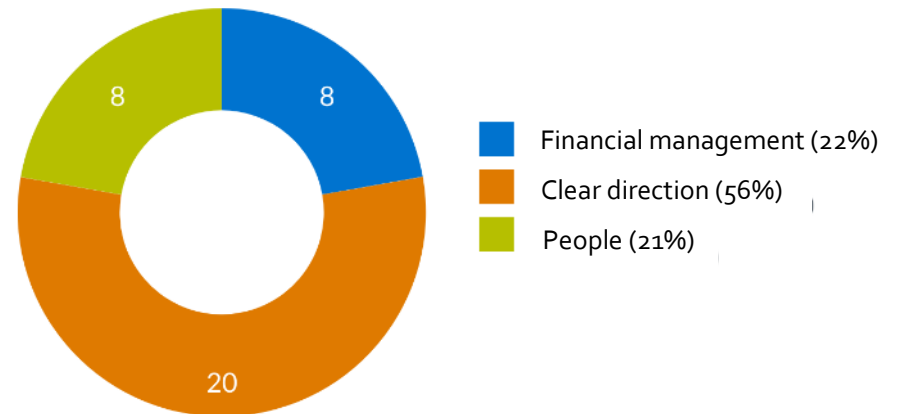
+ Maintain and improve base business (operations): 21

Summary of projects and initiatives

Action Plan 2022

Projects and initiatives listed here represent work that is currently underway (multi-year, or not completed in the previous year) or planned to start during the year. Many projects and initiatives will advance more than one priority area and/or result. A primary alignment was chosen to avoid replication.

Alignment with strategic results

Council priorities 2019-2022

Community safety		
The property, petty crime and drug rates are decreasing	Residents feel safe in their communities	The City and its partners are using data and analysis to understand problems and deliver targeted responses
Projects and Initiatives		
Advocacy – Criminal Justice System	Emergency Program review for staffing *(added during 2021)*	
Block Connector / Block Watch programs	Outdoor Sheltering Strategy *(added during 2021)*	
Community Safety Plan (CSP)	Safety positions approved for 2022 (17 total: 11 RCMP, 6 support staff)	

Social & inclusive

The number of people experiencing homelessness is decreasing	Policy guides where the City invests resources	Inclusivity and diversity in the community are increasing

Projects and initiatives

2022 General Local Election	Central Okanagan Poverty Reduction Strategy
Advocacy – Complex needs	Committing to Truth & Reconciliation *(added during 2021)*
Anti-Stigma Campaign	Community Emergency Shelter Plan
Built for Zero-Data Collection & Analysis System	Youth Services Framework and Implementation plan
Central Okanagan Journey Home Society Memorandum of Understanding implementation	

Transportation & mobility

Strategic transportation investments are connecting higher density urban centres identified in the Official Community Plan	More trips are being made by transit, carpooling, cycling and walking	Travel times within our current transportation network are being optimized
Emerging technologies are making it easier to get around	More opportunities to learn about transportation are provided to the community	People of all ages and abilities can get around the city easily

Projects and initiatives

Abbott Protected Bike Route (Rose – West; and, Rose – Cedar) Active Transportation Corridor (ATC)	Parking strategy: Capri-Landmark Area Plan development *[paused]*
Central Green Pedestrian Overpass	Prelim Design Program: Pandosy / Richter Transit Corridor Study
E-scooter provincial pilot program	Regional Goods Movement Study

Employer Commute Trip Reduction - Pilot Program	Transit Operations and Maintenance Centre
Houghton (Nickel - Okanagan Rail Trail; &, Hollywood - Rutland), Active Transportation Corridor	Transportation Citizen Survey
Incorporating LiDAR into planning and mapping *[paused]*	Transportation Master Plan (plus engagement)
Neighbourhood Bikeway program	Transportation Annual Performance Monitoring Program

Vibrant neighbourhoods

The number of current and complete urban centre development plans is increasing	Site design and architecture are high-quality and sensitive to context	The housing mix provides affordable and attainable options
Community amenities are accessible for residents and are multi-purpose	Parks and public spaces are being animated	Key sites in the city are being planned proactively

Projects and initiatives

2040 Official Community Plan completion	Knox Mountain Park - Improvements
Affordable Housing Land Acquisition implementation *(added during 2021)*	Mill Creek Linear Park
Art Walk/Civic Plaza/Community Amenity Space: Civic precinct/downtown planning	Mill Site Area Redevelopment Plan *(added during 2021)*
Artist in Residence pilot program	Mission Recreation - softball diamonds
Ballou Park	Neighbourhood Association engagement & framework
Capital News Centre - Expansion	North End Plan *(added during 2021)*
Capital Opportunities and Partnership – field lighting	Pandosy Waterfront Park: Phase 1
Capri-Landmark Urban Centre Plan implementation *[paused]*	Parks Master Plan
City Park - Improvements, Waterfront Promenade Phase 3 *[paused]*	Performing Arts Centre – Long range planning
City Park Promenade design and construction: Phase 2	Public Art Master Plan
Community Signature Event	Reciprocal Use Agreement *(added during 2021)*
DeHart Park	Recreation Guide planning - Digital First
Healthy Housing Strategy implementation	Secondary Suites BC Building Code updates *[paused]*
Infill Challenge 2.0 *(added during 2021)* plus implementation	Strategic Facilities Master Plan
Investigation of Future Role in Father Pandosy Mission Site *[paused]*	Strategic redevelopment of key sites, Harvey: Abbott to Richter (Southern Gateway)

Kelowna Community Campus – replacement of Parkinson Recreation Centre	Zoning Bylaw update
Kelowna Police Services Building - Accommodation study	

Economic resiliency

The infrastructure deficit is being reduced	City policies are enabling investment	Top talent is living in Kelowna	The economic impact of key sectors is increasing

Projects and initiatives

Development of East Lands (Airport)	General building infrastructure renewal
Exhibit at the KF Aerospace Centre for Excellence	Soaring Beyond 2.5 M Passengers: Air Terminal Building Expansion, Phase 1
Facility maintenance and capital renewal partnership	

Environmental protection			
Neighbourhoods and city infrastructure are resilient and adaptable to climate change	Community and corporate greenhouse gas emissions are decreasing	Our predictive modelling and forecasting is improving	The City's response to extreme weather events minimizes disruption to delivering regular operations

Projects and initiatives

Accelerated Climate Action Initiatives – Implementation	Implementation of Energy Step Code Strategy for residential buildings (Part 9)
Community Energy Retrofit Strategy	Kelowna Area Based Water Management Plan
Energy Step Code for Large/complex Buildings (Part 3) – Implementation Strategy completion	Knox Mountain geotechnical engineering
Energy Step Code for Large/complex Buildings (Part 3) - implementation	Low Carbon New Buildings – Energy Safety Canada Audit program *(added during 2021)*
Environmental Management System implementation	Mill Creek flood protection
GHG Emissions climate modelling *(added during 2021)*	

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Corporate results

Financial management		
Lower value activities are being improved or stopped	Non-tax revenues are increasing	The cost to deliver services is quantified

Projects and initiatives

ALC fees, charges and reserve review (Active Living & Culture)	Kelowna Community Theatre Box Office and Front of House
Alternative revenue opportunities	Senior Government Relationships and Priorities Framework
Cultural District - roles and responsibilities review	Sponsorship & Advertising pilot review
Grants Strategy	Sponsorship Strategy

Clear direction		
There is a common understanding of where the organization is going in the future	Progress on Council and corporate results is measured, monitored and reported	Divisional/departmental plans show how we are advancing Council and corporate results and outline key operational initiatives
Divisions and departments have meaningful performance measures that are reviewed regularly	Innovation is encouraged and supported throughout the organization	Services, processes and business activities are being transformed

Projects and initiatives

2040 Infrastructure Plan	Geographic Information Systems architecture migration
Artificial intelligence and chatbot: Development approvals process *(added during 2021)*	Implement electronic document signing across the organization
Citizen Survey	SharePoint Online migration & records management (EDRMS Phases 3 & 4)

Corporate Asset Management System	Migrate websites to the cloud
Corporate Land System upgrade	Planning, Permitting, & Licensing (PPL) software replacement program
Commitment to Community Impact Report for Strategic Partnerships	Performance Measurement Framework implementation & pilot *(added during 2021)*
Corporate Cyber Security Strategy *(added during 2021)*	Service Request System replacement
Cultural Plan Report Card *(added during 2021)*	StrategyBlocks – corporate implementation (Strategy Management Software solution)
Development application procedures bylaw update	Website redesign - www.kelowna.ca
Data Governance Framework	Web platform update to Drupal 9: Phase 2 implementation

People			
The ability to attract, select and retain the right people is improving	Collaboration within the organization, and with external stakeholders is improving problem solving	Staff engagement has increased	Organizational values have shifted to prepare us for the future
Projects and initiatives			
City of Kelowna corporate certification program		Diversity & Inclusion Strategic Plan	
Collaboration with UBC Okanagan		Improved customer facing chat functionality (Chat bot scale up)	
Corporate recognition program *(added during 2021)*		Systems leaders table *(paused)*	
Digital literacy program		Update the Engage Program	

Maintain and improve base business (operations)

Maintain	Growth	New
Projects and initiatives		
Accessible parking permit program review & update	Intranet redevelopment	
Analytics – Model City Infrastructure (MCI) - launch	Heritage Conservation Area review	
Analytics – Model City – updates and supports	Residential Parking Permit Program/Policy review & update	
Asset Retirement Obligation Standard implementation *(added during 2021)*	Partnership reporting phase 2: Facility operating partners	
City Hall - Renovations, Phase IV	Preliminary plan design program: New projects	
City Hall – Renovations, Phase V	Transition of South East Kelowna Irrigation District integration with City Water Utility	
City participation in Tourism Master Plan process led by Tourism Kelowna	Unit 4 approval workflow: Phase 3	
Develop long-term plan for Capital Improvement Fund (CIF – Community Theatre)	Update 20 Year Servicing Plan and Development Cost Charges Bylaw in conjunction with Official Community Plan (OCP)	
Disaster Recovery	Waste reduction - Assessing building deconstruction	
Enterprise risk management	Water meter replacement program	
Fast Track Permitting Program *(added during 2021)*		

Expanded look at projects and initiatives

Action Plan 2022

Council priorities 2019-2022

Community safety	
**Project	initiative detail** *(alphabetical order)*	Duration
Advocacy – Criminal Justice System Responding to safety frustrations, increased property crimes, and the current catch & release cycle of the justice system, advocacy will be conducted to senior levels of government to emphasize the need for adequate care and consequence for repeat offenders through systemic review and changes. Lead department: Community Safety, Intergov. Relations Support department(s): Communications	2022-2024
Block Connector / Block Watch Programs The Block Connector and Block Watch programs are complementary. At their core, both programs engage neighbours and build connectivity to create safer communities. By exploring and realizing opportunities to better align the two programs, Kelowna will have stronger, safer neighbourhoods. Lead department: Community & Neighbourhood Serv. Support department(s): Community Safety	2022-2022
Community Safety Plan (CSP) A Community Safety Plan outlines a multi-year strategy to improve safety, and sense of safety, for Kelowna residents through collective action among systems and stakeholders that address issues and priorities identified in our community. Kelowna's CSP is near completion and will be implemented through collaborative community and government teams. Lead department: Community Safety Support department(s): Active Living & Culture	2022-2024
Emergency Program review for staffing (added during 2021) Review of current Emergency Program and the use of staff prior to and during events. The current model is not supportive of staff's time during an activation and a review of sections is required for sustainability. Lead department: Corporate & Protective Services Support department(s):	2021-2022

Project | initiative detail	Duration
Outdoor Sheltering Strategy (added during 2021) The Outdoor Sheltering Strategy, funded under a $3.2M UBCM Strengthening Communities Grant, is designed to support the health, safety and well-being of unsheltered people experiencing homelessness and address related community impacts. The strategy brings together the City, partner agencies, Indigenous organizations, along with guidance from people with lived/living experience to provide: temporary sheltering site design and construction to more effectively meet needs; operation and management of outreach services and programs; coordination of social, health and protection services and teams to provide services and connections and mitigate community impacts; and implementation of an anti-stigma campaign to improve public perceptions of people experiencing homelessness. Lead department: Social Development Support department (s): Community Safety; Communications	2021-2022
Safety positions approved for 2022 (17 total: 11 RCMP and six support staff) Council demonstrates a continued commitment to community safety, with an additional 17 safety related positions approved during the 2022 budget deliberations, including 11 new RCMP Members. The Kelowna RCMP 2021-2024 Strategic Plan was presented to City Council in April 2021. It helps set priorities for the next four years and explains to the community how the RCMP intends to make Kelowna an even safer community. Lead department: Community Safety Support department(s): Human Resources	2022-2022

Social & inclusive

Project | initiative detail *(alphabetical order)*	Duration
2022 General Local Election The 2022 General Local Election will be held October 15, 2022 to elect a Mayor and eight councillors to Council and four school trustees to the Central Okanagan Board of Education. The Office of the City Clerk conducts the election on behalf of the electors of Kelowna. Lead department: Office of the City Clerk Support department(s): Various	2021-2022
Advocacy – Complex needs In alignment with the Advocacy Framework priorities, conduct consistent strategic advocacy outreach with Provincial Ministries to see the implementation of Complex Care housing in the community.	2022-2024

Lead department: Intergov. Relations Support department(s): Safety, Social Development, Real Estate	
Anti-Stigma Campaign Part of the funding from the UBCM – Strengthening Communities Program grant will be used to develop an Anti-Stigma Marketing campaign. The campaign will address the stigma faced by people experiencing all types of homelessness, with a specific focus on unsheltered homelessness. The campaign strategy will work to bring understanding and compassion among the audience towards this group by building awareness, compassion, and empathy. Stigma is often cited as a barrier to success. Lead department: Community Communications Support department(s):	2022-2022
Built for Zero - Data Collection & Analysis System The proposed Data Integration Requirements Exercise was conducted in partnership with the Central Okanagan Journey Home Society (COJHS) to identify the barriers, opportunities, governance, data sharing and privacy assessment, skills map, gaps, data requirements and stage gates for this multi-phased project. This data roadmap will support the work towards developing one comprehensive real-time, person-specific list of all people currently experiencing homelessness in the community which is a critical component for developing local solutions to homelessness. Lead department: Social Development Support department(s): Corporate Strategic Services	2020-2022
Central Okanagan Journey Home Society Memorandum Of Understanding (MOU) implementation The MOU sets out a general understanding and a mutually agreed upon framework between the City and COJHS with respect to the implementation of the Journey Home Strategy. The MOU is designed to support COJHS as they build their capacity and continue to grow and evolve and increase their sustainability as an independent organization. The COJHS is undertaking a mid-strategy review and recalibration of priorities to guide the final two-year implementation of the strategy. Lead department: Social Development Support department(s):	2020-2023
Central Okanagan Poverty Reduction Strategy The vision of this project is the creation of a regional wellness and poverty reduction strategy and accompanying regional implementation plan for the communities and residents of Central Okanagan. A strategy will provide a coordinated, shared community framework around poverty reduction initiatives, projects and work in the Central Okanagan. Lead department: Social Development Support department(s):	2020-2022
Committing to Truth & Reconciliation (added during 2021) In 2021, staff reported to Council on City actions to advance Calls to Action related to local government, within the Truth and Reconciliation Commission Report, and to further obtain support for a path forward for the organization. While a	2021-2022

Project / initiative detail	Duration
number of activities have occurred, it is clear that more must be done. To support the City's commitment towards this work, funding for a new position was approved; Cultural and Indigenous Relations Specialist. This position will be hired in early 2022 and will lead the organization in designing and implementing policies, programs and initiatives that improve the City's cultural objectives and values and advance Indigenous-centered initiatives. Lead department: Cultural Services Support department(s): Multiple	
Community Emergency Shelter Plan Local stakeholders have embraced a vision and framework for the development of a comprehensive Community Emergency Shelter Plan and Emergency Shelter Location Considerations. Based on foundational principles designed by the Lived Experience Circle on Homelessness the Community Shelter Plan will include the adoption of a system-wide approach for the delivery of shelter services, along with guiding principles for the consideration of location of emergency shelters. The draft plan will be presented to stakeholders in the new year for consideration and finalization. Lead department: Real Estate Services Support department(s): Active Living & Culture	Planning & Development	2020-2022
Youth Services Framework and implementation plan A Youth Services Framework was drafted in 2021 with a target to complete early in 2022. The goal of this project is to understand the local government role in supporting youth who are experiencing higher vulnerabilities through programs and services, where needed. Through coordinated efforts of key stakeholders such as schools, youth, social, sport and cultural service providers, strengths, gaps and opportunities will be identified. A collaborative, youth informed program will be developed, and the program implemented during 2022. Lead department: Community & Neighbourhood Services Support department(s):	2021-2022

Transportation & mobility

Project	initiative detail *(alphabetical order)*	Duration
Abbott Protected Bike Route (Rose – West; & Rose – Cedar) Active Transportation Corridor (ATC) The Abbott ATC is one of the City's busiest cycling routes and use has steadily increased. Separated space for people walking and biking would be created through the re-allocation of existing road space and elements using interim infrastructure and construction of new infrastructure. These projects are expected to be completed by Q3 of 2022.	2021-2022

Lead department: Integrated Transportation　　　Support department(s): Infrastructure Delivery		
Central Green Pedestrian Overpass This project will create a grade-separated connection over Hwy 97 for people walking and biking between the Central Green site, Rowcliffe Park and Downtown. Lead department: Integrated Transportation　　　Support department(s): Infrastructure Delivery	2021-2023
E-scooter provincial pilot program (added during 2021) The City is currently participating in a three-year provincial pilot program (2021 – 2023) to better understand if electric scooters can help make it easier for people to get around and reduce the growth of greenhouse gas emissions that contribute to extreme heat, fires, and floods. In November 2021, Council reviewed the *Shared Micromobility 2021 Findings and Recommendations Report* and approved amendments to improve the Micromobilty Permit Program for the 2022 – 2023 permit season. Lead department: Integrated Transporation　　　Support department(s):	2021-2023
Employer Commute Trip Reduction – Pilot program Employer commute trip reduction programs are a cost-effective and a key component of congestion management and greenhouse gas reduction programs. Typical programs provide employers with resources and incentives to help reduce single-occupancy vehicle trips to their work sites. Lead department: Integrated Transportation　　　Support department(s): Communications	2022-2023
Houghton (Nickel - Okanagan Rail Trail; & Hollywood – Rutland) Active Transportation Corridor The Houghton ATC is a priority "all ages and abilities bicycling project" within the Pedestrian Bicycle Master Plan. The proposed separated bike lanes will travel north from Houghton Rd along Nickel/Lester Rd, west on Leathead Rd, crossing Hwy 97 and connect to the Okanagan Rail Trail 200 meters west of Hwy 97. A second project phase will extend from Hollywood Rd to Rutland Rd and connect neighbourhoods east of Rutland Rd, the Rutland Urban Centre, the Rutland Transit Exchange and Rutland Centennial Park. Lead department: Integrated Transportation　　　Support department(s): Infrastructure Delivery	2020-2023
Incorporating LiDAR into planning and mapping The project is a continuation of the project currently undertaken with UBC and Rogers to better understand the built transportation environment. By further leveraging LiDAR sensor technology, we hope to better understand how different modes of transportation work within our City, for data driven decision making. Lead department: Intelligent Cities　　　Support department(s): Integrated Transportation	2021-2023

Neighbourhood Bikeway program Neighbourhood Bikeways are an "all ages and abilities" lower-cost alternative to fully protected bike lanes on busier streets. This work will involve network planning to identify appropriate corridors and connections, along with priority locations for implementation. Lead department: Integrated Transportation Support department(s):	2022-2023
Parking Strategy: Capri-Landmark Area Plan development [paused] The 2013 Citywide Parking Strategy identified the area of Capri-Landmark as a business district that requires a detailed Parking Management Area Plan to deal with current and emerging/future issues. This project will allow an area parking plan to be created for the area around the Landmark Development (Dayton, Dixon, Kirchner Rd). *Project on hold due to covid impacts on parking demand* Lead department: Parking Services Support department(s): Communications	2020-paused
Prelim Design Program: Pandosy / Richter Transit Corridor Study The 2040 OCP identifies Pandosy and Richter as 'Transit Supportive Corridors', where new housing and commercial will be focused around high-quality transit service. This study will identify needed transit service and infrastructure improvements along these corridors to accommodate future transit demand as this area grows. Lead department: Infrastructure Support department(s): Policy & Planning	Dev. Planning	2022-2023
Regional Goods Movement Study As Kelowna and the surrounding region grow, goods movement and the delivery of goods will be critical for supporting businesses and the economy. This study will identify policies and solutions needed to ensure the sustainable movement of goods as our City and region grow. Lead department: Integrated Transportation Support department(s): Policy & Planning; Communications	2021-2022
Transit Operations and Maintenance Centre A new Transit Operations and Maintenance facility is being planned to replace the existing facility which is over capacity. The new facility will serve the community for a minimum of 25 years and include administration and operational facilities for the maintenance and storage for a minimum of 225 buses (from the current 110). City staff are working in partnership with BC Transit to deliver the project in a series of phases. Lead department: Regional Programs Support department(s): Infrastructure Delivery	2020-2025
Transportation Citizen Survey	2022-2022

To better understand resident perceptions of transportation issues and concerns, staff conducted a statistically significant transportation phone survey in Nov/Dec of 2019. The results were presented to Council in Feb 2020 and Council provided direction to continue the survey every two years to help monitor trends and support the Council priority that more people have opportunities to learn about transportation. Staff will conduct another survey in summer/fall of 2022 to monitor trends, inform transportation planning and priorities, and share the survey results with Council. Lead department: Infrastructure　　　　　Support department(s): Communications	
Transportation Master Plan (plus engagement) The 2040 Transportation Master Plan (TMP) sets the direction for a vibrant city where people and places are conveniently connected by diverse transportation options. It is a long-term, city-wide plan for transportation improvements that will help keep Kelowna moving, now and into the future. The plan has been closely coordinated to help implement the Imagine Kelowna community vision, in conjunction with the 2040 Official Community Plan. After several years of planning, technical analysis and community engagement, the plan is anticipated for endorsement in early 2022. Lead department: Infrastructure　　　　　Support department(s): Communications	2018 - 2022
Transportation Annual Performance Monitoring Program This program will report out on how the City is doing at implementing the TMP and achieving the vision and goals for transportation. Specific performance metrics and data sources will be identified that can be reported on an annual basis, and more comprehensively every 5 years. Reporting will be coordinated with the performance monitoring process for the 2040 OCP to continue ongoing coordination across land use and transportation planning initiatives. Lead department: Integrated Transportation　　　　　Support department(s): Communications	2021 - 2022

Vibrant neighbourhoods

Project	initiative detail *(alphabetical order)*	Duration
2040 Official Community Plan completion The City of Kelowna is reviewing its Official Community Plan (OCP). The OCP will be an action-oriented document and will outline strategies, policies and practical tools for achieving the Plan's goals. A key part of the OCP planning process is to develop a more integrated and systematic approach to neighbourhood planning. An Implementation Strategy will accompany the new OCP and will commence immediately following the 2040 OCP endorsement. Lead department: Policy & Planning　　　　　Support department(s): Multiple departments	2017-2022

Affordable Housing Land Acquisition implementation (added during 2021) In 2022, Policy & Planning will collaborate with other internal departments to implement the Affordable Housing Land Acquisition Strategy, which was brought to Council in January 2021. This project stems from the Healthy Housing Strategy's action items and is in alignment with the Healthy Housing Strategy's key direction of "promoting and protecting rental housing". Lead department: Policy & Planning Support department(s): Real Estate	Communications	2021-2022
Art Walk/Civic Plaza/ Community Amenity Space: Civic precinct/downtown planning To develop the schematic design for the Art Walk, Civic Plaza and Community Amenity Space in partnership with the future developer. The project will also work to clarify the expectations and future animation of the spaces. Lead department: Parks & Buildings Planning Support department(s): Multiple	2018-2022
Artist in Residence pilot program Engage the work of a series of professional artists to support a 3-year pilot Artist in Residence program with the goal of addressing social justice issues in our community through art. Art and artists play an integral role in empowering social justice movements by creatively illuminating social issues, engaging new audiences in activism, and catalyzing new public discourse about advocacy missions from multiple perspectives. Lead department: Cultural Services Support department(s): Communications	2020-2022
Ballou Park Design and construction of the completion of Ballou Park and connection to Knox Mountain Park. Ballou Park is in Glenmore and identified as a priority neighbourhood park as the surrounding area has witnessed significant residential development over the past decade and needs amenities and green space. Lead department: Parks & Buildings Planning Support department(s): Infrastructure Delivery	2021-2022
Capital News Centre – Expansion Functional space planning and schematic design of the Capital News Centre expansion to provide two new ice sheets and additional sports facilities will occur in 2022. Partnership discussions and design are anticipated to conclude in 2023, in preparation for a subsequent alternative approval. Lead department: Parks & Buildings Planning Support department(s): Multiple	2022-2025
Capital Opportunities and Partnership – field lighting	2022-2023

This is a partnership with the soccer community for a field lighting project at a recreation park. Men's Soccer currently hold funds in reserve and is eligible to apply for a capital gaming grant for a matching amount. The City would be responsible for providing utility supply to the site and minimal operating and maintenance support. Lead department: Parks & Buildings Planning Support department(s): Active Living & Culture	
Capri-Landmark Urban Centre Plan implementation [paused] Policy and Planning will work with a range of departments to harmonize various policies and bylaw from the Capri-Landmark Plan. This would require a mix of both policy and bylaw work as well as project management work to support and coordinate the work required of other departments (e.g., amendments to OCP, Zoning bylaw updates, etc.) Lead department: Long Range Planning Support department(s): Multiple departments	2020-paused
City Park – Improvements, Waterfront Promenade Phase 3 [paused] Design and permitting for the replacement of the final section of promenade through City Park from the sails to the Point, and the section of boardwalk adjacent, in preparation for subsequent construction. Lead department: Parks & Buildings Planning Support department(s):	2021-paused
City Park Promenade design and construction: Phase 2 Replacement of the waterfront walkway in City Park from the Hot Sands Washroom to the Point. The existing walkway is in poor condition due to settlement and damage from tree roots. The improvement will include increased width where possible to accommodate the high volumes of people walking and biking, lights for nighttime use, park furniture and feature universal accessibility standards. Lead department: Infrastructure Delivery Support department(s): Communications	2020-2022
Community Signature Event Create and develop a homegrown signature event that considers Kelowna's tradition, diversity and spirit; provides residents and visitors an opportunity to celebrate and enhance social connection; and delivers an economic stimulus for local businesses. The consultation process took place in 2021 with the intent to launch the event in 2022. Lead Department: Event Services Support Department(s): Communications, Outdoor Events	2021-2022
DeHart Park DeHart Park is the first priority of three major community parks in the new Parks Development DCC program. Budget is requested for full design and the construction of Phase 1. Lead department: Parks & Buildings Planning Support department(s): Infrastructure Delivery	2022-2024

Healthy Housing Strategy implementation Implementation of the actions endorsed in the Healthy Housing Strategy. This will require project managing the implementation across departments and with any external stakeholders that have agreed to implement actions. Lead department: Policy & Planning Support department(s): Multiple departments	2021-2022
Infill Challenge 2.0 (added during 2021) plus implementation To promote infill housing, the City of Kelowna is looking to host a second infill design competition to advance the City's infill objectives. A second competition would look to expand the scope to include issues including affordability, tenure, sustainability, and inclusivity to create a more robust infill approach compared to the original competition. Once complete, the appropriate systems applications, and bylaw changes will be implemented that accompany the Infill Challenge 2.0 outcomes. Lead department: Policy & Planning Support department(s): Urban Planning	2021-2022
Investigation of Future Role in Father Pandosy Mission site [paused] The Father Pandosy Mission is an iconic historic site in the Central Okanagan region. For more than 50 years it has stood as a point of reference for the broader pioneer experience so prevalent across Western Canada. This project is intended to explore solutions for the ownership, maintenance and operations of the Father Pandosy site. Lead department: Cultural Services Support department(s): Multiple departments	2020-paused
Kelowna Community Campus – replacement of Parkinson Recreation Centre Work began in 2020 on options for the replacement of the Parkinson Recreation Centre and associated sports fields, parking and site access improvements. This multi-million-dollar project will go through design and construction along with an Alternative Approval Process to borrow funds with a target completion in 2025. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	2020-2025
Kelowna Police Services Building - Accommodation study Work will occur in 2022 to do a staff accommodations feasibility study for the Police Services Building. Lead department: Parks & Buildings Planning Support department(s): Building Services	2022-2022
Knox Mountain Park - Improvements The Knox Mountain Management Plan proposed several specific capital improvements to the park, phased in over the next decade. Due to erosion and a rock fall on Paul's Tomb trail, emergency and maintenance vehicles cannot access the end of the trail. The priority for this year is to replace an existing retaining wall to allow access for these vehicles. Work will also continue on the next stage of the maintenance plan.	2021-2022

Lead department: Parks & Buildings Planning Support department(s):	
Mill Creek Linear Park The City has been assembling properties along the Mill Creek corridor for many years to complete a Linear Park, as one of six priority linear parks across the City. This will include the design of approximately 4.6Km of trail along the Mill Creek Linear Park, from Lake Ave Beach Access through to Parkinson Recreation Park, and the partial construction of some sections of this trail. Lead department: Parks & Buildings Planning Support department(s): Various	2022-2030
Mill Site Area Redevelopment Plan (added during 2021) The Mill Site Area Redevelopment Plan (ARP) is a detailed plan for the phased redevelopment of the former Tolko lumber mill site. The ARP is initiated as a development application by the landowner(s) or an authorized applicant. The Mill Site ARP will be led by the applicant team, with the City providing the overarching planning process and framework, governed in the Mill Site ARP Terms of Reference. Lead department: Policy & Planning Support department(s): Various	2021-2022
Mission Recreation – softball diamonds Current demand for ball diamonds within the city is high. This project will twin the ball diamonds at Mission Recreation Park to form the second quad, in accordance with the site master plan. Design for two additional diamonds to form a second quad at Mission Recreation Park occurred during 2021. Site preparation and construction will commence in 2022 with fields available for play in 2023. Lead department: Parks & Buildings Planning Support department(s): Infrastructure Delivery; Active Living & Culture	2022-2023
Neighbourhood Association engagement & framework A better understanding of the roles, responsibilities and expectations of Neighbourhood Associations (NA) is desired. This work aims to create a framework in which NAs can contribute to the City's vision for connected vibrant neighbourhoods. Staff plan to engage each NA in early 2022 to gain a better understanding of capacity, mandate, strengths, and challenges. An engagement framework will be finalized in 2022, providing a better understanding of the role that NA's can play in advancing the City's objectives and how the City can support the NAs in building strong, connected neighbourhoods. Lead department: Community & Neighbourhood Services Support department(s): Multiple departments	2021-2022
North End Plan (added during 2021) The North End Plan (NEP) will establish a clear long-term vision and direction for one of the most diverse and rapidly changing parts of Kelowna. This direction will consider a wide range of issues, including parks and public spaces, land use	2021-2023

and housing, transportation and infrastructure, heritage and archaeology, arts and culture, and climate and environment. The NEP will also take the lead in a parallel process that will see the development of an Area Redevelopment Plan (ARP) for the former mill site. Lead department: Policy & Planning Support department(s): Communications	
Pandosy Waterfront Park: Phase 1 Public consultation, design and first phase of construction for Pandosy Waterfront Park. The first phase of the masterplan includes demolition of the existing residential properties, a central plaza, activity lawn, beach front, restored shoreline, and outdoor classroom. Construction of the first phase is anticipated to start in early 2022 and be completed in 2023. Lead department: Parks & Building Planning Support department(s): Infrastructure Delivery	2020-2023
Parks Master Plan To develop a comprehensive master plan for our active parks. The master plan will establish priorities between the four park types: city-wide, recreation, community, and neighbourhood, as well as the needs of different stakeholder groups, and create a plan for future park development and renewal moving forward. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	2021-2022
Performing Arts Centre – Long range planning In 2021, a consulting team and City staff studied the financial feasibility of a new Performing Arts Centre (PAC). Staff have identified a next phase of work for 2022 focused on ensuring that ongoing maintenance and operations of the Kelowna Community Theatre and delivery of a new Performing Arts Centre are appropriately reflected in long-range capital plans, investigating the advancement of other capital improvements to serve the performing arts community during the transition to a new PAC, and preliminary assessment of the needs of specific theatre users who have significant planning timelines. Lead department: Partnerships Office Support department(s): Multiple departments	2022-2022
Public Art Master Plan Develop a master plan to identify goals, locations, and funding for the public art program, and define parameters for partnerships. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	2022-2023
Reciprocal Use Agreement (added during 2021)	2021-2022

The City and SD23 have both expressed interest in developing a community-wide reciprocal use agreement which considers a broad range of both City and SD23 facilities with the objective of expanding facility use and reach into all areas of the city. Lead department: Community & Neighbourhood Serv. Support department(s):	
Recreation Guide planning - Digital First The goal for our recreation guide is to move away from hard copy (printed) guides completely. This aligns with Imagine Kelowna principles of innovation and responsibility in providing excellent customer service and being environmentally conscious in reducing print where possible. Delivering a robust and easy-to-use online process as a replacement to the current (hard copy guide) model, combined with a strategic communications rollout and transition plan is prudent to ensure consistent and quality customer service for both existing and future customers. Lead department: Administration & Business Services Support department(s): Communications|Information Services	2022-2022
Secondary Suites BC Building Code updates [paused] To review and provide technical expertise regarding the Provincial code changes in comparison to the City's Healthy Housing Strategy and OCP Growth Strategy. To provide clear direction to development and building industry regarding secondary suites. *On hold due to dependencies with 2 other projects, waiting for milestones to be achieved.* Lead department: Long Range Planning Support department(s): Multiple departments	2021-paused
Strategic Facilities Master Plan Development of a comprehensive Master Plan for our City-owned buildings. The Master Plan will create a vision and model to assess both infrastructure renewal and new construction to match growth, assess provision and distribution of built services and amenities across the City, and prioritize needs between the different building types. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	2021-2022
Strategic redevelopment of key sites: Harvey: Abbott to Richter (Southern Gateway) Holistic review and analysis of key sites in the Harvey Avenue corridor between Abbott and Richter Streets, with a particular emphasis on the potential re-use/re-development of civic sites in a manner that enhances the aesthetic, cultural and economic 'entrance' to the City. Lead department: Strategic Land Development Support department(s): Multiple departments	2020-2022

Zoning Bylaw Update Develop a new Zoning Bylaw to modernize and reflect the new policy direction of the OCP2040. A new Zoning Bylaw is the top priority in the OCP implementation strategy and will provide the rules and regulations for all new development in the City regarding use, form, siting, height, and density. Lead department: Development Planning Support department(s): Policy & Planning, Building Services	2021-2022

Economic resiliency

Project | initiative detail *(alphabetical order)*	Duration
Development of East Lands (Airport) The development of the East Lands at the Airport will provide the supporting airside infrastructure necessary for the future growth of the Airport. This development was paused during 2020 due to COVID, continued in 2021. Lead department: Airport Support department(s): Real Estate	2018-2022
Exhibit at the KF Aerospace Centre for Excellence 2022 marks the 75th anniversary of Kelowna International Airport (YLW). Interactive and static displays will be developed celebrating the rich history of YLW and its development in supporting Kelowna and the region. The displays would be installed in the KF Aerospace Center for Excellence Museum. Lead department: Airport Support department(s):	2022-2022
Facility maintenance and capital renewal partnership Through ongoing building condition assessment efforts, the City is gaining an understanding of the appropriate level of investment in facility maintenance and capital renewal to ensure that City-owned facilities continue to perform at optimal levels throughout their lifecycle. The City and its facility operating partners will work collaboratively to identify any gaps between the current and required level of investment, and to co-create solutions and strategies to address the gaps. Lead department: Building Services Support department(s): Active Living; Partnerships & Investments	2022-2024
General building infrastructure renewal Projects include Kelowna Family Y pool mechanical renewal; Prospera Place condenser renewal; H2O pool tile renewal; Enterprise Fire Hall dispatch centre HVAC renewal; Library elevator renewal; City Hall chiller & cooling tower renewal.	2022-2022

	Duration
Lead department: Parks & Buildings Planning Support department(s):	
Soaring Beyond 2.5 Million Passengers: Air Terminal Building Expansion, Phase 1 Phase 1 of the Air Terminal Building (ATB) expansion will provide increased operational capacity in the departures lounge, reduction in wait times at pre-board screening, reduction in walking distances and an increase in food and beverage selection. Enabling works are planned for 2022 and further construction will be aligned with the recovery of passenger numbers from the COVID-19 pandemic. Lead department: Airport Support department(s):	2020-2026

Environmental protection

Project	initiative detail *(alphabetical order)*	Duration
Accelerated Climate Action Initiatives – Implementation As directed by Council, staff will pursue the implementation of additional climate action measures across the corporation. Lead department: Policy & Planning Support department(s): Multiple departments	2021-2022
Community Energy Retrofit Strategy To meet Kelowna's own greenhouse gas (GHG) emissions reduction targets, energy retrofits for existing buildings will be a vital component. The Community Energy Retrofit Strategy is expected to be complete in 2021. The next phase of the project will be implementation of policies and programs identified in the strategy. Lead department: Policy & Planning Support department(s): Multiple departments	2019-2022
Energy Step Code for Large/complex Buildings (Part 3) – Implementation Strategy completion The *BC Energy Step Code* is a provincial standard designed to help local government and industry incrementally move towards all new construction to be "net-zero energy ready" by 2032. Because many new developments in Kelowna include Part 3 buildings, the City needs to develop an Implementation Strategy to address these larger buildings. Lead department: Policy & Planning Support department(s): Development Services	2019-2022
Energy Step Code for Large/complex Buildings (Part 3) - implementation	2021-2022

The Part 3 Strategy is expected to be completed by early 2022, when the strategy will need to be implemented subject to Council endorsement. Lead department: Policy & Planning Support department(s): Development Services	
Environmental Management System implementation The Environmental Management System (EMS) is a framework that helps the Airport achieve its environmental goals through consistent review, evaluation, and improvement of its environmental performance. As part of the implementation process the Airport will set targets to ensure it has a pathway to reduce its footprint on the environment. Lead department: Airport Support department(s): Policy and Planning	2022-2022
GHG Emissions Climate Modelling (added during 2021) This project will model the actions that could be taken to align with the IPCC's 2030 target and at a high level what it would take to approach net zero GHG emissions by 2050. Lead department: Policy & Planning Support department(s):	2021-2022
Implementation of Energy Step Code Strategy for residential buildings (Part 9) With Council's endorsement of Kelowna's Energy Step Code Implementation Strategy for Part 9 Residential Buildings, the focus turns to program delivery. Community awareness, training, technical and administrative changes and tracking processes, will support strategy implementation. Lead department: Policy & Planning Support department(s): Development Services	2019-2022
Kelowna Area Based Water Management Plan This is a multi-year strategic planning initiative being done in partnership/consultation with the Regional District of Central Okanagan, the Okanagan Basin Water Board and various provincial ministries. Key areas of focus include the Kelowna Integrated Water Supply Plan, storm water management, wastewater effluent, source water protection, environmental flow needs and natural assets. Lead department: Infrastructure Support department(s): Utility Services | Communications | Financial Services	2019-2022
Knox Mountain geotechnical engineering In 2020, Council reviewed a 3-year plan to rehabilitate a recurring landslide issue below Royal View Avenue. This work will continue the soil/structural stabilization and include removal of poor-quality materials, import of structural fill and additional groundwater drainage collection and conveyance. Lead department: Utility Planning Support department(s): Infrastructure Delivery	2020-2023

Low Carbon New Buildings – Energy Safety Canada (ESC) Audit program (added during 2021) The ESC audit program is a preliminary undertaking to identify data gaps and challenges that may arise through the ESC compliance process. The City envisions a future state where our ESC compliance approach would: provide reasonable oversight and assurance on Energy Audit services; examine accuracy of ESC Hot2000 inputs and modelling; conduct additional mid-construction compliance checks; conduct quality and compliance assurance on final blower door tests; and reduce potential legal liability with current Kelowna ESC compliance approach. Lead department: Policy & Planning　　　　　Support department(s): Development Services	2021-2022
Mill Creek flood protection To adapt to anticipated climate changes, planning, design and construction of storm retention and diversion facilities on Mill Creek will be done to mitigate downtown and Kelowna International Airport flooding. This project creates the conditions to safely pass a 1-in-200-year flood event of Okanagan Lake. Phasing of sub-projects will result in planning, design, permitting, and construction phases occurring simultaneously. Final designs will include a balanced flood protection approach that considers localized goals, flood protection needs, improvement of water quality, and habitat objectives. The work is expected to be completed by 2027. Lead department: Utility Planning　　　　　Support department(s): Multiple departments	2020-2027

Corporate results

Financial management	
**Project	initiative detail** *(alphabetical order)*	Duration
ALC fees, charges and reserve review (Active Living & Culture) Active Living & Culture generates revenues through a variety of streams including program registrations, facility access and facility rentals. There are several facility-based reserve accounts that are supported through ALC fees and charges. The objective of this project is to review and update fees and charges ensuring fairness and consistency, while creating a stronger connection and alignment between fees and charges and related facility and program reserves. Considering key areas such as facility renewal, equipment replacement and program needs will be critical to the analysis. Lead department: Administration & Business Services (ALC) Support department(s): Financial Services	2021-2022
Alternative revenue opportunities The purpose of this project is to gain an understanding of the current inventory of non-taxation revenue sources within the City and to identify opportunities for increasing revenue within current sources and potential new revenue options. Key to the success of the project will be the identification of core value statements and the creation of a complimentary revenue optimization strategy. Lead department: Partnerships Office Support department(s): Multiple departments	2022-2023
Cultural District - roles and responsibilities review Through the dedication of the arts community, municipal leadership, strong community planning and major investments, the Cultural District has become the hub of Kelowna's artistic and cultural activity. This project is intended to discuss and develop a plan for the promotion of the Cultural District and to clarify the roles and responsibilities of the municipality in doing so. Lead department: Cultural Services Support department(s): Communications	2022-2022
Grants Strategy The purpose of the Grants Strategy is to identify upcoming grants through research and building connections with senior government staff. This work will include collaborating with key departments to identify priority projects and determine ways to leverage alternative revenue through Provincial and Federal grant opportunities. Housing, Infrastructure, Climate are the three main areas of focus.	2022-2022

Lead department: Partnerships Office	Support department(s): Multiple departments	
Kelowna Community Theatre Box Office and Front of House In 2021, a business case for the KCT Box Office and Front of House was completed in response to recommendations put forward in an independent review of Kelowna Community Theatre - Operating Models. The business case recommended that the KCT enhance operations through the addition of an in-house box office as well as bring in-house the front-of-house operations, to be managed and delivered by City staff. Lead department: Community Theatre Support department(s): Multiple departments		2022-2022
Senior Government Relationships and Priorities Framework A framework that will strategically identify opportunities for alignment between City priorities and projects and senior government mandates, policies, and funding opportunities This project will be a collaboration between the Intergovernmental Relations Manager and Grants Manager. Lead department: Partnerships Office Support department(s):		2022-2023
Sponsorship & Advertising pilot review Staff plan to review the 5-year pilot program results over the next 12 months to gain an understanding of the pilot's results and opportunities for improvement through an updated Sponsorship Strategy. The pilot review will include engagement with the Partnership Group, consultants and staff involved in the implementation and execution of the program to date and will be shared with Council. Lead department: Partnerships Office Support department(s):		2022-2022
Sponsorship Strategy The purpose of the Sponsorship Strategy is to build a long-term program framework that will identify sponsorship opportunities and build relationships with external partners. This work will include an update to the Sponsorship and Advertising policy, collaborating with key departments to identify priority projects, programs and facilities and determine ways to leverage alternative revenue through sponsorship and advertising opportunities. Lead department: Partnerships Office Support department(s): Multiple departments		2022-2023

Clear direction

Project	initiative detail *(alphabetical order)*	Duration
2040 Infrastructure Plan The 2030 Infrastructure Plan was developed in 2016 as the City's strategic capital plan and aligned with the objectives of the City's Official Community Plan (OCP) as well as Council and Corporate priorities. Due to recent updates to other related strategic plans (OCP, Transportation Master Plan, and 20-Year Servicing Plan), it is necessary to update the 2030 Infrastructure Plan. The updated plan, named 2040 Infrastructure Plan, will be the City's new strategic capital plan and set the direction for infrastructure investment until 2040. Lead department: Capital Budget & Asset Mgmt Support department(s): Multiple departments	2022-2023
Artificial intelligence and chatbot: Development approvals process (added during 2021) The Artificial Intelligence (AI) project will develop an artificially intelligent software to help homebuilders, developers and residents access information about property development and construction more efficiently so City staff can spend more time on planning and building application processing. The chatbot will allow citizens to interact with City services 24/7. Lead department: Intelligent Cities Support department(s): Development Services	2021-2022
Citizen Survey Preparation of the bi-annual statistically valid survey of Kelowna residents. Expecting to engage Ipsos Reid, as with years past, and to conduct meetings with business partners in late 2022 on the findings, to help inform planning of 2023 projects, program and service improvements to citizens. Lead department: Community Communications Support department(s):	2022-2022
Corporate Asset Management System A multi-year, multi-phased implementation of a corporate asset management system to provide comprehensive management of the City's portfolio of assets, including roads, buildings and equipment. Lead department: Infrastructure Support department(s): Information Services	Civic Operations	2015-2022
Corporate Land System upgrade The Corporate Land System is the central system to which all other systems integrate for property related information and contains data vital to a diverse set of analytical processes and products in use by many departments across the City. The CLS is built on a legacy application that is nearing the end of its lifecycle and requires an immediate and significant upgrade. Lead department: Data Services & Analytics Support department(s):	2022-2022

Commitment to Community Impact Report for Strategic Partnerships In 2021, the Partnership Office implemented the first phase of a Partnership Reporting Framework with a consolidated review and report encompassing eight of the City's major strategic partnerships. One of the outcomes of the review was recognition of the need to share more detailed information about the value and impact of these important relationships, and the benefits they provide to the community. The Partnership Office will coordinate an initiative to prepare an Impact Report focused on the City's strategic partnerships. Lead department: Partnerships Office Support department(s): Active Living & Culture	2022-2022
Corporate Cyber Security Strategy (added during 2021) This strategy will help plan our future activities to protect our digital assets. This will help roadmap all the items required and provide insight into funding required. Lead department: Information Services Support department(s): Financial Planning, Corporate Risk	2021-2022
Cultural Plan Report Card (added during 2021) The Cultural Plan Report Card will provide an opportunity for staff to share the progress made on the 2020-2025 Cultural Plan so far. Progress will be reported every two years and will include details on the advancement of the Goals/Strategies of the Plan. This project brings a level of accountability to delivering on the community's expectations for cultural development. Lead department: Cultural Services Support department(s): Communications	2021-2022
Development application procedures bylaw update Complete full review and update of the Development Application Procedures Bylaw. Include potential amendments related to the new OCP, changes in processes and other regulations. Improve efficiency and effectiveness of the development application process, reflecting changes in development types. Lead department: Development Planning Support department(s):	2020-2022
Data Governance Framework Data Services encompasses the ability for the City of Kelowna to help capture, store, govern, manage, secure and present data to the corporation and its citizens. A Data Services framework allows the City to move forward in its effort to organize, protect and make decisions based on data. This framework can be applied to any line of business. Lead department: Data Services & Analytics Support department(s): Multiple departments	2022-2022
Geographic Information Systems architecture migration The GIS Architecture Migration project will implement the recommendations reported by ESRI Canada in the ArcGIS System Architecture Review document, providing technology solutions for architecture, capacity, applications, security, imagery	2022-2022

management, and geodatabase design. This project will enable the City to move forward with an upgraded version of ArcGIS and a future-proof architecture. Lead department: Data Services & Analytics Support department(s):	
Implement electronic document signing across the organization Procure software to allow City staff to electronically sign documents, which will increase the efficiency of our operations. Lead department: Business Service Applications Support department(s):	2022-2022
SharePoint Online migration & records management (EDRMS Phases 3 & 4) Phase 3 continues the migration of electronic content to SharePoint Online, enabling staff to create, store, find, and share information more efficiently. SharePoint Online improves remote access and reduces future server maintenance and upgrade costs. Electronic records management functions will be applied to content in Phase 4. This enhances our ability to manage electronic records and information from creation to disposition and supports compliance with legislation regarding access to records and protection of privacy. Lead department: Office of the City Clerk Support department(s): Information Services	2021-2022
Migrate websites to the cloud Move website hosting from on-premise to a cloud provider (Google, Microsoft, Amazon). This will result in a managed environment for websites that can handle unexpected increases in traffic during elections, emergencies and critical events. Lead department: Information Services Support department(s):	2020-2022
Planning, Permitting, and Licensing (PPL) software replacement program This project will replace legacy planning and licensing business systems used in the Planning & Development Services division and will improve customer service and streamline processes. These systems have been in place for over 20 years and are used to manage land development, construction activity, business licensing, and other permitting functions. The business licensing portion of this project was completed in 2021. The direction of the Permit and Inspection portion of this project has changed, with exploratory design thinking workshops currently underway. Lead department: Planning & Development Support department(s): Multiple departments	2019-2022
Performance Measurement Framework implementation & pilot (added during 2021) Implementation of a framework for the City to increase the consistency and value of performance measurement practices across the organization. The focus is on meaningful measures, practice and use to ensure we have meaningful base business measures that help us make well informed management decisions and tell the story of results. Lead department: Corporate Strategy & Performance Support department(s):	2021-2022

Service request system replacement	
The current service request system has been in place since 2002. It has gone through several modifications and enhancements and an increased web and mobile presence. The internal software platform for this system is one identified for retirement in the IS Digital Strategy. The replacement of the Service Request system will be addressed in several phases. 20,000 requests per year are received. Lead department: Information Services　　　Support department(s): Intelligent Cities	Communications	2019-2022
StrategyBlocks – Corporate implementation	
Phase 1 (Strategy management software solution discovery and pilot) was completed in 2021 with an approved recommendation that StrategyBlocks be the software that will help the organization to better manage the execution of plans and strategy and understand progress and performance. The expected benefits are improved data for decision-making, increased internal collaboration and increased visibility into how projects advance overall organizational goals. Lead department: Corporate Strategy & Performance　　Support department(s): Multiple departments	2021-2023
Website redesign - www.kelowna.ca	
As the City has grown, technology has changed, and online services have dramatically increased over the past five years. It is time to realign the website's look and feel to keep up with our ever-changing landscape. To further the need for a redesign, the platform on which the current site is hosted needs to be upgraded. *(see Web platform update to Drupal 9).* Part of the redesign will include personalization and integration of city services to the user experience. Lead department: Business Services Applications　　Support department(s): Communications	2022-2022
Web platform update to Drupal 9: Phase 2 implementation	
The current version of software that the City's websites are running on will reach end-of-life in November 2022. To continue to maintain security updates and bug fixes, this platform will be updated to the latest version – Drupal 9. Lead department: Business Services Applications　　Support department(s):	2019-2022

People

Project	initiative detail *(alphabetical order)*	Duration
City of Kelowna corporate certification program This project, which began in 2021, was to review and make a recommendation about providing a Corporate University Certificate program to City Staff. As work proceeded there has been a shift of the project scope to refocus to a Local Government Administration Certificate program that is being worked on with the City Clerk's office. Lead department: HR Programs & Systems Support department(s): Office of the City Clerk	2021-2022
Collaboration with UBC Okanagan Research connections between UBC Okanagan and the City of Kelowna have been active for some time. A more robust collaborative approach with UBC Okanagan will assist both agencies in understanding each other's priorities and needs, identifying areas of opportunity, and establishing clarity and focus for the ways in which they can generate outcomes by working together. Lead department: City Manager Support department(s): Multiple departments	2020-2022
Corporate recognition program (added during 2021) With the refresh of our corporate values in 2020, the Corporate BEST awards program will require an update. This includes updating applications, award review methods, corporate information available on Insites and program changes will need to be communicated. Lead department: HR Programs & Systems Support department(s):	2021-2022
Digital literacy program Implementation of an ongoing digital literacy/equity program for both staff and the public. As we move more services online and ramp up the use of emerging technologies, we have a role to play in helping increase our audiences' capacity to use and understand technology. Lead department: Intelligent Cities Support department(s): Communications	2021-2022
Diversity & Inclusion Strategic Plan This project supports the City's goal to be an employer committed to providing a workplace in which all employees feel valued and respected. People with different backgrounds bring diverse skills and abilities to the organization making it stronger and more able to respond to an environment that is constantly transforming. Inclusion, equity, and diversity are core principles for this strategic plan.	2021-2022

Lead department: HR Programs & System Support department(s):	
Improved customer facing chat functionality (Chat bot scale up) Ways to scale up chat beyond permitting & licensing, recreation and Airport use cases will be explored to improve customer service and provide more online options. The benefits will be to improve customer service and increase staff efficiencies. Lead department: Intelligent Cities Support department(s):	2021-2022
Systems leaders table [paused] A Community Well-Being Systems Leaders Table is in development. The purpose of this table is to bring decision-makers at the systems level together to examine the potential to create a local systems leadership mechanism that advances innovative solutions, policy and systems change to address the social well-being needs of the citizens of Kelowna. Lead department: Active Living & Culture Support department(s): Policy & Planning	Community Safety	2019-paused
Update the Engage Program The Engage Program was developed and implemented in the City in 2013. In 2021, a program review was initiated, and work will continue to ensure we continue to effectively connect with our residents, both online and in the community. Leading practices and technology continue to evolve rapidly. The program update will ensure engagement undertaken by the City continues to meet the needs of the corporation and our residents. Lead department: Community Communications Support department(s):	2020-2023

Maintain and improve base business (operations)

Project	initiative detail *(alphabetical order)*	Duration
Accessible parking permit program review & update Currently the City issues Accessible Parking Permits via the Revenue Branch. This program has long been the subject of abuse and fraudulent use. City literature and policies often conflict with related sections in the Traffic Bylaw, creating confusion for staff and the public. This work will review the program and implement recommendations for alignment and clarity. Lead department: Parking Services Support department(s): Multiple departments	2020-2022
Analytics – Model City Infrastructure (MCI) – launch Model City Infrastructure (MCI) uses the information found in Model City as a foundation and expands it to include City-wide infrastructure data. This tool enables the real-time assessment of the cost of infrastructure across the city and creates a base to compare future development projects against long-term planning. MCI was developed as a proof of concept and is now ready to be operationalized and moved to a production environment. This will occur in 3 phases, with phase 1 complete and the others to be completed by the end of 2022. Lead department: Data Services & Analytics	Policy & Planning Support department(s):	2020-2022
Analytics – Model City – updates and supports Complete enhancements to the Model City platform including data additions and updates, creating and adding single family equivalent (SFE) values, incorporating new 2021 census data and developing a Model City map viewer. All enhancements have been completed except for updating the population model with new census data as it has not yet been released for distribution. Lead department: Data Services & Analytics	Policy & Planning Support department(s):	2020-2022
Asset Retirement Obligation Standard Implementation (added during 2021) Financial Reporting for the new PSAS Accounting standard, PS 3280 Asset Retirement Obligations, will be required for the 2023 Fiscal Year End Financial Statements. This project requires identifying all assets controlled by the City that have a legal obligation/cost associated to retire the asset. Mandatory implementation is required to comply with Public Sector Accounting Standards (PSAS) financial reporting requirements for the year ended December 31, 2023. Lead department: Corporate Finance Support department(s): Multiple departments	2021-2022
City Hall renovations: Phase IV	2021-2022

Project	initiative detail *(alphabetical order)*	Duration
This phase is for renovations in the garden level, as part of the ongoing renovations to improve the effective use of City Hall. The existing basement is not effectively laid out with less than 30 workstations. The renovations will more than double the number of workstations available to meet staffing demands, reduce reliance on lease space, and create a more modern working environment. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	
City Hall renovations: Phase V Phase V renovations for the partial renovation of Level 1. The renovations will create a suite of meeting rooms with improved accessibility for the public, as well as additional workstations and offices. The additional meeting rooms will create flexibility elsewhere in City Hall for training rooms, breakout spaces and temporary dedicated project rooms. Lead department: Parks & Buildings Planning Support department(s): Multiple departments	2020-2022
City Participation in Tourism Master Plan process led by Tourism Kelowna Led by Tourism Kelowna and a consulting team, the development of a Tourism Master Plan halted due to the pandemic will begin again. As an important stakeholder in tourism planning and management, the City will be engaged in the Master Plan development in 2022 Lead department: Partnerships Office Support department(s): Communications	2022-2022
Develop long-term plan for Capital Improvement Fund (CIF – Community Theatre) The intent of the proposed project is to create a long-term CIF plan that considers short, medium, and long-term theatre initiatives; asset replacement of fixtures and equipment; venue improvements; and new technologies to keep the theatre current and responsive to rental groups, as well as safe and comfortable for patrons, users groups and staff. Lead department: Community Theatre Support department(s): Multiple departments	2022-2022
Disaster Recovery Information Services has developed a Disaster Recovery (DR) plan for digital infrastructure systems. Modifications to this plan will be required to reflect our cloud migration strategy. Efforts will be required to implement changes identified in the gap analysis portion of the plan. Efforts will also be undertaken to communicate the plan to business units and assist in the development of their Business Continuity plans. Lead department: Infrastructure Systems Support department(s):	2022-2022
Enterprise risk management	2019-2022

Project	initiative detail *(alphabetical order)*	Duration
Update the enterprise risk management framework and develop a corporate risk register. This project will include building department risk registers and area specific enterprise-wide risk management frameworks. Lead department: Risk Management Support department(s):	
Fast Track Permitting Program (added during 2021) Given the amount of infill and missing-middle housing Kelowna's new Official Community Plan proposes, a review of the City's infill permitting processes could provide recommended improvements to help accelerate the various approval processes that are involved in the review and approval of this type of housing. Lead department: Policy & Planning Support department(s):	2021-2022
Intranet redevelopment Redevelop the City's intranet, making it more social and accessible. The project aims to bring intranet governance in alignment with the City's external web platforms and make information more accessible for all employees regardless of work location. Lead department: Corporate Communications Support department(s): Information Services	2020-2022
Heritage Conservation Area review Conduct a thorough review of the Heritage Conservation Area and recommend any updates or changes, including to the Heritage Conservation Area Guidelines. Includes review of development activity, goals & objectives, best practices, standard and community engagement. Lead department: Policy & Planning Support department(s): Multiple departments	2021-2022
Residential Parking Permit Program/Policy Review & Update (added during 2021) In 2013, the Residential Parking Permit program underwent a significant review and update. Several issues have since been identified that were not addressed in the policy re-write and additional updates to further streamline the program are required. (i.e. Mixed Use Commercial Developments) Lead department: Parking Services Support department(s):	2021-2022
Partnership reporting phase 2: Facility operating partners In 2021, internal stakeholder departments participated in a consolidated review and report to Council regarding the City's strategic, or major, partnerships in the Active Living & Culture relationship portfolio. In 2022, the annual review process will be repeated for strategic partners, with process modifications as identified by the internal working group and will expand to include a second tier of relationships focused on facility operating partners.	2022-2022

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Project	initiative detail *(alphabetical order)*	Duration
Lead department: Partnerships Office Support department(s):Active Living & Culture	
Preliminary plan design program: New projects To address Kelowna's current and future mobility needs, the Transportation Master Plan (TMP) will recommend transportation concepts which will result in new projects being considered. The development of preliminary plans will allow for more detailed planning necessary for project implementation and coordination with development projects. Lead department: Transportation & Mobility Support department(s): Integrated Transportation | Communications	2020-2022
Transition of South East Kelowna Irrigation District (SEKID) integration with City Water Utility The integration of SEKID into the City of Kelowna utility is a step towards the vision of a city-wide water distribution system as set out in the 2017 Kelowna Integrated Water Supply Plan. Integration of all water supplied and systems within Kelowna will lead to consistent clean water standards and equity to all residents and businesses in Kelowna. Lead department: Infrastructure Support department(s): Multiple departments	2017-2022
Unit 4 approval workflow: Phase 3 Configuring workflow functionality and then implementing a fully functional and efficient approval workflow for purchasing processes. This workflow will include system generated notifications and system recorded approvals or denials by those with authority. The approval workflow will encompass the full procure to pay cycle from requisitions to final payment. Lead department: Purchasing Support department(s): Multiple departments	2019-2022
Update 20 Year Servicing Plan and Development Cost Charges (DCC) bylaw in conjunction with Official Community Plan (OCP) Update the 20-Year Servicing Plan and the Development Cost Charge bylaw concurrent with the OCP update that is planned for 2018 – 2021. An update to the 20-Year Servicing Plan is required to plan the necessary infrastructure to support growth that is predicted in the OCP. Updating the DCC bylaw will ensure new development pays for the infrastructure to support growth. Lead department: Infrastructure Engineering Support department(s): Multiple departments	2018-2022
Waste reduction - Assessing building deconstruction This project is to perform building deconstruction rather than a routine demolition on three to four City-owned buildings. The purpose is to assess waste reduction options for demolition debris as a waste recovery and diversion initiative. Lead department: Solid Waste Support department(s): Building Services	2022-2022

Project	initiative detail *(alphabetical order)*	Duration
Water meter replacement program Replacement of water meters in the City's water utility. New meters will be read through an automated system and allow individual residences to monitor their water use. This is a multi-year project, expected to continue for five to seven years. Lead department: Utility Services　　　　　　　　　Support department(s): Multiple departments	2020-2025

Appendix A

How do all the City's plans work together?

Strategic direction
Where do we get our direction from?

Community | Council | Corporate

▸ Multiple stakeholders provide input, much is captured in the *Imagine Kelowna* community vision.

Strategic delivery
How do we deliver the direction over the long term?

Master plans and strategies

Council priorities: 2019-2022
Imagine Kelowna: vision into action

▸ Examples: Official Community Plan; Capital Plans; Financial Plans; Servicing Strategies

▸ Council & Corporate results to focus on during Council's term.

Action plans
What actions need to be taken in the next 1 – 4 yrs?

Divisional and departmental plans

Annual action plan

▸ Each division and department considers how to align to the direction and what's needed to execute for success.

Resources
How do we fund and execute?

Annual budgeting & delivery (operations)

▸ Money & people are needed to implement our plans and deliver our day to day programs & services.

Appendix B

Strategy cycle

Is anyone better off? Have we achieved the desired results? How can we improve performance?

Do the right things. Define the desired result and how we'll measure it.

4 Measure, report & improve

Set priorities

Strategy

3 Take action

1

Communicate & align

2

Do things right, get things done. Deliver results. Monitor and adjust resources given changing conditions.

Engage and focus the organization. Ensure people understand the desired results so they can contribute through their work and resources.

Action Plan 2022

Delivering on
Council priorities 2019-2022
Imagine Kelowna: vision into action

January 10, 2022
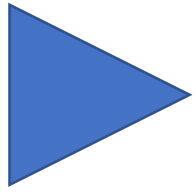
Agenda

▶ The path to get here

▶ Delivering on our strategic direction

▶ 2022 focus areas & project examples

▶ What's next?

Strategy & performance management cycle

472

How we deliver on our strategic direction

Strategic direction
Where do we get our direction from?

| Community | Council | Corporate |

Strategic delivery
How do we deliver the direction over the long term?

Master plans and strategies

Council priorities: 2019-2022
Imagine Kelowna: vision into action

Action plans
What actions need to be taken in the next 1 – 4 yrs?

Divisional and departmental plans

Annual action plan

Resources
How do we fund and execute?

Annual budgeting & delivery (operations)

473

January 2021

2022 focus areas

Council priorities

- Community safety (8%) — 6
- Social & inclusive (12%) — 9
- Transportation & mobility (18%) — 14
- Vibrant neighbourhoods (42%) — 33
- Economic resiliency (6%) — 5
- Environmental protection (14%) — 11

Corporate results

- Financial management (22%) — 8
- Clear direction (56%) — 20
- People (21%) — 8
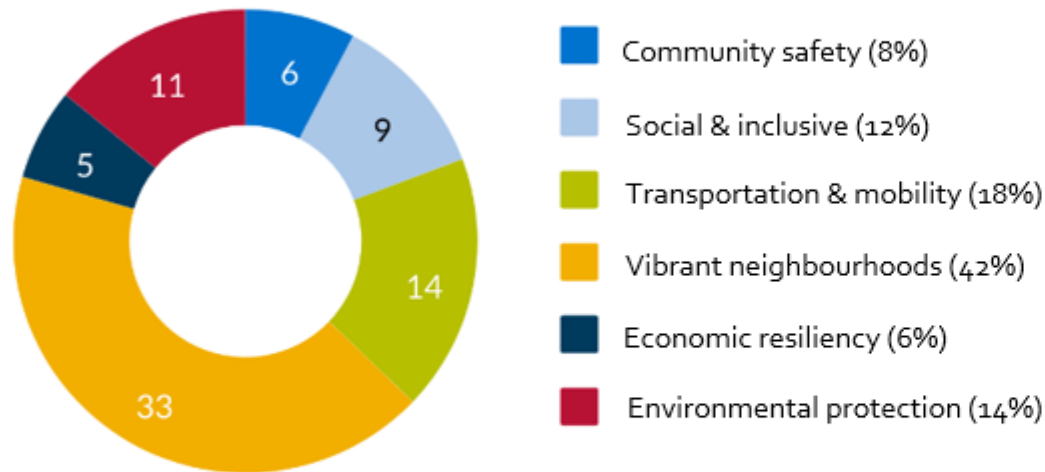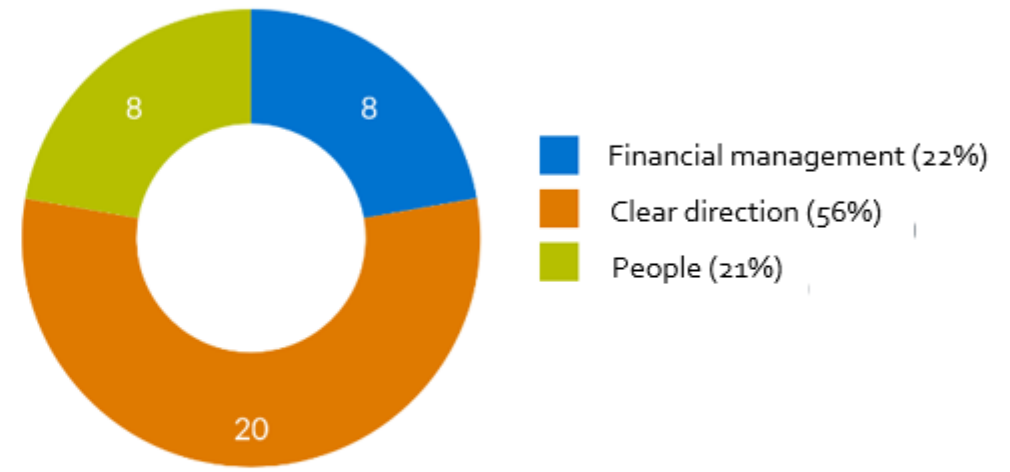
+ Maintain and improve base business (operations): 21
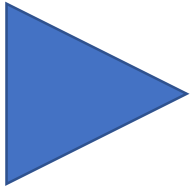
Project examples – Council priorities

Safety / Social & inclusive

- New safety positions
- Implement community safety plan
- Outdoor Sheltering Strategy
- Central Okanagan Poverty Reduction Strategy
- Youth Services Framework and implementation plan

Transportation

- Active transportation corridors:
  - Abbott protected bike route
  - Houghton Rd
- Neighbourhood Bikeway program
- Central Green pedestrian overpass
- Transit Operations & Maintenance Centre
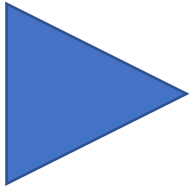
Project examples – Council priorities

Economic / Environment

- Exhibit at KF Aerospace Centre for Excellence
- Environmental Management System implementation
- Acceleration of climate action initiatives
- Kelowna Area Based Water Management Plan
- Mill Creek Flood protection

Vibrant neighbourhoods

- Affordable Housing Land Acquisition implementation
- Capital News Centre - expansion
- Infill Challenge 2.0 plus implementation
- Kelowna Community Campus – replace PRC
- Strategic Facilities Master Plan
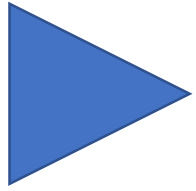
Project examples – Corporate priorities

Financial / Clear direction / People

- Kelowna Community Theatre Box Office and Front of House
- Senior Government Relationships and Priorities Framework
- Cultural Plan Report Card
- Website redesign – www.Kelowna.ca
- Collaboration with UBC Okanagan
- Performance Measurement Framework implementation
- Diversity & Inclusion Strategic Plan
- Chat bot scale up
- Corporate recognition program
- Digital literacy program
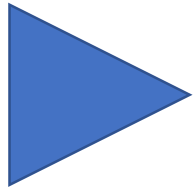
What's next?

Measure, report and improve

March 2022

Council Priorities 2019-2022
annual progress reporting

Questions?
For more information, visit
kelowna.ca/actionplan

Report to Council

City of
Kelowna

Date: January 10, 2021

To: Council

From: City Manager

Subject: 2021 Community Trends Report: Housing Unaffordability: crisis or crossroads

Department: Policy and Planning

Recommendation:

THAT Council receives, for information, the report from the Policy & Planning Department dated January 10, 2021, with respect to the 2021 Community Trends Report.

Purpose:

To introduce the 2021 Community Trends Report titled "Housing Unaffordability: crisis or crossroads".

Background:

The annual Community Trends Report (CTR) is in its seventh year of publication. This report is one of several research reports produced annually by the Policy and Planning Department. While other reports focus on the same topic each year, such as development statistics, the CTR topic will change with major trends occurring provincially, nationally, and beyond.

The CTR is not meant to establish formal recommendations but instead to explore local impacts of trends and set the stage for the City's possible path towards new planning projects or other initiatives that may be needed in response. Ultimately, the aim of the CTR is to understand the nature of these larger trends, how they might impact the local community in the years ahead, and what could be done in response. This allows for early consideration of where policy attention and action may be directed in the future.

Discussion:

This edition of the CTR is titled "Housing unaffordability: crisis or crossroads." It focuses on the steep rise in real estate prices in Kelowna, particularly over the past year, and the impact this price rise has on the affordability of housing for Kelowna residents. The report explores possible approaches to policy responses which could be considered. These possibilities reflect research across media, academia, secondary research sources, and other jurisdictions' work.

The 'housing unaffordability' topic was chosen for two reasons: Firstly, housing policy in general has been an expanding area of focus for the City in the recent decade. The completion of the Journey Home and Healthy Housing Strategies resulted in a significant body of work, with some actions and an update to the strategy still to be completed. Additionally, the legislated need for Housing Needs Assessments every five years, the City's involvement in regional housing efforts, and the implementation work that is expected to emerge from the forthcoming adoption of the 2040 Official Community Plan will generate additional work in these areas. Increasing unaffordability will amplify the need for comprehensive and clear policy responses in these areas.

The second reason for choosing housing unaffordability as the topic for the CTR was due to the inconsistency and variation within national and local conversations about housing. As written in the CTR itself, "conversations about housing have become muddled". This can lead to negative or unproductive exchanges of information based on incomplete information. The CTR takes steps to reconcile contrasting views of housing through lenses of 'changing the conversation', 're-examining roles in housing' and 're-thinking the housing system'. The intention is to make room for productive and well-informed conversations as well as new and alternative possibilities.

By putting forward the idea of housing unaffordability as "crisis or crossroads" the CTR suggests that the current state of unaffordability has the potential to push ahead positive change. The report acknowledges and demonstrates that affordability has deteriorated significantly. The CTR makes the point that regardless of how housing affordability is labelled, crisis or not, it is important to keep sight of the specific impacts of it on the community and to consider the systemic changes that may be necessary to see this condition improve.

Conclusion:

Looking ahead, there is no one solution to housing affordability. A key point of this years' CTR is that solutions to affordability, like many that have been put into action by the City, will need to be collaborative. They will likely require changes to how housing is delivered - by all actors and governments in the system - to ensure that the right supply of housing is provided at the right cost for the community.

Internal Circulation:
Communications
Community Planning
Partnerships Office
Real Estate
Social Development

Submitted by:
D. Sturgeon, Planner Specialist

Approved for inclusion: J.Moore, Long Range Planning Policy Manager

Attachment: *2021 Community Trends Report: crisis or crossroads?*

City of
Kelowna

Community Trends 2021

Housing unaffordability:

crisis or crossroads?

OVERVIEW

The 2021 infographic provides some key population, economic, transportation, and housing indicators from the City. This snapshot, particularly the decreased unemployment rate and high building permit values relative to 2020, indicate a strong economy. Low transit ridership is a reminder that there are ongoing impacts of the pandemic. Scooter statistics suggest that the community is embracing these as a viable form of transportation for short trips. Lastly, housing indicators, particularly the steep rise in housing costs and high rents, are discussed in more detail within the report.

POPULATION >>> 145,500*

MEDIAN HOUSEHOLD INCOME
$74,461
down 1% from 2020

unemployment rate >>> 4.4%

TRANSIT RIDERSHIP
DOWN 41% FROM 2019

average 2-bedroom rental rate
- PRIMARY MARKET: $1,917 ↑ 3.8%
- SECONDARY MARKET: $2,360 ↑ 26.1%

MEDIAN PRICE NEW CONDO
$589,900

2.1% RENTAL HOUSING VACANCY RATE

862 BUILDING *permits issued* FOR 3175 UNITS

1319
average number of scooter rides per day

2KM
average length of scooter trips
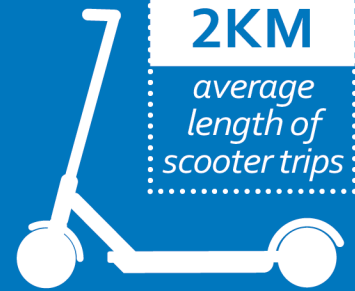
740 purpose built rental units completed in 2021

BUILDING PERMIT VALUE
$1.169 BILLION
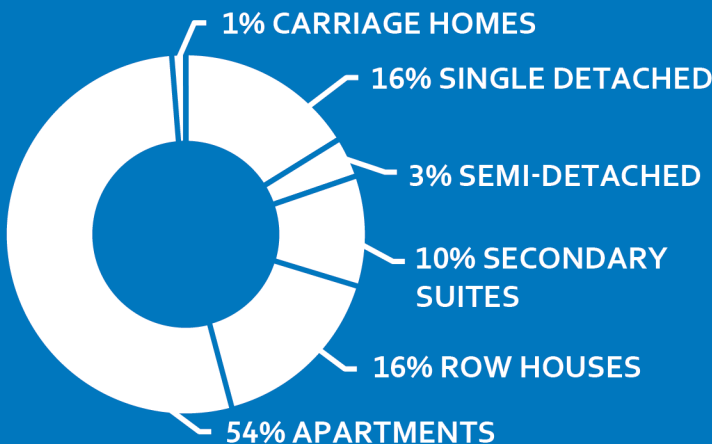
building permits by type
- 1% CARRIAGE HOMES
- 16% SINGLE DETACHED
- 3% SEMI-DETACHED
- 10% SECONDARY SUITES
- 16% ROW HOUSES
- 54% APARTMENTS

BENCHMARK HOUSING COST

SINGLE HOMES ↑32.7%
$978,500

ROW HOUSES ↑28.5%
$688,600

CONDOS ↑28.9%
$495,400

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INTRODUCTION

A recent surge in housing prices across the country leaves many talking about housing *unaffordability* rather than affordability. This topic was a main voter concern during the recent Canadian federal election campaign where five major federal parties all featured housing as a policy priority. Three of the parties used the phrase 'housing crisis' to frame the problem.[1] Locally, provincially, and nationally the topic of unaffordability, and increasing housing costs growing more detached from incomes, has moved beyond a topical 'trend' and become an expectation. There is growing acceptance at all levels of government that more significant action towards housing affordability is needed.

As we navigate this crossroads, we are faced with compounding challenges. Economic uncertainty of the COVID-19 pandemic has exacerbated housing unaffordability across the country. Kelowna's 2020 citizen survey found that the pandemic impacted 32% of households' ability to meet financial obligations.[2] 2021 has seen the most rapid rate increase of inflation since 2003[3] and unemployment rates have fluctuated across the country. The November 2021 'benchmark' price of a detached house in Kelowna was 32.7% higher than the same time in 2020.[4] Fewer than 1 in 10 Kelowna households could afford this price. CMHC has issued a cross-country warning of high housing market vulnerability in response to country-wide rising prices.[5] Locally, Zumper.com currently ranks Kelowna as the 4th most expensive rental market in Canada.[6] This high unaffordability has particularly negative impacts on those at risk of homelessness and those looking for new rental accommodations, while first time buyers may be now suddenly priced out of the market.[7]

This state of unaffordability is despite significant and continued efforts of the City and our partners to address the community's housing needs. Importantly, without these efforts, unaffordability in Kelowna today would likely be worse. Through actions endorsed in the Healthy Housing Strategy and the Journey Home Strategy, hundreds of purpose-built rentals have been incentivized, suites and carriage houses have been insulated from some impacts of short-term rentals, new partnerships have been forged, and housing with supports has been expanded, amongst many other actions taken.

Yet as unaffordability worsens, conversations about housing in media, research, and from cities across the country and globe have become muddled. Labels of 'housing crisis', disparate solutions, finger pointing, and obscure answers are common. The only certainty arising from this scenario is that additional action is needed – with no consensus as to what. This trend of obscurity poses a threat to how local governments can articulate the problem and move towards solutions.

The Community Trends Report reflects on this impasse by posing a few key questions: **What is the state of housing in Kelowna today? How is affordability discussed and why does it matter? How can we change the conversation to be more productive? Will the housing system and the role of the actors need to evolve? As a local government, do we need to re-examine our role in housing affordability?**

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HOUSING IN KELOWNA TODAY

There is a growing urgency to housing conversations across the country and locally. As calls are made to better respond to housing unaffordability, and labels of a crisis are used, it is important to understand specifically what unaffordability looks like. In Kelowna, this has evolved into a significant and persistent problem. This can quickly be demonstrated by a trio of statistics:

1

The median multiple – a ratio of the median house price to the median income – can be used to compare housing affordability across cities. A value of 3.0 or less is considered affordable. Vancouver and Toronto are the highest in Canada, at 13 and 9.9, respectively.[8] Kelowna currently sits at a median multiple of 8.6.[9] This is the same score as London, UK, which ranks our city in the same affordability class as some of the most unaffordable major urban centres in the world.

2

The proportion of renter households in Kelowna which are spending more than 30% of their gross income on rent – the standard measure of affordability on a household scale - is 47%. This is higher than both Vancouver (44%) and the provincial figure (43%).[10] In absolute numbers, this represents more than 8,000 renter households which could be struggling or could be on the verge of homelessness every month.

3

The average rent in Kelowna has recently risen significantly faster than wages. According to the online rental listing aggregator Zumper.com, the average listed price for a 2-bedroom secondary market rental in Kelowna increased 24.6% between October 2020 and October 2021, the largest increase in the country, to $2,180.[11] Independent local research conducted for the City suggests this increase could be slightly higher, at 26%.[12]

THE AFFORDABILITY GAP

WAGES AND PRICES ARE GETTING FURTHER APART. THIS IS MAKING AFFORDABILITY WORSE

There is an ongoing trend of *continually worsening* unaffordability in Kelowna. At the core of this is the separation of wages and housing costs. The graph below shows this trend in the City of Kelowna by displaying the relative change of wages and housing costs since 2001. This separation creates what is called the 'affordability gap': the difference between the price of housing and the necessary minimum income to afford to purchase. The graph shows that as housing prices have risen to record levels, earnings have remained relatively flat. This trend is similar across the country.

Research conducted out of UBC adds context to this. It identified that in Kelowna specifically, *average house prices would need to fall by ½ to close this gap and return to a state of affordability*. Alternatively, typical full-time wages would need to increase by $100,000.[15] While obviously unrealistic, the numbers illustrate the severity of unaffordability. The same research also estimates it would take the average rental household in Kelowna 13 years or more to save a down payment.[16] The analysis was based upon 2018 sales data: since that time the median purchase price in Kelowna has increased by more than 35%.[17]

DEEPER DIVE: GIVING UP AND STAYING PUT?

Rising housing costs are making it more difficult for renters to make the jump to home ownership. A recent poll conducted by the Royal Bank of Canada suggests that 36% of renters, countrywide, have 'given up' on home ownership.[13] While continuing record breaking sale prices of single family homes dominates media headlines, the impact of rising unaffordability is particularly felt amongst renters as they struggle to absorb additional costs and pay already high rents - with no end in sight.

Across the country in 2019, not a single metropolitan area saw an increase in the rental apartment turnover rate. This is a statistic likely influenced by the pandemic, but also a trend we can expect to continue as rents remain high.[14]

Rising rents exacerbate the ability of renters to save a downpayment for a home. This decreased mobility, whether by choice or not, also generates a constraint on the rental market as more people stay renting longer, and exacerbates demand for more affordable (less than 30% of household income) rental units.

City of Kelowna percentage change in median housing costs, average rent, and median income relative to 2001

Legend: Income* (green dashed), SFD (orange), Strata (grey), Row House (blue), 2 Bedroom Rent** (yellow)

Values at 2021: Row House 458%, SFD 396%, Strata 225%, 2 Bedroom Rent 112%, Income 76%
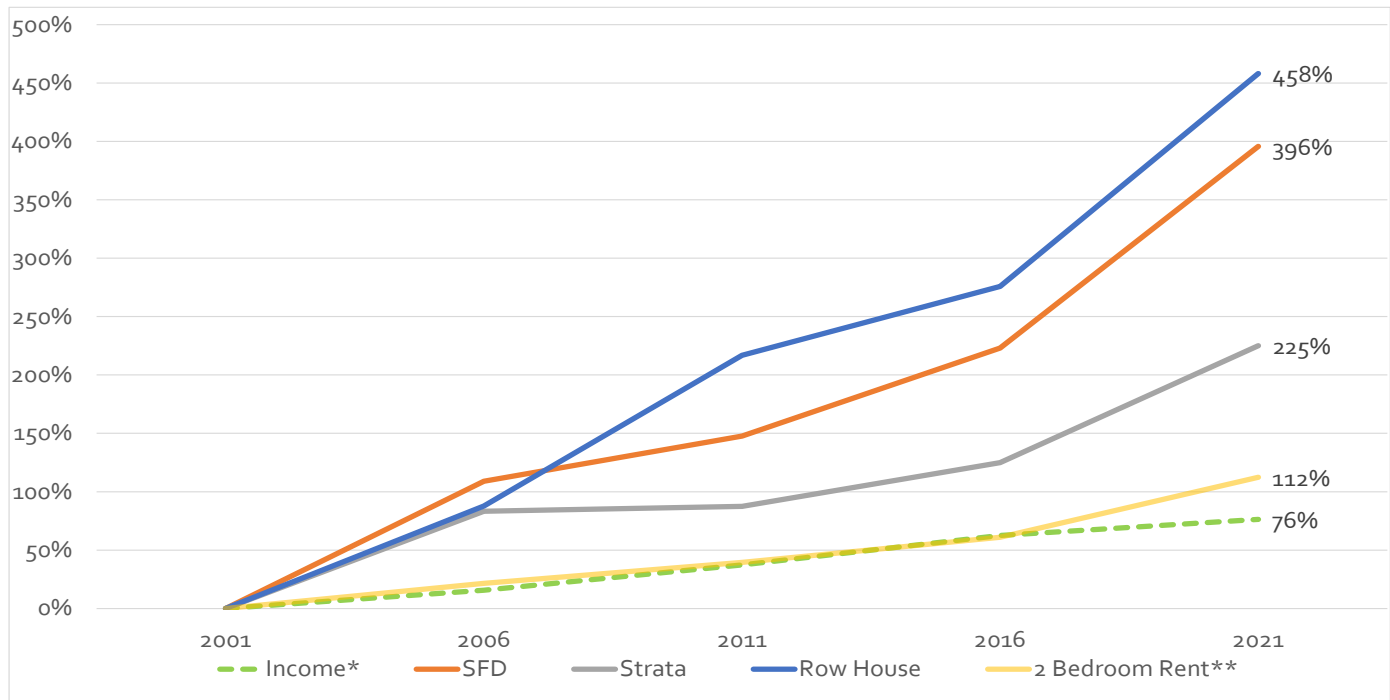
Source: Statistics Canada, Environics Analytics, BC Assessment Authority, CMHC
** 2 bedroom rent reflects most recent CMHC Rental Market Survey data from October 2020. Current asking rents are higher.

AFFORDABILITY IS EVEN WORSE FOR RENTERS

Wage statistics such as the one presented on the previous page are often based on the overall median wage which combines the incomes of renters and owners. This can downplay the significance of unaffordability in the community. The overall wage does not take into account the fact that renters typically have lower household incomes, putting them at a disadvantage when seeking to purchase a home or pay rent or cover additional costs. With this in mind, it is important to look at the incomes of owners and renters separately.

The graph to the right shows the median household income of renters and homeowners separately, since 2001.[18] The minimum approximate salary to purchase a median priced strata (apartment) unit is included, showing the gap between actual incomes and the cost of ownership.

This trend particularly underscores one of the unaffordability challenges we face. If the median renter income is lower than the necessary income to purchase a median priced strata unit, it means that more than 50% of renters are priced out of the housing market.

To better illustrate the affordability gap in Kelowna, the graph below shows the shrinking proportion of renter households in Kelowna, since 2001, that could afford to purchase a strata unit. Based on year to date 2021 sales data, barely 1 in 5 renter households in Kelowna could afford to purchase an apartment. In other words, *80% of renters cannot afford to move into homeownership.*

Kelowna CMA Median Household Income

Sources: Statistics Canada Census of Population, BC Assessment Authority
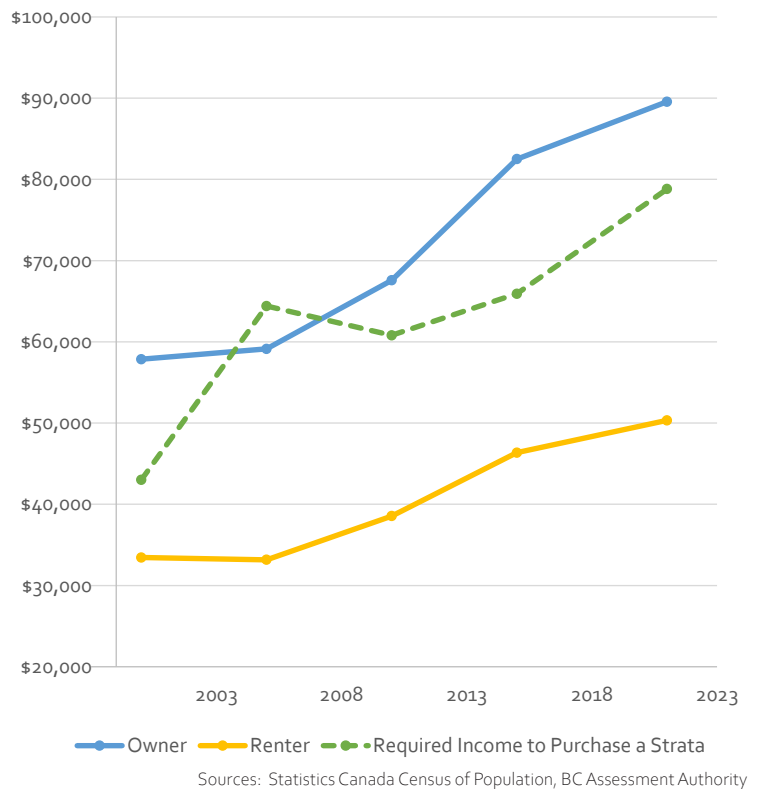
Affordability of Ownership from 2001 - 2021: Share of total renter households earning enough income to afford the median sales price of a strata unit in Kelowna.
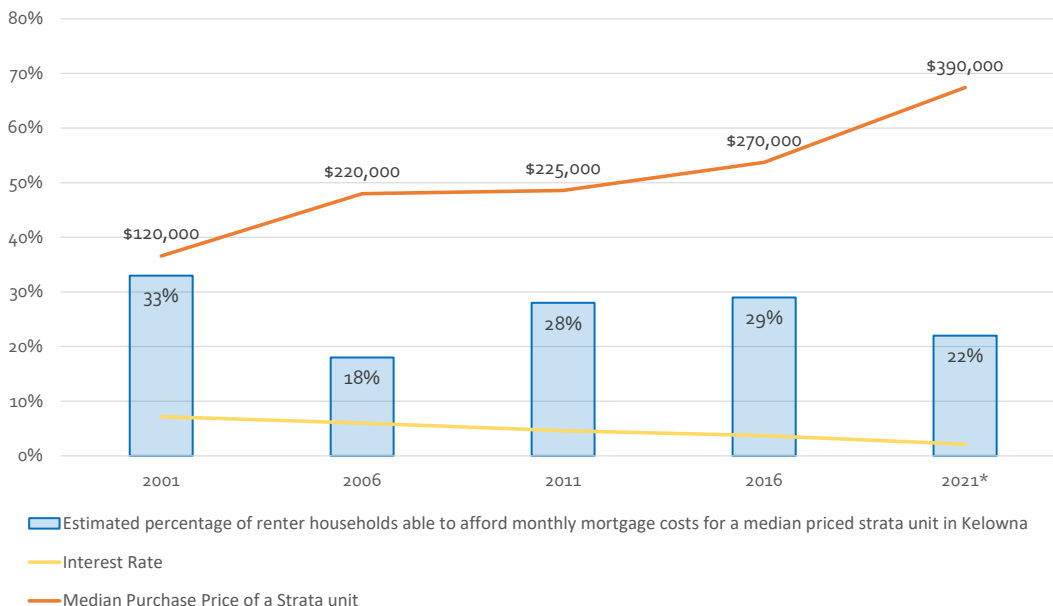
Sources:
Statistics Canada Census of Population, BC Assessment Sales Data, Bank of Canada
Income based on Kelowna CMA.   *2021 Income is an estimate based upon Environics Analytics sampling and projection data.
Interest Rates based on Bank of Canada Average 5 year lending rate.
Mortgage affordability assumes 10% down payment and that housing costs cannot exceed 30% of gross income. Actual lending practices may vary.
Housing costs based on median price of all units sold and categorized as 'strata' by BC Assessment. Housing costs include mortage payments, property taxes, strata fees, and utility costs.
Strata fees set at 0.35/sq.ft. (2021 dollars) for a 750 square foot condo.

THE AFFORDABILITY GAP

The cost of rent is also increasing faster than wages and new purpose-built rentals in Kelowna are not affordable to the marjority of renters. In September 2021, the median listed rental price for a new 2-bedroom purpose-built unit was $1,888. In the Kelowna area, less than 30% of renter households make enough for this to be affordable. A household would need an annual before-tax income of $75,520 to keep this rent below 30% of their income, which is significantly higher than the 2021 median renter household income of $50,300. In the absence of any other affordable options, renter households overextend themselves to pay these amounts.

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"Everyone talks about housing affordability but affordable, suitable, and adequate rental housing is the foundation of the housing ladder." - Andy Yan MCIP RPP, Director, City Program, Simon Fraser University[19]

···

Median market rents for new purpose built rentals, and secondary (private) market rentals, based upon a September 2021 survey are shown in the graph to the right. These numbers only reflect apartments that are becoming available, and not what rents are paid across the city for those i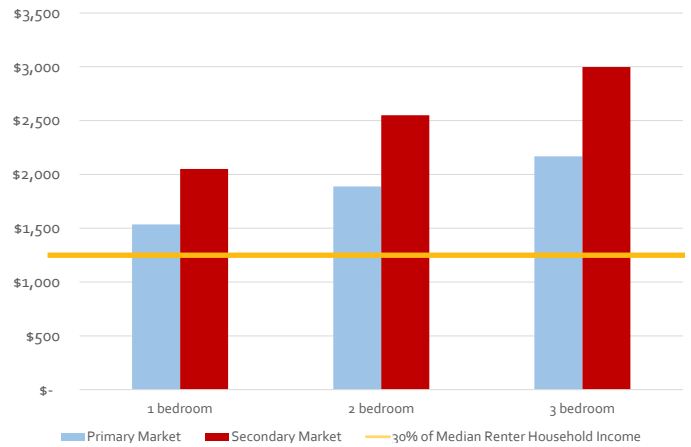n existing rental contracts. This is important because the numbers demonstrate the direction that rental costs are heading.

Kelowna City median monthly asking rent

Legend: Primary Market · Secondary Market · 30% of Median Renter Household Income

Source: Knew Realty Research, September 2021

SUMMARY POINTS OF THE AFFORDABILITY GAP

Based on the income statistics provided in this report, fewer than 1 in 10 households across the city could afford to purchase a detached home, fewer than 1 in 5 renters could afford to move into ownership, and only 30% of renters in the city could afford current rental prices. This poses a significant problem which places us at a crossroads. The next sections explore how housing experts and other governments are taking new approaches to the housing system to respond to this situation.

DEEPER DIVE: SOCIAL AND ECONOMIC IMPACTS OF HOUSING UNAFFORDABILITY

We do not yet fully understand the impacts of the most recent spikes in rent and housing costs. Some of what we do know is:

Reduced mobility. Unaffordability limits the ability of people to move through different types of housing depending on their situation and life stage. It may also impact people's decisions to move to Kelowna over other more affordable communities. Rising costs of ownership has a secondary impact of squeezing the rental market. When tenants have fewer options, they stay where they are rather than purchasing a home. Typically, people move rental units with changes in career, family, and income, freeing up cheaper and smaller units for those at the beginning of this journey. Units are becoming available less frequently, and when they do the rental price is often significantly higher.[20] This exacerbates demand for more affordable (<30% income) units and creates a vicious cycle.

Inequality. Unaffordability within our housing system introduces serious consequences of equity and opportunity. In simple terms, those who already own see their wealth increase as prices increase, and those who rent have a declining opportunity to build wealth as their costs increase. This disproportionately impacts female-led, minority and indigenous households.[21]

Homelessness. Increases in homelessness can signal problems with the housing system. We know that the homelessness count saw a 4% increase between 2018 and 2020, and 23% increase from 2016 - 2018.[22] Supportive housing will have less turnover if market rents are too high and mobility is restricted. If fewer people are able to move from supportive and/or subsidized housing into market housing, those who are homeless struggle to access the supportive housing they need.

Lost productivity. The economic impacts of unaffordability are significant. It impacts the ability of businesses to retain and expand, decreases access of business to new talent, has negative impacts on childhood education, and poor community development within the arts and culture sectors. The wages of renters put towards higher rents is money not spent within the local economy. This impacts business development and ability to innovate. It may have a more profound impact on smaller independent businesses.[23]

Mental health. As described in the Healthy City Strategy, the stress associated with high housing costs and housing insecurity is known to have negative health impacts, put a strain on our healthcare system and decrease overall economic productivity further. The alternative – stable and affordable housing – leads to improved happiness and improved wellbeing amongst residents.[24]

CHANGING THE CONVERSATION

HOW CAN WE TALK ABOUT HOUSING AFFORDABILITY IN A DIFFERENT WAY?

Conversations about housing affordability are becoming more frequent across the community and country. These conversations, whether at work, at home, or in the media, are important. They impact common understandings of the issues. This is important, as the framing of these conversations – how housing affordability is discussed and understood – has a direct impact on how a community response might be implemented. Often, these conversations use unclear language or rely on an incomplete portrayal of what is a complex and multifaceted issue.

For instance, there has been a recent focus on the benchmark price of single detached homes as a critical affordability issue. This framing can leave out other key aspects of housing, such as rising rent costs. Incomplete or vague approaches to defining problems can lead to circular arguments, poorly defined solutions, misplaced priorities, and unnecessary blaming.[25]

The next sections of this report detail three common aspects of housing affordability that stand out as having incomplete narratives: the use of the phrase 'housing crisis', approaches to rental housing, and how the complexity of supply and demand is applied to the housing system. Through these three examples, it can be seen how an incomplete portrayal could be counterproductive to the process of determining solutions.

HOUSING CRISIS: TERMINOLOGY MATTERS

Growing use of the phrase 'housing crisis' signals the urgency of the situation at hand. It is appearing more often and yet there is no clear sense of what it actually means. A scan through media sources countrywide reveals a polarized debate framed around interpretations of a housing crisis. Many reference this phrase but often without context. We know that the state of affordability has deteriorated. We know how it negatively impacts people and economies. Even if we agree that it's a crisis, this still leaves open the bigger question of working towards a response.

In reality, there is no singular housing crisis – the housing system is complex and involves demand, supply, credit, quality, rentals, design, policy, construction, labour, skills, and more. Any one of these, or all of them, could face a crisis.

Choosing how a situation is defined, understanding the current dilemma, and discussing collaboratively how to respond will help move in a postive direction.[26] If the word crisis is going to be used, it needs to be specifically understood and articulated so that the policy response can be clearly crafted.

This process has begun via the Healthy Housing Strategy, Imagine Kelowna, and the 2040 Official Community Plan. Much progress has been made. Yet, there is much more work to be done, particularly given the recent dramatic increases in housing costs.

CHANGING THE CONVERSATION

ASSUMPTIONS ABOUT RENTAL HOUSING CAN HAVE A NEGATIVE IMPACT

The common idea that renting is temporary is an oversimplification that undermines the importance of the rental housing economy. We know that there will always be a demand for home ownership. There exists, however, a strong bias towards home ownership as the end goal for everyone. Meanwhile, terms like 'social housing' or 'public housing' or even 'affordable housing' often carry a negative connotation.

....

"In Canada, we favour and subsidize ownership, then make renting pretty miserable. There's this idea that renting is inferior, and materially, it is, because it's neglected." – David Hulchanski, Professor, Housing and Community Development, University of Toronto [32]

....

These assumptions can lead us to overlook the livability components of rental housing, such as quality of design and materials, amenity spaces, and size (i.e.: units for families), and the amount of rental housing we need.[27] While it may be true that many aspire to own a home, some may prefer the simplicity of renting. For an increasing number of households, renting is becoming the only option.

Across Canada, demand for rentals has surpassed that of home ownership in the past decade, the first time in 50 years.[28] Despite

Proportion of renters in Canadian cities
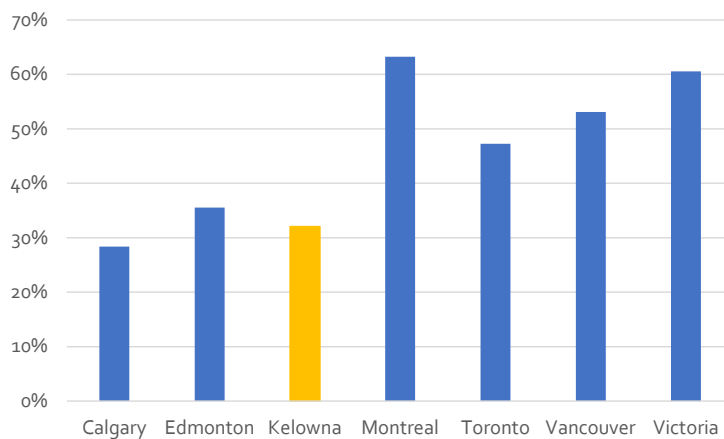
all of the new purpose-built apartments in Kelowna, the proportion of rental households is still relatively low compared to larger urban centres in Canada (Figure 7). As Kelowna grows and as prices continue to increase, the proportion of renters can be expected to increase.

Experts across the country are calling for policy commitments to deliver rental apartments as a real, long term housing choice, to improve rental stability, mobility, and affordability, and support an increasing proportion of people renting for longer periods of their lives.[29][30][31] These statistics and ideas suggest giving as much or more attention to rental housing as is given to ownership housing.

CHANGING THE CONVERSATION

THE IMPACTS OF BOTH SUPPLY AND DEMAND ARE COMPLEX

Opinions on housing can fall on either side of a false dichotomy: that the solution to housing affordability is purely a supply issue or purely a demand issue. This creates one of the most polarizing debates within the housing conversation: whether more supply, and the speed at which it is delivered to meet demand, will resolve our affordability challenges. There are economic arguments on both sides, but fundamentally these two components interact with complex interplay.[33] [34] It would be a skewed oversimplification to suggest that one or the other alone could be a solution.

It is true that faster approvals reduce holding costs and minimize risk. It is also true that there has been an inadequate supply of rental housing, particularly purpose-built, brought to the market.[35] [36] As shown below that situation has been recently changing: nearly 40% of the City of Kelowna's current supply of purpose-built rental housing was constructed in the past decade, and hundreds more units are in the approvals and construction stage.

Purpose built rental apartments constructed in Kelowna

Period	Units
Pre-1960	106
1960s	654
1970s	1696
1980s	721
1990s	652
2000s	547
2010s - Present	2834
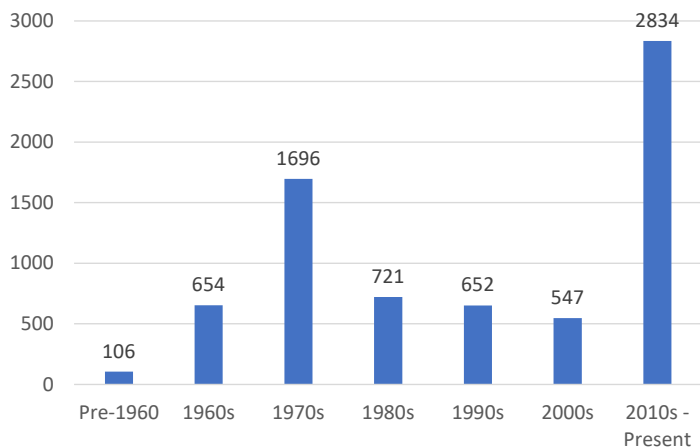
Yet statistics show that the new apartments and market rental housing we are building are not affordable to more than half of Kelowna's rental population. Constructing more rental units in the same manner, without other measures, is likely to see this unaffordability trend continue.[37]

This is not meant to suggest that more supply is unnecessary – supply is continually needed to house the growing population. However, *the right supply provided at the right cost* is necessary to ensure that new housing which is provided aligns with household incomes across the community.

A COMMON UNDERSTANDING HELPS ALIGN GOALS

These three examples show how the framing of conversations about housing affordability can impact the process of considering responses. As such, working collaboratively to clearly understand the challenges that housing unaffordability poses can improve the process of determining solutions.

Many are calling the trend of increasing unaffordability a crisis. If this term is to be used, it is important to understand specifics: a crisis of what, and a crisis for whom. With respect to the other examples, a shift in the focus of supply towards more rentals and improving on providing affordable options will be necessary given that only a small minority of renters in the City can actually afford to purchase a home. Similarly, embracing a holistic understanding of the complexity of supply and demand will be of benefit.

While there will continue to be calls to better address housing unaffordability, an important reminder is that *there is no near-term solution or quick fix to unaffordability*. More new rental housing and other types of affordable units will take years to be brought to market, and policy changes will take years to have an impact on the housing system.

RE-EXAMINING ROLES IN HOUSING

Experts have sounded the alarm that the housing system is out of balance. The inability for a large majority of residents to find suitable and affordable housing in their own city signals a significant problem. The trends provided in this report show that the market is failing to deliver a necessary amount of actually affordable housing. We are fortunate to live in such a popular city, but with that comes the increased challenge of building a housing system that adequately provides supply across the affordability spectrum.

ACTORS IN THE HOUSING SYSTEM

A rethinking of existing policies is underway in senior governments. The commissioning of a panel of housing experts to produce recommendations for policy changes in BC is a recent example. The resulting 'Final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability' was released earlier this year and offers bold suggestions to reforming the supply of housing across the province.

....

"The Province cannot build its way out of the housing crisis on its own. That's why we're bringing together partners from all levels of government, Indigenous organizations, non-profits and the private sector to build the right supply together." - Homes for BC: A 30-point plan for housing affordability in British Columbia[42]

....

Provincial legislation was recently passed which is intended to increase housing supply by simplifying the development approvals process. Bill 26 - 2021 allows delegation of development variance permits and removes the need for public hearings for rezonings which are consistent with the OCP, amongst other measures [40]. This move demonstrates the opportunity the Province has to influence the housing system. Other changes, such as those suggested in the 2019 Development Approvals Process Review, will also still be necessary to improve the housing approval process.[41]

 The 2018 provincial plan 'Homes for BC: A 30-point plan for housing affordability in British Columbia', quoted above, and ongoing funding opportunities, however, still relies on principles of cooperation and new approaches from the actors in the system.

RE-EXAMINING OUR ROLES

Thus, all actors in the housing system – developers, governments, and non-profits - face the challenge of fundamentally re-examining their roles in delivering housing. This involves applying to the housing affordability challenge a renewed commitment of resources and an openness to change.

DEEPER DIVE: THE EXPERT PANEL REPORT

This report is the product of over a year of consultation with more than 100 industry experts across the province. Titled "Unlocking Doors", the report includes 23 specific recommendations organized across 5 categories:

1. Creating a planning framework that proactively encourages housing;

2. Reforming fees on property development;

3. Expanding the supply of community and affordable housing;

4. Improving co-ordination among and within all orders of government; and

5. Ensuring the equitable treatment of renters and homeowners.
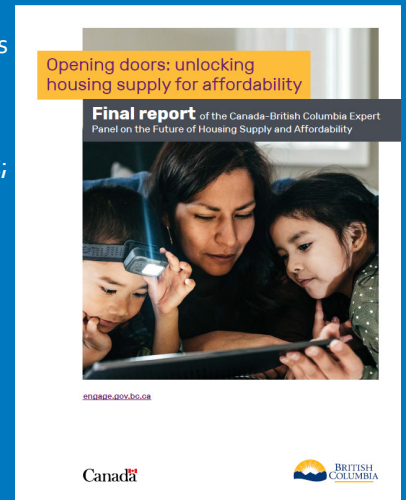
The recommendations aim to reduce barriers to bringing supply to market while balancing affordability needs of owners and renters. Recommendations that specifically target local government include expanded use of density bonusing for affordability, suggested improvements to the approval process and the expansion of pre-zoning. Other recommendations which could impact local government include a recommended reform of the public hearing process and development approvals process, changes to requirements of how housing needs reports are prepared, and reforms to how far in advance infrastructure costs are identified, alongside consideration of additional or enhanced funding sources for infrastructure and amenities.

The report was generally well received across the province by industry and local government. Two recommendations from the report which were intended to redirect subsidies currently directed to owners instead towards affordable housing, including the suggestion to repeal the homeowner grant and to revise capital gains taxes on property sales, were immediately disqualified by provincial and federal governments officials. This led to some criticisms from housing industry experts.[38] [39]

The complete report is available at https://engage.gov.bc.ca/

RE-EXAMINING ROLES IN HOUSING

THE IMPORTANCE OF PARTNERSHIPS AND COOPERATION

As noted on the previous page, collaboration and partnerships will be needed to address unaffordability. Already, the successful implementation of a number of actions in the City's Journey Home Strategy and Healthy Housing Strategy relied on and were successful because of collaboration.

A great example is the creation of the 21 unit 'Providence Boulevard' project in 2019, which incorporates a combination of 3-bedroom family housing and 2-bedroom below-market units. This was a three-way partnership between the City of Kelowna, BC Housing, and a local non-profit housing provider. The City provided the land, BC Housing provided funding, and the housing provider provided the services of construction and operation to see this project through.

Continuing this approach will be critical to increasing the successful delivery of housing that is more affordable. Research across Canada on the delivery of rental housing found that cities with strong collaboration and partnership practices tended to have more effective and comprehensive approaches. The same research found that there was a need for overlap in vision and goals between government and industry, but there was also a need for very clear roles for each stakeholder.[43]

Current incentives on offer by the Province and federal government will require this collaboration. An example includes the BC Housing sponsored Affordable Home Ownership Program, a model that relies on a three-way partnership between BC Housing, municipalities and developers. In this case each party makes concessions (typically reduced profit for the developer, municipal concessions such as lower DCCs or parking concessions, and the provision of low interest loans from BC Housing).[44] This translates into reduced costs for the end developer which are passed on to future tenants. Continuing the practice of partnerships is essential to unlocking funding opportunities such as this as they are made available.
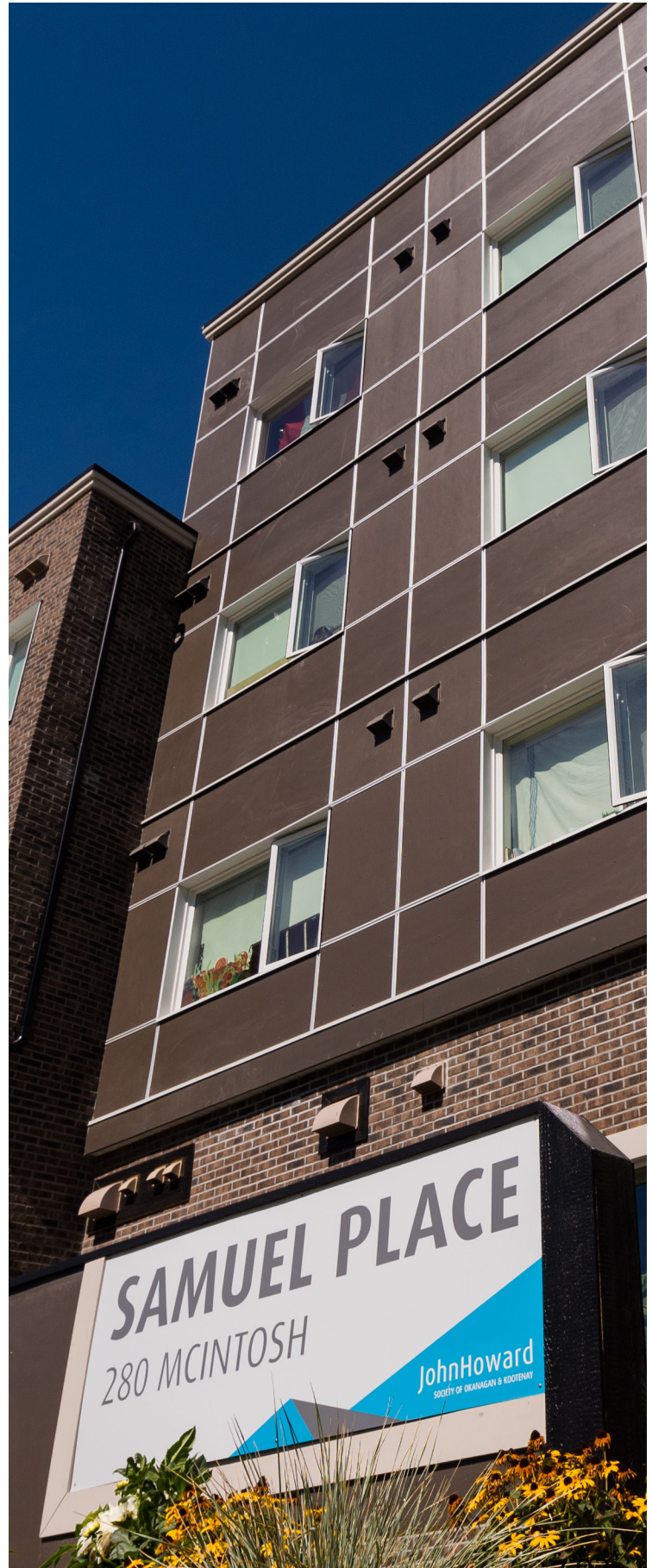
RE-THINKING THE HOUSING SYSTEM

PRECEDENT EXAMPLES TO ADDRESS AFFORDABILITY FROM CANADA AND ABROAD

Recent approaches to addressing affordability illustrate the lengths that some governments are going to, financially and politically, to realize improvements to affordability. Some of these examples involve extentive rethinking of policies and process.

PURCHASING BUILDINGS FOR RENTALS

Purchasing existing buildings for affordable housing is becoming more common. A prominent example is the City of Vancouver recently acquiring numerous former hotels, mostly to be used for below-market rentals. Funds supporting some of these were acquired through the federal governments' Rapid Housing Initiative.[46] There are other examples of this locally and across the province, such as very recently in Castlegar and Kamloops, to create both market and below-market rental housing.[47] [48]

On the more extreme end, in Berlin, Germany, the municipal government recently purchased nearly 15,000 rental apartment units, removing the units from the private rental market. In a city with a population of 3.6 million, where 83% of residents rent, the protection of affordable rentals is a high priority. In this case, the measure was approved by a non-binding referendum, induced by widespread demonstrations and objections to increasing rents.[49] [50]

REMOVING EXCLUSIONARY ZONING

Sweeping changes to single-family zoning has occurred in American states. In Oregon and California, state legislators are considering or have already passed laws that overrule local governments and permit increased density where single family homes were previously the only allowable form. Supporters say that this will improve access to 'missing middle housing' and improve equity across cities. Criticisms are that simply allowing more density will inflate land prices and not improve affordability, without further mechanisms in place. [51] [52] Either way, by permitting additional dwelling types on more land, the exclusionary nature of single-family zoning is reduced. Policy such as this needs to be crafted with careful consideration of the impacts.

ADDING AFFORDABILITY

Similarly, at the City scale, a recent (2020) regulatory change in Cambridge Massachusetts applied new zoning criteria across the entire city – effectively a density bonus - permitting additional housing units if those units are affordable to those making the median wage or less. This policy change is heralded as 'best in class' for its creation of permanently affordable units alongside an immediate doubling in allowable density.[53]

Similar policies have been enacted in Portland, Oregon, where single-family homes can be replaced with up to six units on a single lot. Different criteria for rentals and ownership apply to two or three of the units, requiring below market sales or rent, respectively.[54] The City of Toronto is in the process of developing inclusionary zoning for developments of 100 units or more, which requires up to 10% of units be affordable for a 99-year period (with set rental prices and targeted income ranges).[55] Both of these zoning amendments reward the inclusion of housing affordability with density.

The impact of these changes on affordability are not yet fully known. The examples do show that the current state of affordability, worldwide, is initiating change. While these changes are in some cases significant and wide-reaching, they often use common policy tools - such as density bonuses and inclusionary zoning. These practices have already been used locally and throughout Canada. Both can be structured so that developer profit is not reduced.[56] The devil is in the details on such policy development. The specific measures chosen will depend on a significant degree of research, coordination, and collaboration among government, experts, and industry for successful implementation.

RETHINKING APPROACHES TO THE SYSTEM OFFERS POSSIBILITIES

Among British Columbia housing affordability experts, there are calls for more significant push in the co-op and non-profit sectors and a reduced emphasis on for-profit housing.[57][58] The recent BC expert panel report incorporates a number of recommendations specifically to support this. This guidance is driven largely by the challenges faced by the open market to create housing that meets affordability criteria. Debate over supply and demand aside, the impact of land costs, and profit, in the end-price of housing is significant.

In the quest to provide more affordable options, the cost of construction is far less a problem than that of land.[59] Research in Vancouver comparing private, for-profit with non-profit development has shown that for-profit rental housing development leads to market rents being upwards of 45% higher as compared to non-profit projects where land is provided at no cost.[60] The point here is not to suggest that the current system of for-profit housing be replaced, but rather to call attention to the possibility of expanding the development of non-profit housing, with the partnership of both the for-profit and non-profit sectors.

....

"Ultimately, we need to break away from a dominant mindset that sees private sector property developers as the primary builders of housing." – Mark Lee, Senior Economist, Canadian Centre for Policy Alternatives [66]

....

There are opportunities to incorporate a blended approach to realize these cost savings, utilizing a cross-subsidy within or between buildings to achieve more affordability in some units. A similar model has been deployed in Vancouver, called the Land Trust Model. It uses multiple sites on City-owned land which combine rental types to cross-subsidize between market and below-market rentals.[61] Ideas such as this can encourage big thinking about how all actors in the housing market can explore new roles and opportunities that will enable us to tackle affordability challenges in different ways.

It is possible to do the same in Kelowna. A recent UBC study, focused specifically on Kelowna, discussed the potential for the development of housing on undeveloped public (or non-profit) owned lands. The study found many parcels that were vacant or used solely for parking. The report suggests further analysis of these lands, to explore the possibility of developing, where feasible, to the higher and better use of housing. As there would be no acquisition costs, such development could take advantage of the opportunity to translate cost savings and into a variety of housing affordability

options.[62] In theory, this could be rental housing on land still owned by the City. Again, partnerships would be key.

The cooperative housing model - which in part takes land out of the equation - has a renewed interest in Canada. Grant and loan commitments in the National Housing Strategy are available to finance new co-op housing. Co-ops typically operate as non-profits, with some structured to have equity shares, and can offer affordability that comes with secure tenure and a stake in co-op self-governance. Because they operate at cost, over time they are usually much more affordable than similar market units.[63] The majority of existing co-ops in Canada were built from the 1970s to the mid-1990s using federal grants and federal/municipal land. In BC, there are 275 coops. Two are in Kelowna, with a total of 92 units.[64]

Several new co-ops have been recently constructed in the Lower Mainland using municipal land or land provided by trusts. The Vancouver examples were a joint creation by the Co-op Housing Federation of BC (CHF-BC), federal and provincial and municipal governments, a non-profit housing provider and a land trust. The CEO of CHF-BC described them as *"...a story of partnerships. The result is unique because it combines the strengths of multiple sites, investors and partners in a portfolio that maximizes economies of scale and long-term affordability."* [65]

THE PATH FORWARD

in BC in 2021 there have been multiple crises: a heat wave, fires, flooding, crippled transportation infrastructure, an ongoing pandemic, social unrest, and thousands of overdose deaths. Housing affordability could easily be lost to these immediate and pressing issues, but it is no less important.

This years' Trends Report has explored what unaffordability looks like in the community and how it is reflected in media and research sources across the country. The report's content reflects what can be polarized views within broader national housing conversations but it also captures promising insights and progressive concepts from across the globe to inform and influence future local actions.

The intent is to add clarity to conversations about housing and to propel our community towards collaborative solutions. By acknowledging that there is no singular solution to housing affordability, and by challenging assumptions, the report attempts to make room for some alternative considerations for what housing affordability, housing policy, and the housing system can look like. All of this can build on the successes already seen from implementing the Journey Home and Healthy Housing strategies.

Kelowna is at a crossroads. Further unaffordability will have serious consequences. Repeating the same methods of delivering housing - with the same view of the system, the same roles, and the same resources - is likely to continue to deliver the same challenges. While federal and provincial governments have committed to changes and to providing significant funding towards new housing, the role of regulating housing and land use still falls with local government. As result a large part of the responsibility for taking action on affordability also falls to the local scale – municipal government and the home building industry – to deliver housing that is actually affordable. This means assuring the right supply at the right price in the right location.

All of this together is likely to challenge ideas around housing delivery and may push towards a rethink of the housing system. Some of the beginnings of this will involve shifting the focus from sales prices to affordability, undertaking alternative models of delivering housing, while taking bigger steps to scrutinize what can be done to improve the gap in affordability between renters and owners.

In 2022, the City will be undertaking a new Housing Needs Assessment as required by the province. Following that, an update to the Healthy Housing Strategy will begin. Other initiatives that are underway are ongoing rental-incentives, implementation of the Affordable Housing Land Acquisition Strategy and a variety of infill options being developed. These processes present opportunities to incorporate these examples into a renewed approach and change the state of affordability.

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Housing Unaffordability: Crisis or crossroads?

2021 Community Trends Report

Presentation Outline

▶ Purpose of Community Trends Report

▶ Infographic description

▶ Introduce 2021 topic: Housing Unaffordability

▶ Discussion on report themes:
  ▶ The affordability gap
  ▶ Changing the conversation
  ▶ Re-examining roles
  ▶ Re-thinking the system

City of **Kelowna**

Community Trends Report

▶ Research based

▶ Explores a major theme

▶ Understand local impacts of broader trends

▶ Forward looking and give advance thinking

City of **Kelowna**

Community Trends 2021

Housing unaffordability:
crisis or crossroads?

City of Kelowna

Infographic 2021

▶ Some good news statistics

▶ Unemployment decreased

▶ Transit ridership increased

▶ Building permit value passed $1B

POPULATION ›››› 145,500*

MEDIAN HOUSEHOLD INCOME
$74,461
down 1% from 2020

unemployment rate ››› **5.4%**

TRANSIT RIDERSHIP
DOWN 41% FROM 2019

median 2-bedroom rental rate
PRIMARY RENTAL MARKET: $1,888
SECONDARY RENTAL MARKET: $2,550

RENTAL HOUSING VACANCY RATE 2.1%

727 BUILDING *permits issued* FOR 2228 UNITS

1319 average number of scooter rides per day

2KM average length of scooter trips

1228 purpose built rental units approved or completed in 2021

16% SINGLE DWELLINGS
4% SEMI-DETACHED
11% ROW HOUSES
69% APARTMENTS
units under construction

BUILDING PERMIT VALUE $1.071 BILLION

MEDIAN HOUSING COST
SINGLE HOMES ↑24% **$890,000**
ROW HOUSES ↑21% **$594,000**
CONDOS ↑16% **$390,000**

2021 Trend: Housing Unaffordability

▶ Significant leap in housing costs

▶ A national trend in 2021

▶ A worsening state of affordability, exacerbated by pandemic

▶ Stagnant wages

▶ Report highlights trends within broader conversations of housing affordability

▶ "Conversations": media, research sources, other locations' policy documents
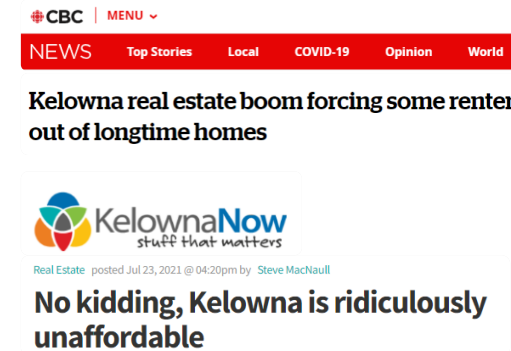
Housing unaffordability: key topics

▶ Conversations are complex and mixed

▶ Unpack the themes within these conversations, looking to the future

▶ The report poses key questions:
  ▶ What does unaffordability look like?
  ▶ How is it discussed and why does it matter?
  ▶ How can housing conversations be as productive as possible?
  ▶ What are possible changes to the housing system?

City of **Kelowna**

504

The affordability gap

Percentage change in median housing costs, average rent, and median income relative to 2001

- - - Income*
—— SFD
—— Strata
—— Row House
—— 2 Bedroom Rent**

458%
396%
225%
112%
76%

City of **Kelowna**

* Income estimate provided by Environics Analytics.
** 2-bedroom rent based on 2020 CMHC data for average existing rents paid across Kelowna.

505

The affordability gap: Renters

▶ Renter income lower than owners

▶ Approximately 80% cannot afford to purchase a condo

Kelowna CMA Median Household Wage

Legend: Owner — Renter — Required Income to Purchase a Strata
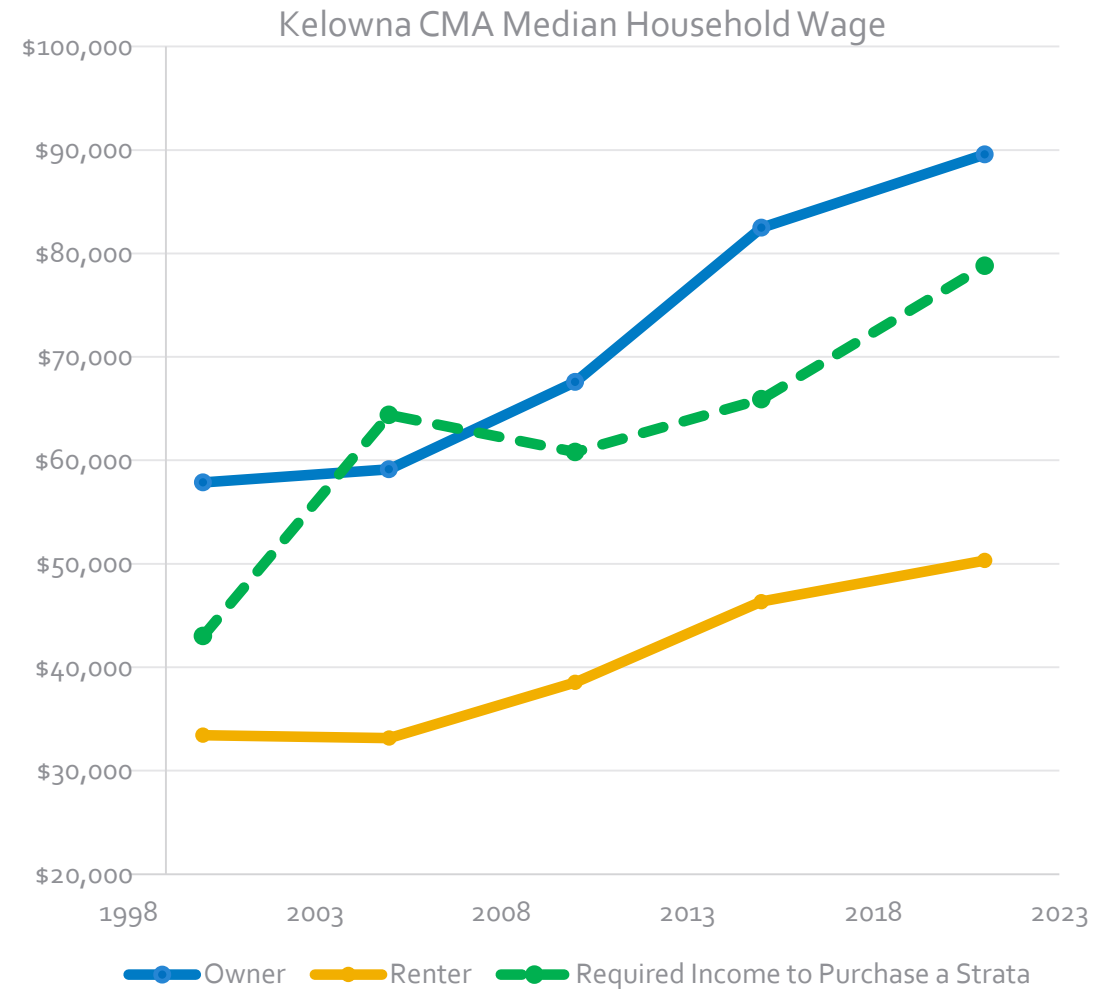
The affordability gap: Renters

▶ Renter income lower than owners

▶ Approximately 80% cannot afford to purchase a condo

▶ Majority cannot afford current market rents

▶ Impacts of high rent include:
  ▶ Reduced mobility
  ▶ Increased inequality
  ▶ Homelessness
  ▶ Lost productivity
  ▶ Mental health

City of Kelowna monthly asking rent

City of **Kelowna**
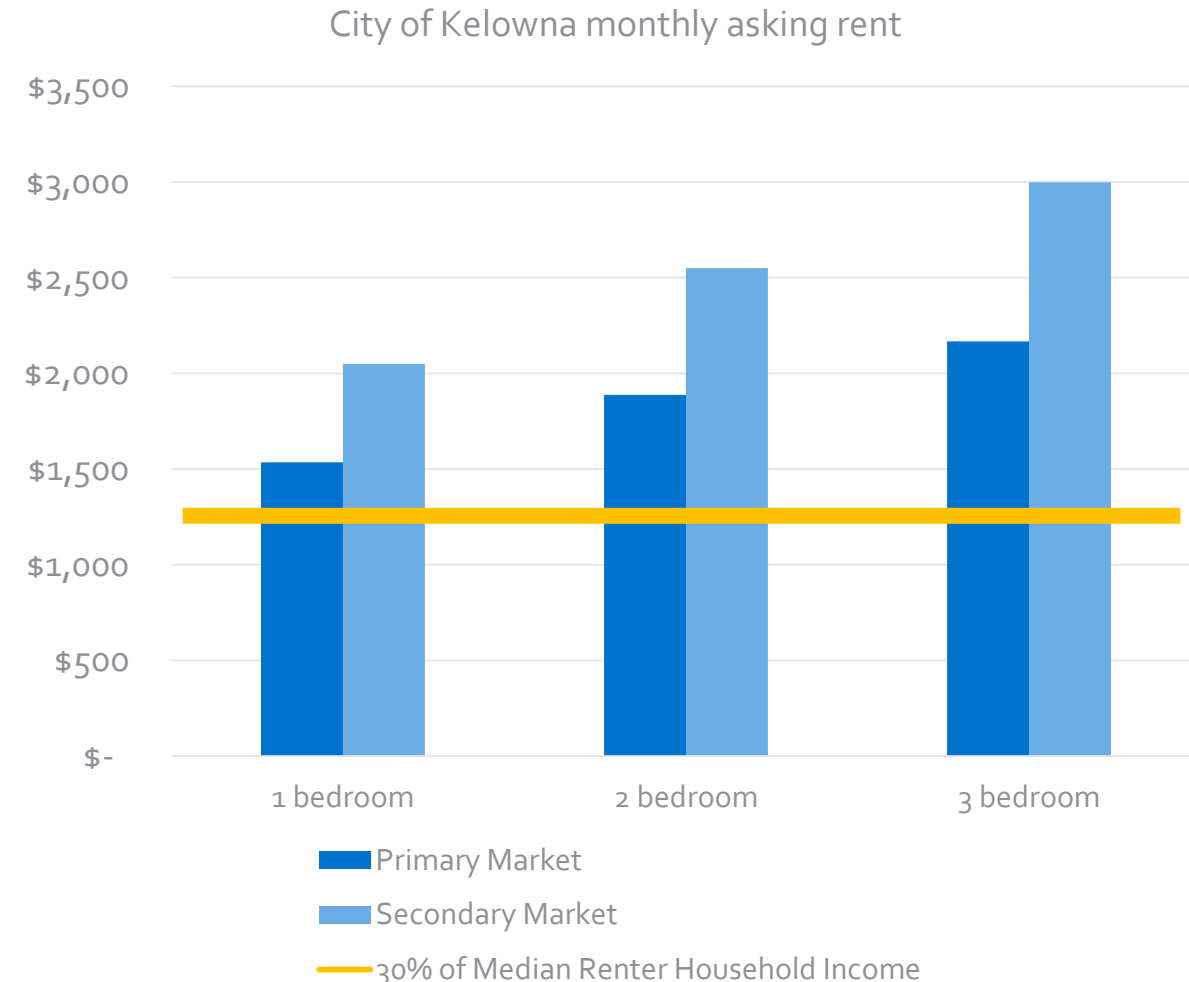
Changing the conversation

▶ Framing of issues as can be counterproductive

▶ Examples:
   ▶ Assumptions
   ▶ Oversimplify
   ▶ Terminology matters!
   ▶ "Crisis"

▶ Important to pursue a clear, common definition of affordability challenges

City of **Kelowna**

Re-Examining Roles

▶ Trends within research reinforce the importance of partnerships and collaboration across government and industry

▶ Province of BC introducing new ideas

▶ Need for a willingness to change

▶ Examples suggest building on successes already seen in new ways

Opening doors: unlocking housing supply for affordability

Final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability

engage.gov.bc.ca

Canada

BRITISH COLUMBIA
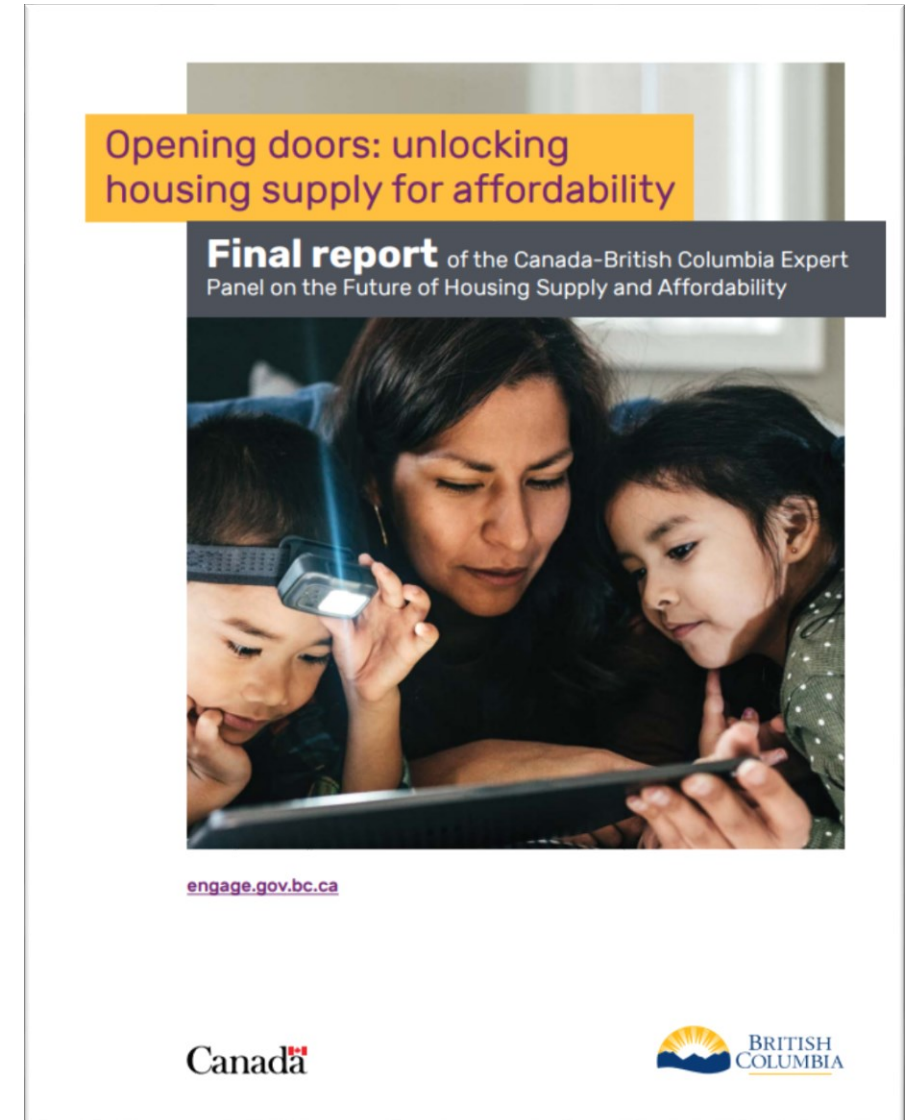
Re-Thinking the System

▶ Precedent examples and alternative approaches illustrate possibilities

▶ While unconventional, examples use existing abilities
  ▶ Zoning tools
  ▶ Land use tenure

▶ Examples are within municipal reach

City of **Kelowna**

Conclusion

▶ Crisis or crossroads?

▶ An opportunity to rethink roles and rethink the system

▶ The next challenge is providing the right supply at the right price

▶ Opportunities presented in upcoming work, including a revised Housing Strategy
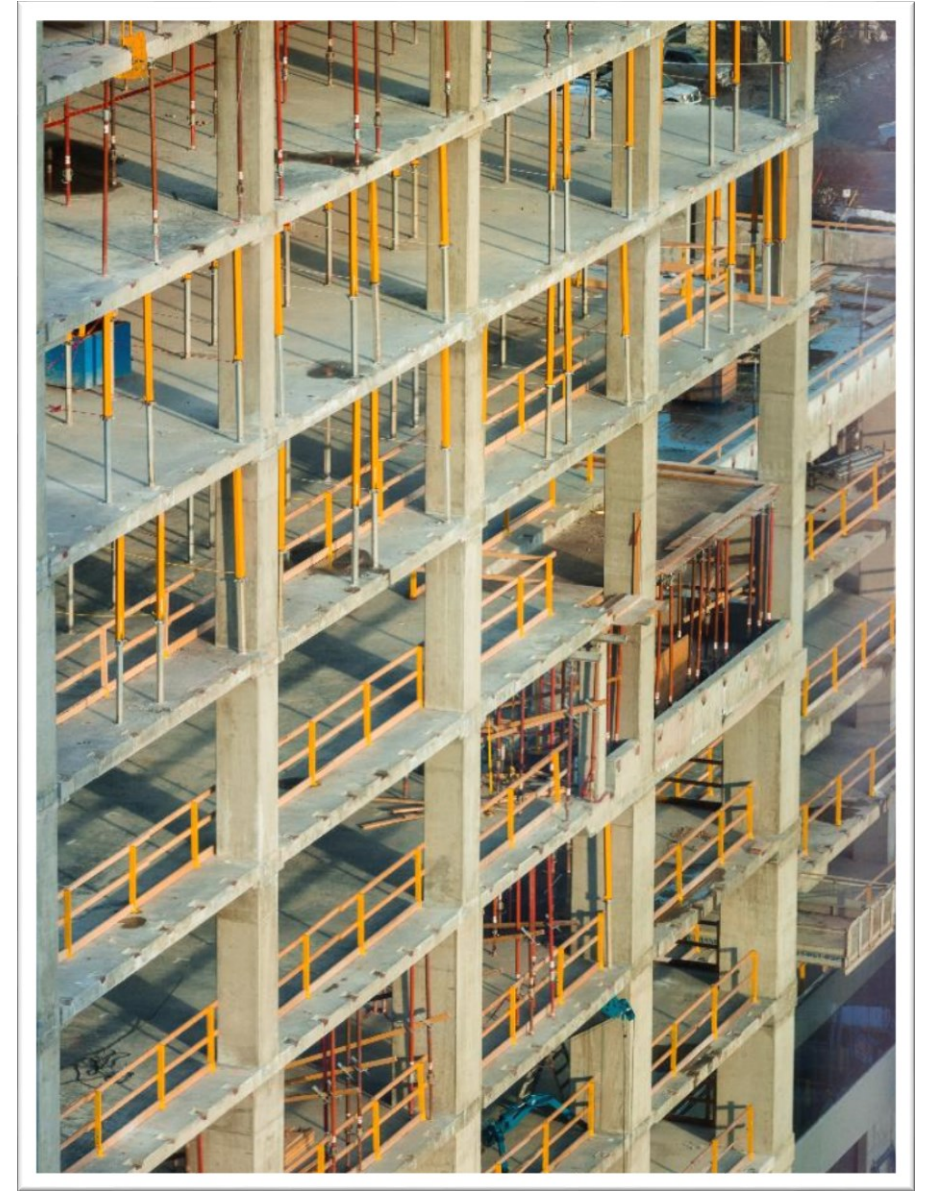
City of **Kelowna**

Questions?

For more information, visit **kelowna.ca**.

Report to Council

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Subject: Agricultural Advisory Committee Terms of Reference Amendments

Department: Development Planning

Recommendation:

THAT Council approves the amended Terms of Reference for the Agricultural Advisory Committee to add a non-voting member from the Ministry of Agriculture and reduce the number of voting members from seven (7) to five (5).

Purpose:

To consider the recommendation to amend the Agricultural Advisory Committee Terms of Reference to add a non-voting member and reduce the total number of voting members to assist in achieving quorum.

Background:

In 2019 Council appointed seven (7) full time and two (2) alternative Agricultural Advisory Committee members for the 2018-2022 term. In late 2020, and more recently in August 2021, two full time members and one alternate member have resigned or are not able to be a part of the Committee. This has left three less members making achieving quorum increasingly difficult. To help avoid meeting cancelations Planning is recommending reducing the number of voting members from seven (7) to five (5) with one (1) alternate which would reduce the necessary quorum to three (3).

Committee terms run with the Council term, ending in October 2022. In consideration of this timeline staff feel this is a sufficient measure to help maintain quorum and help prevent meeting cancellations for the remainder of the committee term.

Further, the Committee has requested that a non-voting member from the Ministry of Agriculture be added to the Terms of Reference. This would be similar to the existing representative appointed from the Interior Health Authority. The Ministry of Agriculture does currently get referred on all ALC applications and generally provides written response. The role of the non-voting member would be to provide commentary and discussion on those comments.

Financial/Budgetary Considerations:
The budget necessary to conduct the AAC Committee meetings is already included in the current department budget.

Considerations not applicable to this report:
Internal Circulation
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Existing Policy
Personnel Implication
External Agency/Public Comments
Communications Comment
Alternate Recommendation

Submitted by:

W. Miles, Planner Specialist, Development Planning

Report Approved By: Dean Strachan, Community Planning and Development Manager
Approved for inclusion: Terry Barton, Development Planning Department Manager

cc:
City Clerk
Divisional Director, Planning & Development Services

Terms of Reference

AGRICULTURAL ADVISORY COMMITTEE

1. Introduction

The Agricultural Advisory Committee (AAC) advises Council on issues important to the agricultural and agri-business community. The Committee advises Council on land use and economic development matters with respect to agriculture, and acts as a liaison between Council and the agricultural community.

The Agricultural Advisory Committee functions as an **Advisory Committee** of Council.

2. Objective

The primary objective of the AAC is to advise Council on sustainable agricultural land use from a multiple bottom line (i.e. cultural, economic, environmental, and social) perspective.

The AAC may function as a working group to advise on matters affecting the agri-business community as directed by Council.

3. Scope of Work

The AAC may provide advice to Council on matters relating to agriculture and agri-business in the City of Kelowna including:

- Applications initiated under the Agricultural Land Commission (ALC) Act, which are to be considered by Council.
    - o Non-Farm Use applications for placement of fill, where the purpose is to improve land for farm use, may not be considered by the AAC, at the discretion of the **Development Planning Department Manager**.

- Applications to amend the Official Community Plan and Zoning Bylaw where the subject property is within or adjacent to the Agricultural Land Reserve (ALR).

- Applications to amend the Official Community Plan and Zoning Bylaw Amendments where the subject property is zoned agricultural or is adjacent to an agriculturally zoned parcel.

- Assisting with the comprehensive review of the following documents as they relate to agriculture and agri-business matters of the City of Kelowna:
    - o Bylaws;
    - o Official Community Plan;
    - o Agriculture Plan;
    - o Neighbourhood and Comprehensive Development Plans;
    - o Farm 'Edge' Policies;
    - o Culture and Heritage Plans;
    - o Park and Recreation Plans; and
    - o Transportations Plans.

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- Working with Council, at Council's request, on submissions related to agricultural issues with other levels of government.

- Other matters as referred by Council.

4. Criteria

Committee members are expected to be familiar with supporting plans, policies and guidelines to inform recommendations on applications and other matters. These will be provided in the orientation binder.

In reviewing applications, plans, proposals or issues as listed above, the AAC will consider the following:

- Existing relevant policies and regulations (e.g. ALC Act & Regulations, OCP, Agriculture Plan);
- The effect of the proposal on the agricultural potential of the subject property in both the near and long term;
- The effect of the proposal on adjacent ALR properties and surrounding agricultural production;
- Water and transportation issues or opportunities that are deemed to impact upon agricultural land;
- A rating of the priority or impact of the applications on the maintenance of the ALR;
- Where appropriate, possible alternatives to the proposal; and
- The identification of issues relating to the protection of the ALR land specific to the application, including the use of appropriate buffering techniques aimed at enhancing land use compatibility.

5. Membership

In order to provide representation from the agricultural community, the membership of the Committee should consist of five (5) voting members derived as follows:

- One (1) member from each of the following commodity groups, associations or interests, for a minimum of three (3) members:
  - greenhouse and nursery products;
  - tree fruits;
  - wine/grapes;
  - livestock/animal husbandry; and
  - agricultural processing and/or distribution (including farm retail sales).

- Up to two (2) members from the agricultural community at large and with direct agricultural interest and expertise. Examples include agricultural finance, or academia.

- One (1) alternate _may_ be appointed to replace regular members unable to attend Committee meetings. Alternates will be chosen from the agricultural community at large.

- One member from Interior Health (non-voting) to provide input regarding community nutrition and food security.

- One member from the Ministry of Agriculture (non-voting) to provide input regarding provincial regulations and objectives.

Where insufficient members can be identified to represent the specific commodity groups, associations or interests identified above, additional members may be appointed from the community at large.

6. Qualifications

The following are considered to be minimum qualifications to serve on the Committee:
- resident of the City of Kelowna;
- available to attend most AAC meetings;
- commitment to the AAC's objectives;
- ability to objectively review complex applications and planning considerations;
- understanding of the agricultural planning framework and planning instruments including, but not limited to Kelowna's OCP, Zoning and other bylaws with respect to agricultural land use, Local Government Act, and Agricultural Land Commission Act; and
- access to a computer and an e-mail address in order to receive and respond to communications and information including meeting packages.

7. Appointment and Term

The Committee will run concurrent with the four year Council term. Members will be appointed by Council.

Council may, at any time, remove any member of the Committee and any member of the Committee may resign at any time upon sending written notice to the Chairperson of the Committee. In the event of a vacancy occurring during a regular term of office, the vacancy may be filled for the remainder of that term upon resolution of Council.

Committee members who are absent for three consecutive meetings shall forfeit their appointment, unless such absence is authorized by resolution of the Committee.

Members of the Committee shall serve without remuneration.

8. Chairperson

Unless appointed by Council the Committee shall elect a Chairperson and if applicable Vice-Chair, annually. In the absence of the Chairperson and Vice Chairperson, the Committee may elect an Acting Chairperson from those members present at that meeting. The Chair may appoint sub-committees to deal with any special matters coming within the scope and jurisdiction of the Committee. Any sub-committee so created will report to the Committee.

All committee members will be provided a training session by the City on procedures for Committees of Council.

9. Meeting Procedures

The Chairperson will call meetings of the Committee on a monthly basis unless there are no items to be reviewed in a particular month. Generally, all meetings will be held on the second Thursday of each month, in City Hall. Alternate dates may occur where special circumstance demand.

The Committee will recognize that each meeting requires a significant commitment of staff resources

and meetings should therefore be held when there are clear items of business to address in accordance with the scope of work.

A special meeting may be called by the Chairperson, or at the request of any three Committee members, or the **Development Planning Department Manager**. Notice of the day, hour, and place of special meeting will be given at least three days prior to the meeting, by providing a copy of the notice for each member of the Committee and the Office of the City Clerk for posting.

Unless otherwise authorized by the *Community Charter* or City of Kelowna Council Procedure Bylaw No. 9200 as amended, or replaced from time to time, all meetings will be held in open session and in a location accessible to the public.

A majority of the Committee members, three (3), will represent a quorum. A meeting will not proceed if a quorum cannot be achieved. Members must make a reasonable effort to notify the staff liaison at least two (2) working days before the meeting if they are unable to attend.

The order of business is to be set out in an agenda package and provided to the Committee members in advance of the meeting. Items for the agenda, including presentation materials, will be forwarded to the Office of the City Clerk at least seven complete working days prior to the meeting date for agenda preparation and posting for the public on the City's website.

Minutes of the meetings will be prepared by the Office of the City Clerk and signed by the Committee Chair, or Acting Chair for the meeting for which the minutes pertain. Originals of the minutes will be forwarded to the Office of the City Clerk for safekeeping. Once adopted, minutes will be posted for public viewing on the City's website.

Conflict of Interest
Committee members must abide by the conflict of interest provisions of the *Community Charter* and City of Kelowna Council Procedure Bylaw No. 9200 as amended, or replaced from time to time.

Members who have a direct or indirect pecuniary interest in a matter under discussion are not permitted to participate in the discussion of the matter or to vote on a question in respect of the matter. They must declare their conflict and state the general nature of their conflict, and then leave the meeting or that part of the meeting where the matter is under discussion.

The member's declaration must be recorded in the minutes, and the Committee member must not attempt in any way, whether before, during or after the meeting to influence the voting on any question in respect of the matter.

Voting
Committee members have a responsibility to make decisions based on the "criteria" established in Section 4, above.

All Committee members, including the Chair, vote on every question unless they have declared a conflict and left the meeting. Members who do not indicate their vote, or have left the meeting without declaring a conflict, are counted as having voted in favour of the question. If the votes are equal for and against, the question is defeated.

Comments in Public or to the Media
When speaking in public or to the media on an issue, Committee members must distinguish

whether they are speaking as a member, a representative of another agency or community group, or as an individual. Committee members must convey the public interest and remember that they represent the Corporation of the City of Kelowna.

Contact with the ALC Commissioners or Staff

Committee members will not discuss active files with applicants or ALC staff and Commissioners. Rather, Committee members will direct applicants, ALC staff and Commissioners to the City's staff liaison or City Manager if additional information or clarification is required.

10. Scheduled Delegations

If an application is a scheduled item on the meeting agenda, and following the presentation of the application by staff, the applicant will have the opportunity to speak to the item and/or answer questions from the committee to a maximum of five (5) minutes.

The Committee may, from time to time, invite resource people or delegations to participate in a Committee meeting. Individuals or delegations must be authorized by the City Manager and identified in advance as an item on the meeting agenda.

11. Reporting to Council

Where appropriate, recommendations of the Committee will be adopted by a motion of the Committee prior to consideration by Council. Unless otherwise directed, the **Community Planning Department** will forward the Committee recommendations to Council as part of a comprehensive report on the issue, development proposal or bylaw.

The staff liaison will provide status updates on applications the Committee has considered through regular reporting of decisions of Council to the committee.

The Office of the City Clerk will forward the Committee's meeting agendas and minutes electronically for circulation to all members of Council.

12. Budget

The routine operations and any special initiatives of the Committee will be funded by allocations within the Community Planning & Strategic Investments Division budget.

13. STAFF SUPPORT

The **Community Planning Department** will provide the staff liaison and technical support for the Committee.

Support functions include the following:
- forwarding all agenda items to the Office of the City Clerk at least seven working days prior to the meeting date for agenda preparation and posting as a public notice;
- receiving all correspondence, and preparing correspondence and reports on behalf of the Committee;
- reviewing and returning draft minutes to the Office of the City Clerk to finalize prior to adoption by the Committee;
- reporting back to the Committee with status updates on applications the Committee has

considered;
- maintaining a list of outstanding issues for Committee action in accordance with the Committee's scope of work and Council's direction; and
- providing all members with a detailed orientation binder at the beginning of the term, including a 'cheat sheet' of planning terms. This binder is to be returned to staff at the end of the term.

The **Office of the City Clerk** will provide meeting management and recording support for the

Committee. Support functions include the following:
- organizing and preparing the meeting agendas, in conjunction with the Chair & staff liaison;
- receiving and organizing all agenda-related presentation materials and/or hand-outs prior to the meeting date for inclusion in the agenda package;
- distributing the agenda packages to Committee members;
- posting all meeting notices and agendas for the public in accordance with the statutory timelines;
- preparing draft minutes, and providing the final minutes to the City Clerk and staff liaison;
- maintaining the records of the Committee, including posting and retaining minutes for the public record;
- circulating agendas and minutes electronically to all members of Council; and
- providing an annual check-in with the Committee, including meeting management training as necessary.

The Office of the City Clerk, in conjunction with the staff liaison, will initiate recommendations to Council for Committee appointments and maintain an updated list of appointees, including the date they were appointed.

Endorsed by Council: December 18,
2000 Revised & Endorsed by Council: August 26, 2002
Revised & Endorsed by Council: November 18,
2002 Revised & Endorsed by Council: October 19, 2009
Revised & Endorsed by Council: February 13, 2012
Revised & Endorsed by Council: May 6, 2013
Revised & Endorsed by Council: April 13, 2015
Revised & Endorsed by Council: Dec 10, 2018
Revised & Endorsed by Council: January 10, 2022

Report to Council

City of **Kelowna**

Date: January 10, 2022

To: Council

From: City Manager

Subject: Okanagan Lake Shoreline Crown Tenure Applications

Department: Parks and Buildings Planning

Recommendation:

THAT Council receives, for information, the report from the Parks and Buildings Planning Department dated January 10, 2022, with respect to Crown Land Tenure along City of Kelowna beaches;

AND THAT Council directs staff to apply to the Province of British Columbia for community institutional Crown Land Tenures over the foreshore of Okanagan Lake for City of Kelowna beach accesses and beach parks.

Purpose:
To ask for Council's direction to apply for Crown Land Tenure along beach parks.

Background:

The City of Kelowna holds provincial community institutional Crown Land Tenures (CLT) for many beaches in Kelowna, including Sutherland Bay Park, Kinsman Park, Rotary Beach, Cook Road Boat Launch and many others. A Crown Land Tenure applies to the land which is under provincial jurisdiction. Along Okanagan Lake, this is land below the high-water mark. Crown Land Tenure for our beaches helps us better manage and protect our foreshores. There are 33 sites without Crown Land Tenure currently. Some of these sites are recent acquisitions, and others were beach accesses or natural area sites where designated swimming areas were not required. A consistent approach to secure tenure for them now will allow us to better protect them from threats such as flood events in the future.

There are 33 sites for which we are currently submitting a provincial permit to protect the shoreline. We are asking Council to direct staff to apply for Crown Land Tenure for City waterfront beaches and access points. The applications will be for a 30-year tenure for park use. With Crown Land Tenure, it then allows the City to apply for:

1 – Designated swimming and recreation areas; and
2 – Apply for Provincial permits to protect the shoreline from erosion.
3 – Apply for Provincial permits for riparian improvements.

The report outlines 33 sites for Crown Land Tenure Application. They are listed in Table 1 below.

Table 1: Crown Land Tenure Application Sites

Beach Park	Address
Mckinley Rd Beach Access	1678 McKinley Rd
Dubbin Road North Beach Access	2498 Dubbin Rd.
Dubbin Road South Beach Access	2400 Dubbin Rd.
Dewdney #5	2254 Dewdney Rd.
Dewdney #2	1950 Dewdney Rd.
Dewdney #1 Beach Access	1840 Dewdney Rd
Lochview Beach Access	190 Lochview Rd
Poplar Point Beach Access	264 Poplar Point Dr.
Manhattan Dr. Beach Access # 1	808 Manhattan Dr.
Manhattan Dr. Beach Access # 3	890 Manhattan Dr.
Lake Avenue Beach Access	117 Lake Ave.
McTavish Beach Access	122 McTavish Ave.
North of Maude Roxby (2368 Abbott)	2358 Abbott St
Maude Roxby Marsh	340 Francis Ave.
Francis Avenue Beach Access	330 Francis Ave.
West Avenue Beach Access	340 West Ave.
Abbott Park Beach	2398 Abbott St.
Watt Road Beach Access	3274 Watt Road
Rotary North	2676 Lakeshore Road
(W of) Capozzi Road (in front of Aqua)	(W of) Capozzi Road
3882 Truswell (in front of Mission Shores)	3882 Truswell Road
Bluebird Road North Beach Access	3930 Bluebird Road
Bluebird Beach	4020 Bluebird Road
Lakeshore Road Beach Access	4100 Lakeshore Road
South of Thompson Brook	in front of 4190 Lakeshore Rd
Hobson Beach Park	4222 Hobson Rd
Sarsons Expansion	381 Hobson Rd
Eldorado Road Beach Access	402 Eldorado Rd
Cascia Linear Park Beach Access	north of Bellevue Creek
Collett Road Beach Access	379 Collett Rd
Farris Road Beach Access	4644 Farris Rd
Braeloch Road Beach Access	388 Braeloch Rd
Swick Road Beach Access	162 Swick Rd

Four sites above are currently being planned for shoreline protection, due to damage caused during flooding in 2017. $600,000 of capital funding was identified in the 2020 Budget for these works, and has been carried over while the designs are resolved and necessary permitting achieved. These sites are:

- North of Maude Roxby (2368 Abbott)
- Maude Roxby Marsh
- South of Thompson Brook
- Hobson Beach Park

These sites require a Provincial permit, for which a Crown Land Tenure is a requirement. The remaining sites would benefit from Crown Land Tenure, so that the City can apply for a permit to protect the shoreline, as well.

Discussion:
Four sites above are currently being planned for Shoreline Protection. These require a Crown Land Tenure as a condition of their shoreline protection permits. Other sites would benefit from a Crown Land Tenure, to have the ability to apply for designated swimming areas or for shoreline protection.

Conclusion:
Staff is requesting Council's direction to apply for Crown Land Tenure for beach parks and waterfront accesses along Okanagan Lake.

Internal Circulation:
Real Estate & Building
Suburban & Rural Planning
Community Communications
Urban Forestry
Finance

Considerations applicable to this report:
Legal/Statutory Procedural Requirements:
Application for Crown Land Tenure under the Provincial Land Act

Existing Policy:
Draft 2040 OCP - Pol Policy 10.4.7. Waterfront Protection.
Design parks and public spaces to proactively protect the waterfront from damage from climatic events.

Financial/Budgetary Considerations:
All costs incurred for these applications will be covered by existing operating budget.

Considerations not applicable to this report:
Legal/Statutory Authority:
External Agency/Public Comments:
Communications Comments:

Submitted by: M. Steppuhn, Parks Planner

Approved for inclusion: D. Edstrom, Divisional Director, Partnership & Investments

McKinley Rd Beach Access

Dubbin Road North Beach Access

Dubbin Road South Beach Access

Dewdney Road #5 Beach Access

Dewdney Rd #2 Beach Access

Dewdney Road #1 Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – McKinley Landing

Lochview Road Beach Access

Dewdney Road #1 Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Poplar Point / Clifton

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Manhattan Point
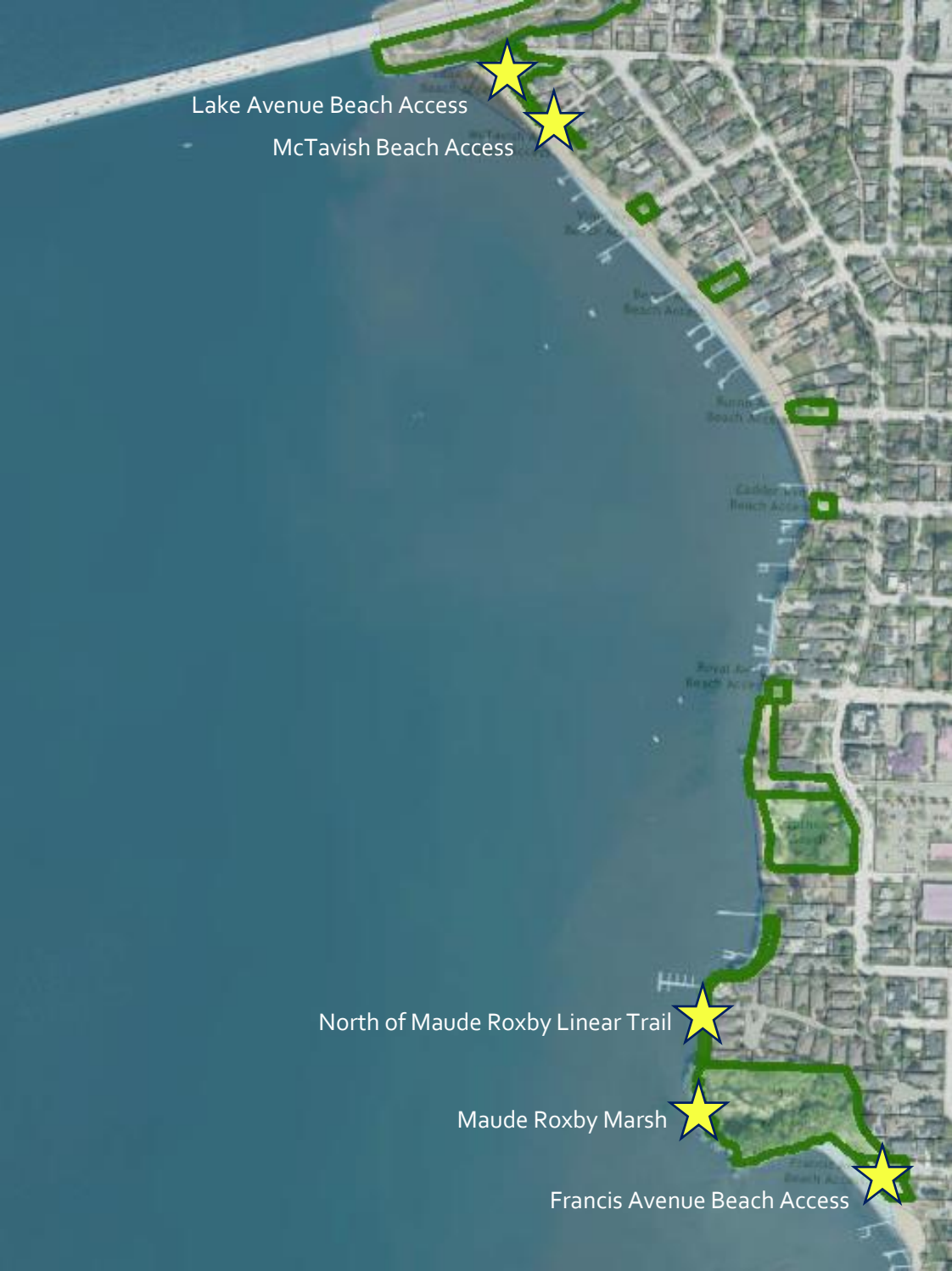
Lake Avenue Beach Access

McTavish Beach Access

North of Maude Roxby Linear Trail

Maude Roxby Marsh

Francis Avenue Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – South

West Avenue Beach Access

Abbott Park Beach Access

Watt Road Beach Access

Rotary North Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Pandosy / Lower Mission

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Lower Mission

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Lower Mission / Bellevue

South of Thompson Brook
Hobson Beach Park
Sarsons Beach Expansion
Eldorado Road Beach Access
Cascia Linear Park Beach Access
Collett Road Beach Access
Farris Road Beach Access

Braeloch Road Beach Access

Swick Road Beach Access
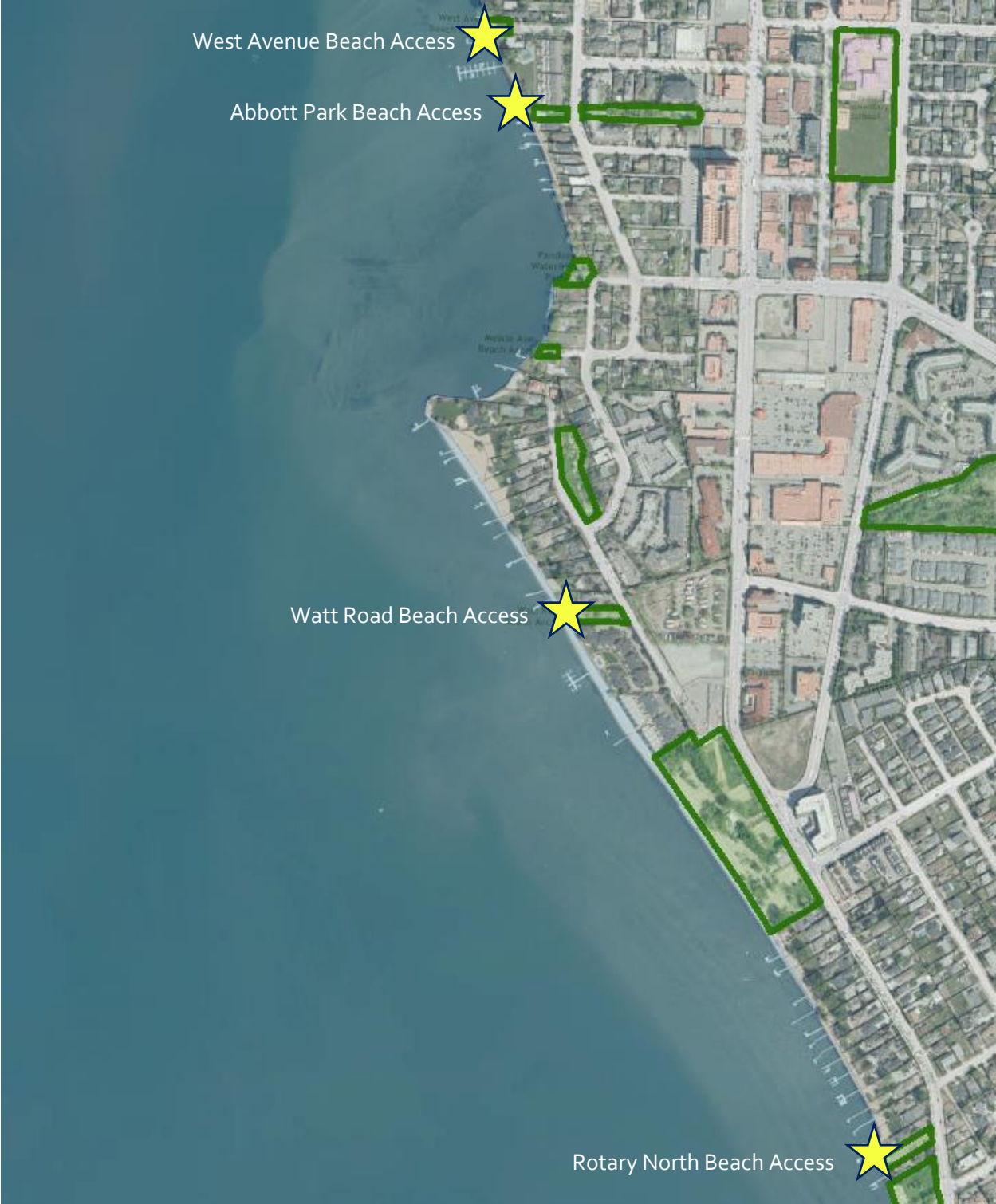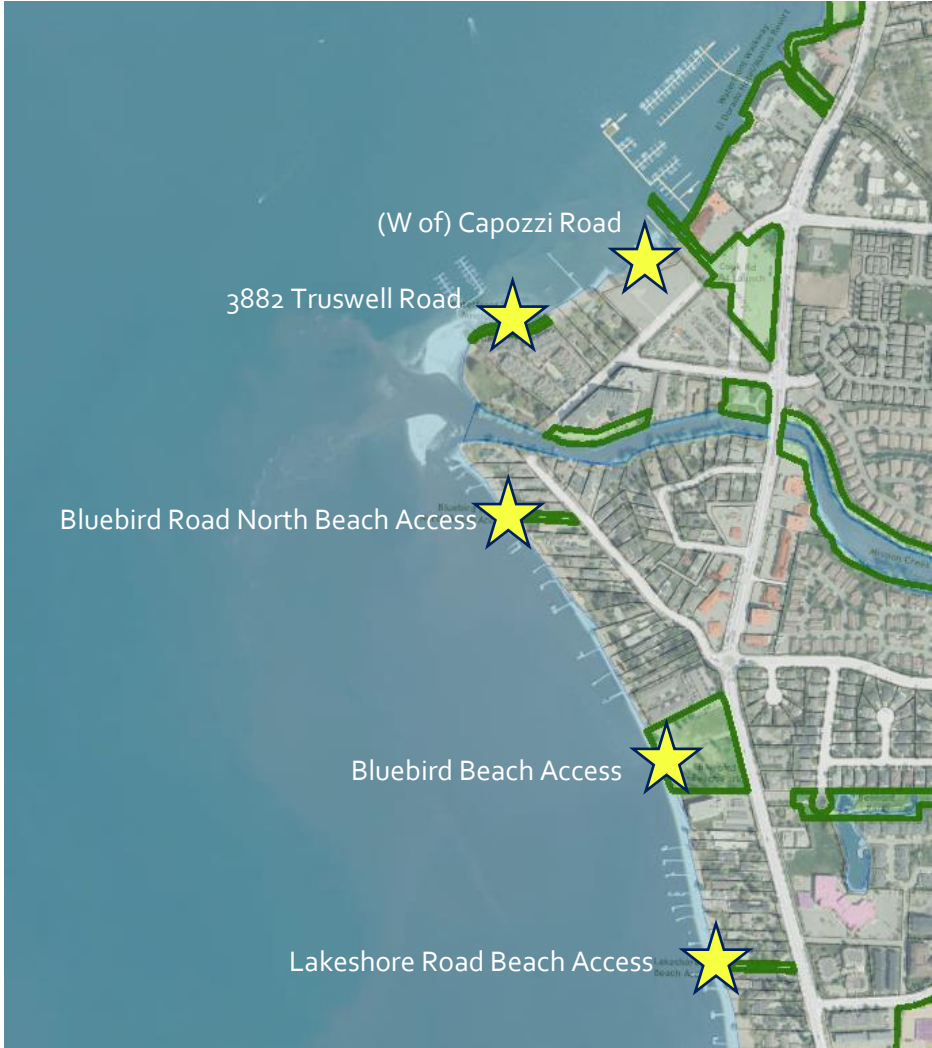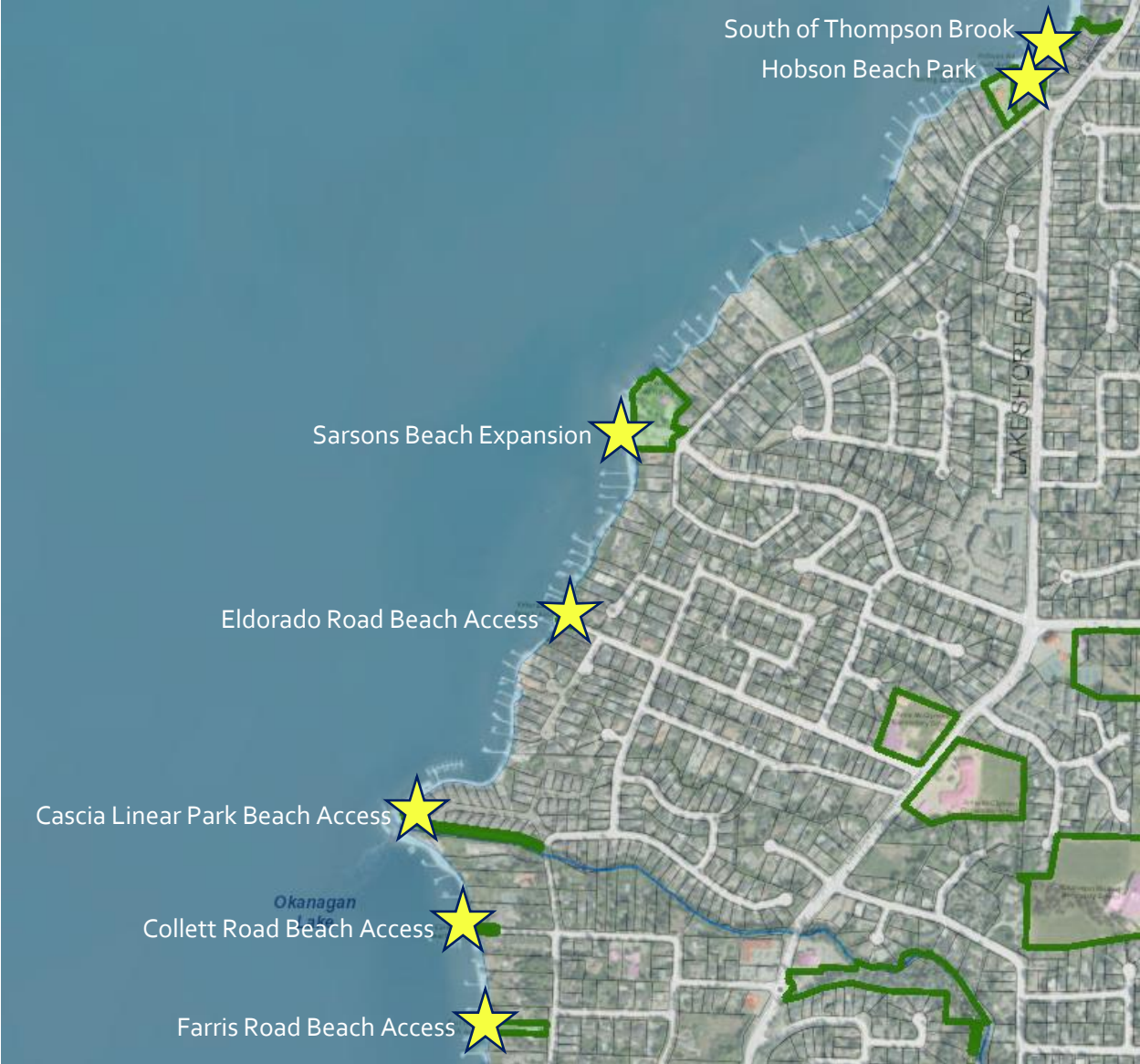
Okanagan lake – City of Kelowna Crown Land Tenure Applications – South Mission

Okanagan Lake Shoreline Tenure Applications

Report to Council

10 January 2022

Status

- Many beaches have existing tenure
- Seeking application for 33 sites:
  - New sites
    - Hobson Beach Park, Sarsons Beach Expansion, Bluebird
  - Beach Accesses
    - Dubbin North, Dewdney, West Avenue
  - Natural Areas
    - Maude Roxby Marsh

Crown Land Tenure - Beaches

Benefits

Use and Management

- Recreation
- (e.g. swimming area applications)

Shoreline Projection

- Shoreline erosion protection applications
- (e.g. bioengineering)

City of **Kelowna**

Beach Sites

McKinley Landing

Okanagan lake – City of Kelowna Crown Land Tenure Applications – McKinley Landing
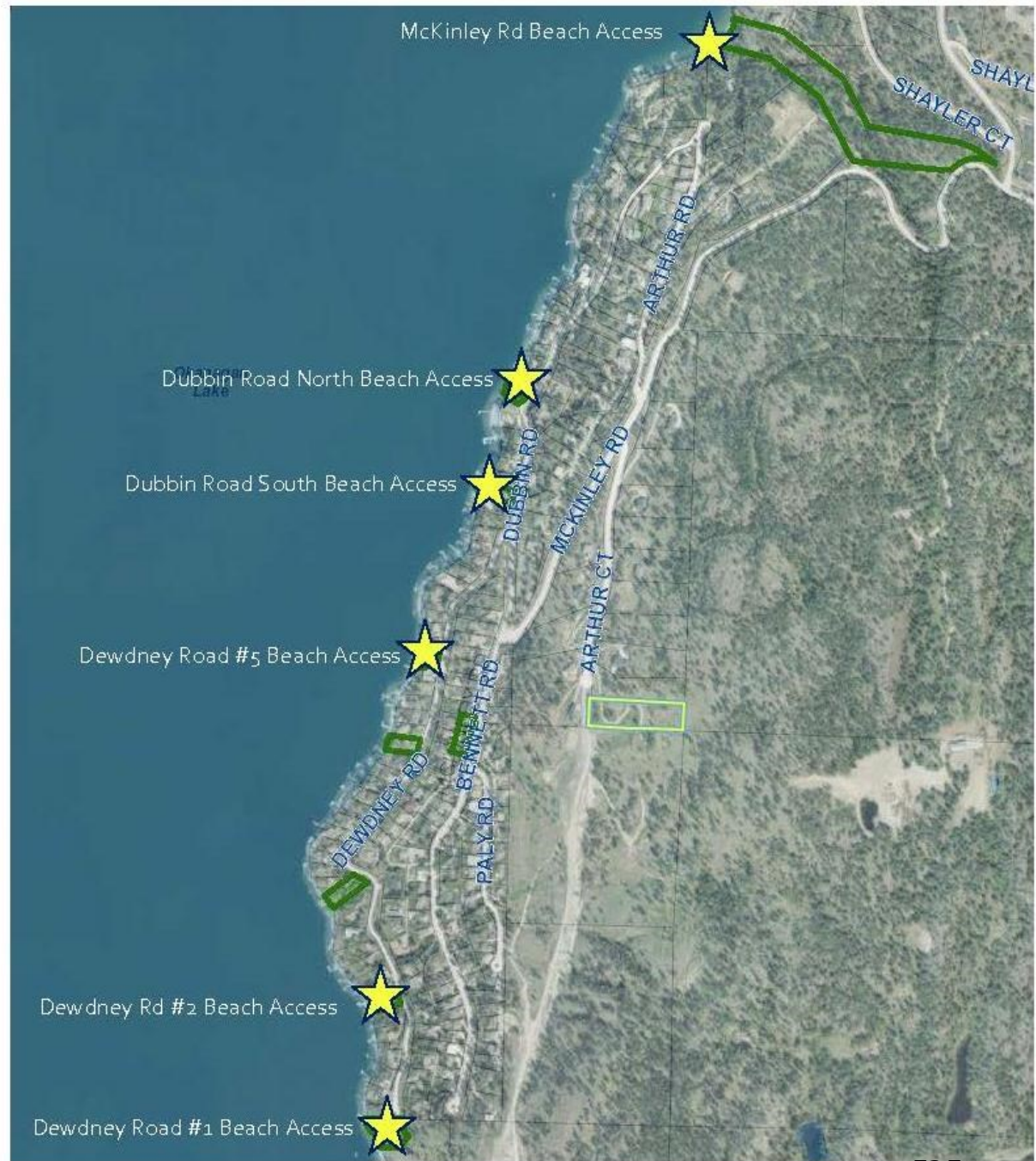
Beach Sites

Clifton /
Poplar Point

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Poplar Point/Clifton
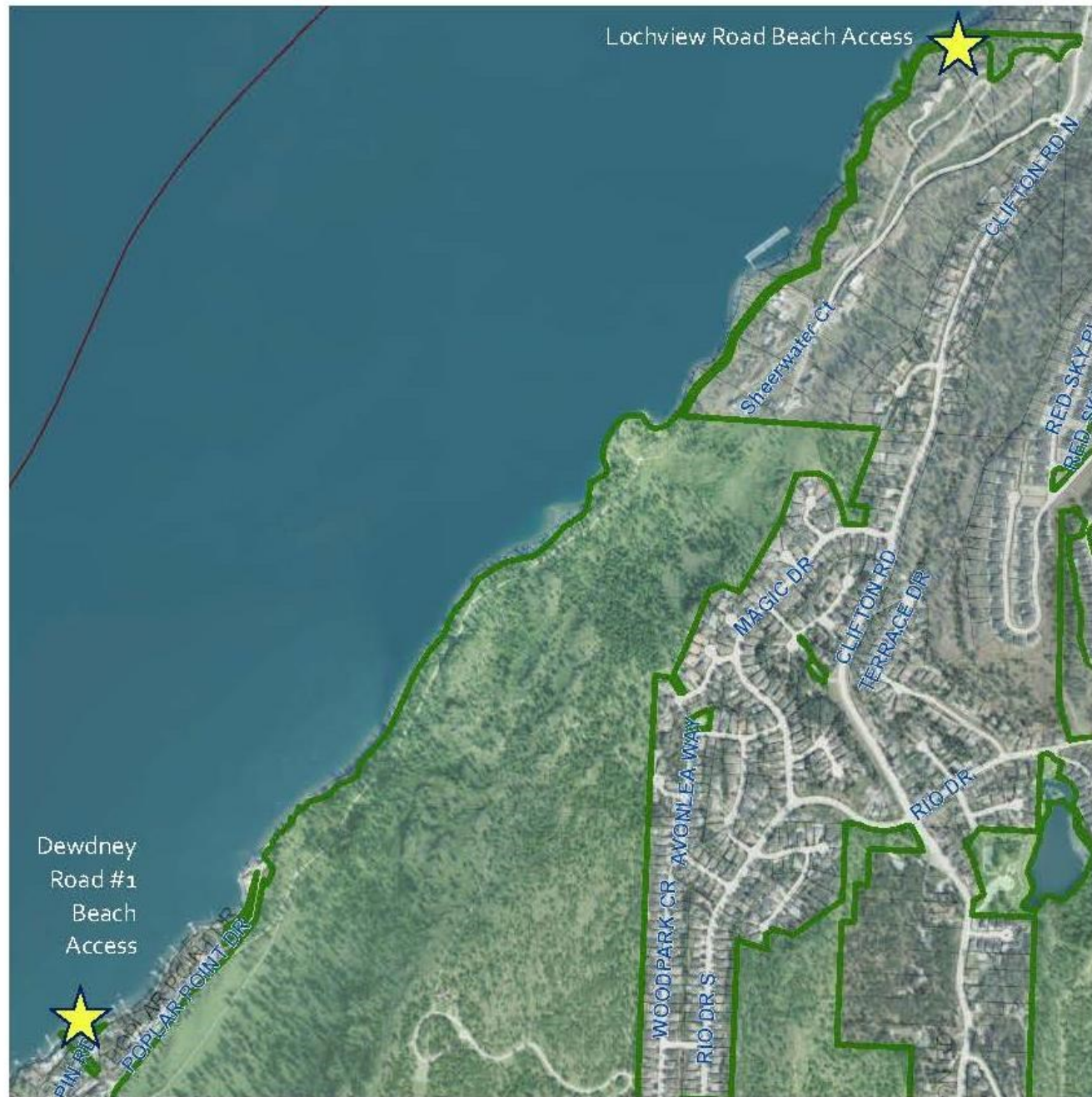
Beach Sites

Manhattan Point

Manhattan Drive Beach Access #1

Manhattan Dr Beach Access

Manhattan Drive Beach Access #3

Manhattan Point

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Manhattan Point

Beach Sites

Kelowna South

Lake Avenue Beach Access

McTavish Beach Access

North of Maude Roxby Linear Trail

Maude Roxby Marsh

Francis Avenue Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – South
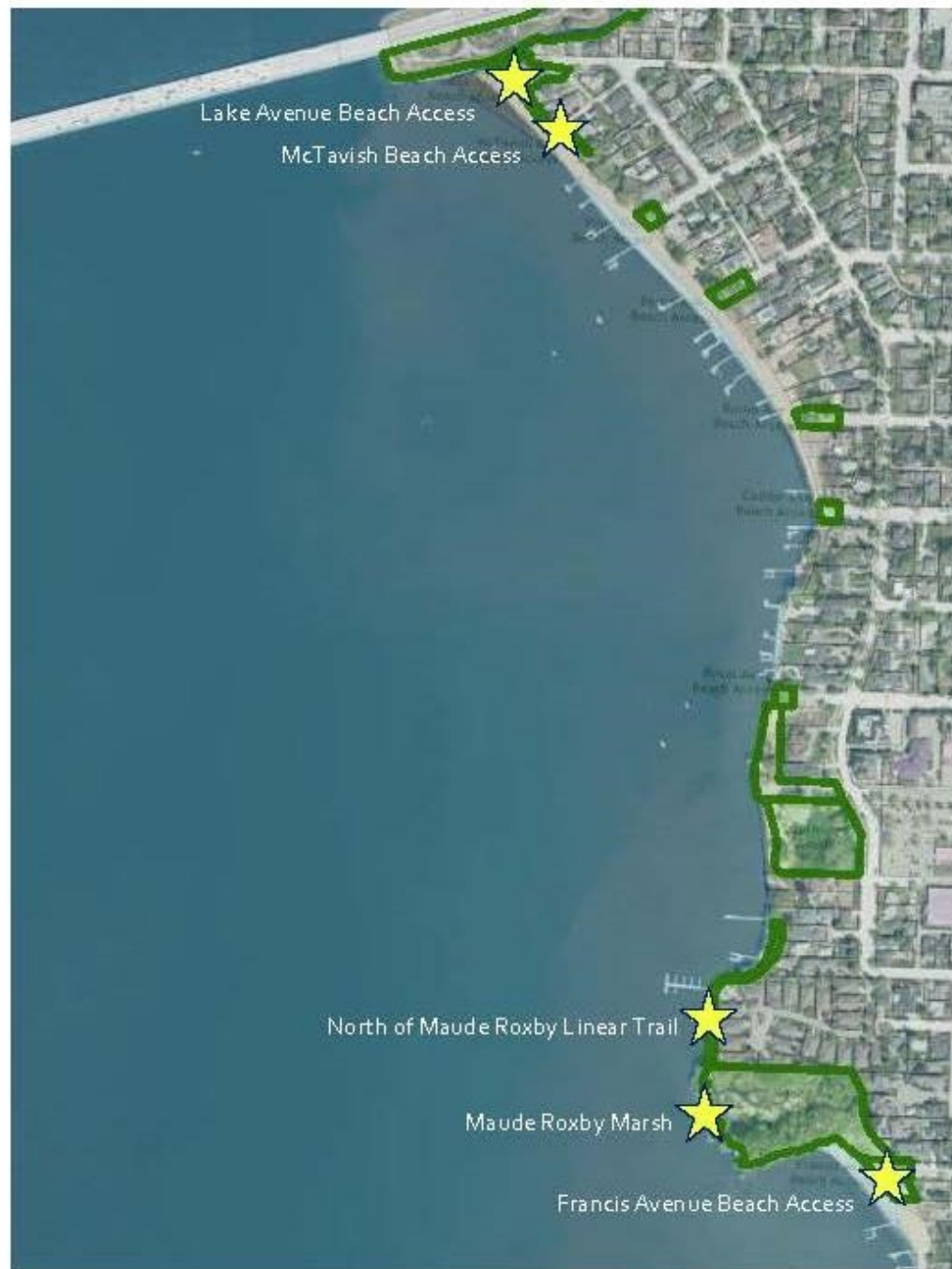
Beach Sites

Pandosy /
Lower Mission

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Pandosy / Lower Mission

West Avenue Beach Access
Abbott Park Beach Access
Watt Road Beach Access
Rotary North Beach Access

Beach Sites

Lower Mission

(W of) Capozzi Road

3882 Truswell Road

Bluebird Road North Beach Access

Bluebird Beach Access

Lakeshore Road Beach Access

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Lower Mission

Beach Sites

Lower Mission / Bellevue

South of Thompson Brook

Hobson Beach Park

Sarsons Beach Expansion

Eldorado Road Beach Access

Cascia Linear Park Beach Access

Okanagan lake

Collett Road Beach Access

Farris Road Beach Access

LAKESHORE RD

Okanagan lake – City of Kelowna Crown Land Tenure Applications – Lower Mission / Bellevue

541
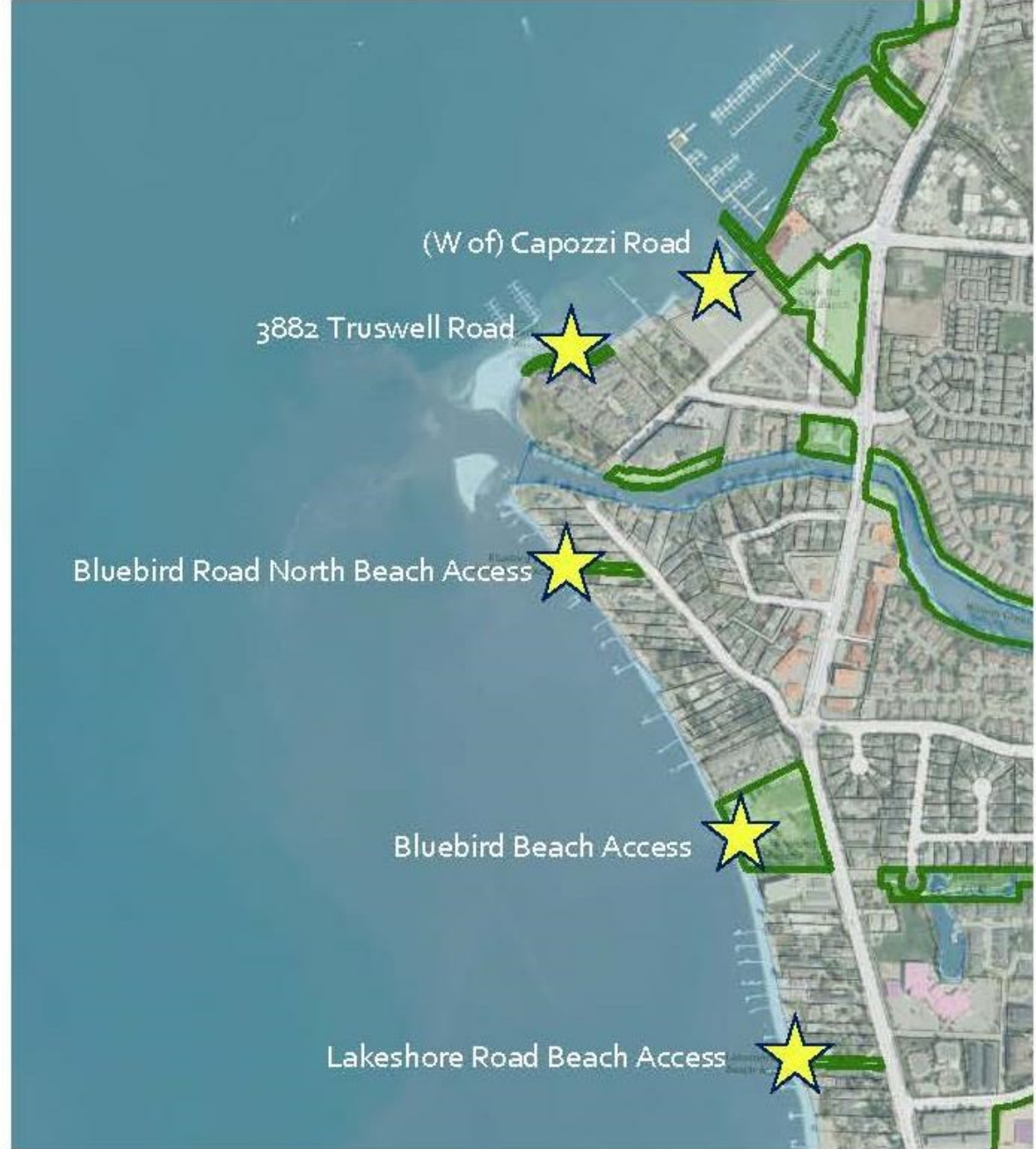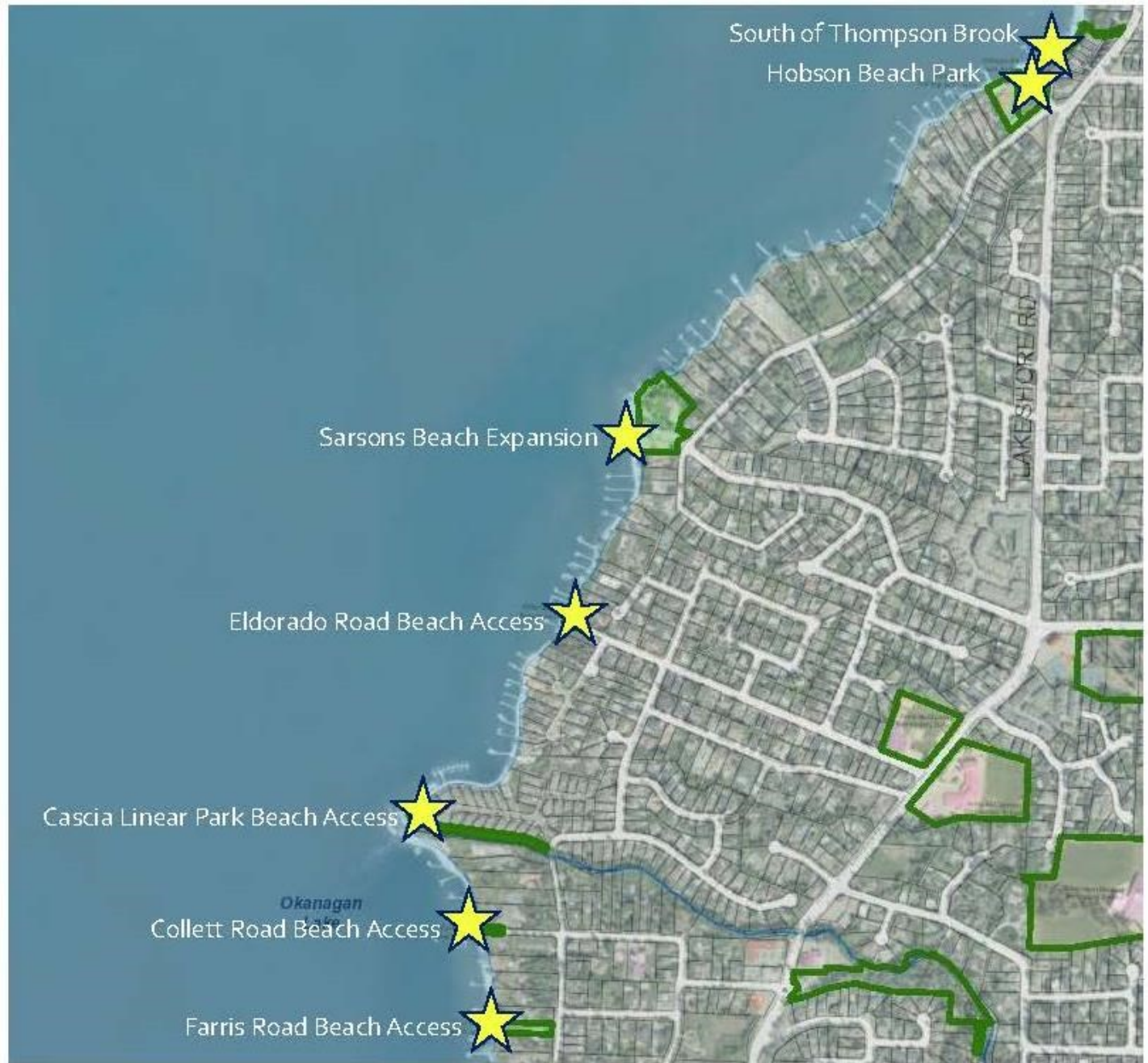
Beach Sites

South Mission

Okanagan lake – City of Kelowna Crown Land Tenure Applications – South Mission
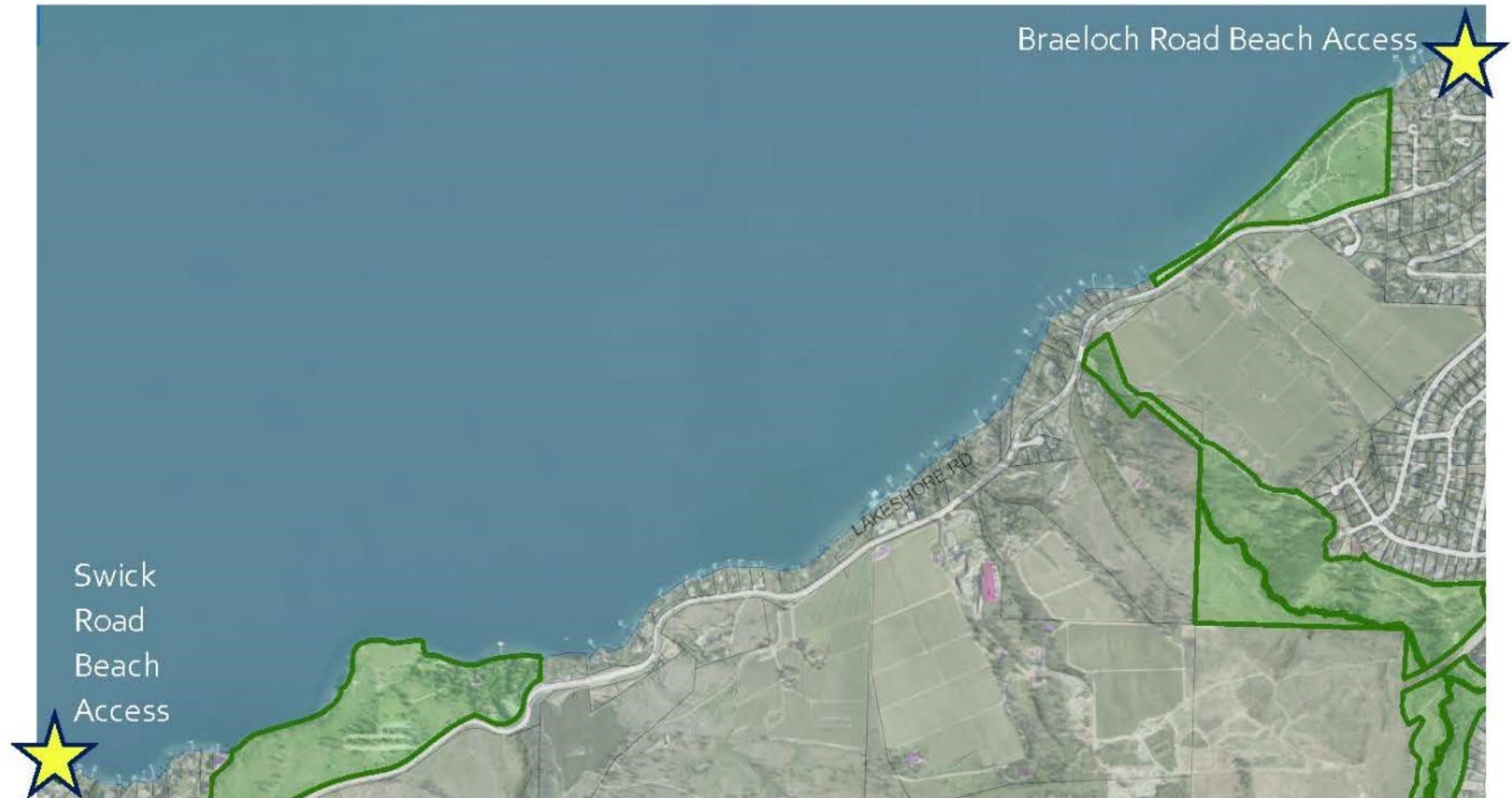
Current Shoreline Protection

Projects

- North of Maude Roxby
- Maude Roxby Marsh
- South of Thompson Brook
- Hobson Beach Park

Staff Recommendation

▶ Receive the report for information

▶ Direct staff to apply for Community Institutional Crown Land Tenure for beach parks and waterfront access points

Questions?

For more information, visit **kelowna.ca**.

Report to Council

Date: January 10, 2022

To: Council

From: City Manager

Subject: Micromobility Permit Program Amendments and Bylaw Changes

Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from Integrated Transportation dated January 10, 2022, regarding the Micromobility Permit Program Amendments and Bylaw Changes;

AND THAT Council gives reading consideration to Bylaw No. 12311 being Amendment No. 41 to the Traffic Bylaw No. 8120.

Purpose:

To provide Council with the bylaw amendments and amended Micromobility Permit Program for the upcoming permit season.

Background:

On November 22, 2021, Council approved amendments to the Micromobility Permit Program for the next permit season. Council also directed staff to bring forward amendments to Traffic Bylaw No. 8120 to implement the Micromobility Permit Program changes.

Resolution	Date
THAT Council receives for information, the report from the Integrated Transportation Department dated November 22, 2021, regarding the Micromobility Permit Program 2021 Program Evaluation Report; AND THAT Council approve the amended Micromobility Permit Program for the next permit season with existing restrictions remaining in place, in conjunction with the new recommended changes outlined in this report; AND FURTHER THAT Council directs staff to bring forward amendments to Traffic Bylaw No. 8120 to implement the Micromobility Permit Program changes.	November 22, 2021

Discussion:
Staff have prepared the required text amendments to the Traffic Bylaw No. 8120 as Attachment 1. A copy of the amended Micromobility Permit Program for next season is provided as Attachment 2.

Conclusion:
Pending Council adoption, the permit selection process will begin to ensure a smooth transition and provide a reliable level of service for residents. New permits will take effect April 20th, 2022.

Internal Circulation:
City Clerk
Communications
Community Safety
Infrastructure
Parking Services
Planning & Development Services
Policy & Planning
Risk Management

Considerations applicable to this report:
Existing Policy:
Council priorities 2019 – 2022: "Emerging technologies make it easier to get around" and "Greenhouse gas emissions are decreasing".
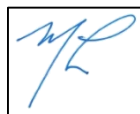
Considerations not applicable to this report:
Communications Comments:
Financial/Budgetary Considerations:
External Agency/Public Comments:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:

Submitted by: Mariah VanZerr,
Strategic Transportation Planning Manager

Approved for inclusion: M. Logan General Manager, Infrastructure

Attachment 1: Micromobility Permit Program - Proposed Amendments
Attachment 2: Consolidated Traffic Bylaw No. 8120 – Proposed Text Amendments

cc: City Clerk
        General Manager, Infrastructure
        Divisional Director, Corporate and Protective Services
        Divisional Director, Corporate Strategic Services
        Divisional Director, Financial Services
        Divisional Director, Partnership & Investments
        Divisional Director, Partnership & Investments
        Divisional Director, Planning & Development Services

Consolidated Traffic Bylaw No. 8120 – Proposed Text Amendments

No.	Section	Current Wording	Proposed Wording	Reason for Change
Consolidated Traffic Bylaw No. 8120	**Part 7 – Sidewalk/Roadway Occupancy Permits**	**7.3 BikesharePermit Program** 7.3.1 <u>Permit Required</u>. No person may operate a **bikeshare service** without first obtaining a Bikeshare Permit from the City in accordance with the conditions outlined in this Bylaw and the Bikeshare Permit Program. 7.3.2 <u>Security Deposit</u>. Successful applicants for the bikeshare permit must submit a security deposit as outlined in Schedule "A" prior to being issued a permit. The security deposit fee is refundable less any deductions.	**7.3 ~~Bikeshare~~ <u>Micromobility</u> Permit Program** 7.3.1 <u>Permit Required</u>. No person may operate a **bikeshare service** without first obtaining a ~~Bikeshare~~ <u>Micromobility</u> Permit from the City in accordance with the conditions outlined in this Bylaw and the ~~Bikeshare~~ <u>Micromobility</u> Permit Program. 7.3.2 <u>Security Deposit</u>. Successful applicants for the ~~bikeshare~~ <u>micromobility</u> permit must submit a security deposit as outlined in Schedule "A" prior to being issued a permit. The security deposit fee is refundable less any deductions.	Update wording to reflect new name for Micromobility Permit Program, formerly Bikeshare Permit Program
Consolidated Traffic Bylaw No. 8120	**Part 7 – Sidewalk/Roadway Occupancy Permits**		<u>7.3.4 Permit Application Fee. Applicants will pay a permit fee outlined in Schedule "A" of this bylaw, at the time of application.</u> <u>7.3. 5 Permit Fee. Permit holders will pay a permit fee outlined in Schedule "A" of this bylaw, in accordance with an invoice, received from the City.</u>	Add to the existing regulation by creating a permit application fee and permit fee.

Consolidated Traffic Bylaw No. 8120	Schedule "A" Fees - Part 7 – Sidewalk/Roadway Occupancy Permits	Subsection 7.3.2 – Security Deposit for Bikeshare Permit $15.00 per bikeshare device to a maximum of $5,000 per permit holder. Subsection 7.3.3 – Penalty Fee for Bikeshare Permit Fines for contravening of any requirements or conditions of the permit holder will be assessed at a rate of $50.00 for each occurrence, per bikeshare device, if applicable.	Subsection 7.3.2 – Security Deposit for Micromobilty Permit $15.00 $30.00 per bikeshare device to a maximum of $5,000 $10,000 per permit holder. Subsection 7.3.3 – Penalty Fee for Bikeshare Micromobility Permit Fines for contravening of any requirements or conditions of the permit holder will be assessed at a rate of $50.00 for each occurrence, per bikeshare device, if applicable.	Update wording to reflect new name for Micromobility Permit Program, formerly Bikeshare Permit Program. Increased the security deposit per vehicle to $30.00 per vehicle to a max of $10,000
Consolidated Traffic Bylaw No. 8120	Schedule "A" Fees - Part 7 – Sidewalk/Roadway Occupancy Permits		Subsection 7.3.4 -Application Fee for Micromobility Permit $500.00 per application to the permit program to be collected at the time of application. Subsection 7.3.5 -Permit fee for Micromobility Permit 40 cents per Electric Scooter in the fleet cap per day calculated yearly is due when Permits are issued and again on the first anniversary of service launch under that Permit, if applicable.	Add to the existing regulation by creating a permit application fee and permit fee.

Micromobility Permit Program

April 2022 - Version 1.4

Contents

Vision and Goals

The Micromobility **Permit** Program has had a variety of amendments made since its launch in 2019. These amendments are described in brief below and highlighted through the document using coloured borders.

Version 1.4 - On November 22nd, 2021, amendments were added to the program. These amendments eliminated the exclusivity for **Power Bicycles** and created a combined **Permit** for **Electric Scooters** and **Power Bicycles** along with various other changes. These changes take effect for **Permits** active from April 20th, 2022. Amendments are marked in an orange border, as seen here.

Version 1.3 - On June 14th and 28th, 2021, various restrictions to Electric Scooter **Permit** Holders were adopted by **The City** into the Micromobility **Permit** Program. These restrictions are marked in a yellow border, as seen here.

Version 1.2 - On May 6th, 2019, this updated version of the Micromobility **Permit** Program - Application Process for Operators dated February 22, 2021, restricts **Power Bicycles** to a single permit. Amendments that create an exclusive permit for **Power Bicycles** are marked in a blue border, as seen here.

Version 1.1 - Includes the first amendment, dated September 18th, 2019, that added **E-Moped** as a permitted **Bikeshare Device**. **E-Moped** amendments are marked with a red border, as seen here.

This **Permit** program intends to regulate free-floating, shared mobility **Fleets** for small **Bikeshare Devices** operating within the City of Kelowna. Currently, the **Permit** defines **Cycle**, **Power Bicycle**, **E-Moped** and **Electric Scooter** as **Bikeshare Device** types. **The City** will allow **Permit Holders** to access the street network, parks and pathways through a **Permit** to operate within the lands of the City of Kelowna while adhering to all applicable Municipal, Provincial and Federal regulations. Bikeshare was first tested through the Kelowna Bikeshare Pilot in 2018. Through the pilot, staff have discovered that **Shared Micromobility** can extend the public transportation system and add new mobility options for residents and visitors to our city. **The City** is currently working to deliver on the recommendations from the Kelowna On The Move Pedestrian and Bicycle Master Plan which recommends that staff "research and develop a strategy to demonstrate which programs would be most effective in achieving behavioural change to grow the share of residents selecting active modes of transportation."

The City of Kelowna intends to **Permit Shared Micromobility** operators, with the appropriate approvals, to
explore new ways of providing flexible, affordable, and accessible mobility options. These new options can help achieve the **City**'s stated mobility goals in the *Kelowna On The Move Pedestrian and Bicycle Master Plan* and the forthcoming *Transportation Master Plan*.

Transportation Master Plan Vision
"Kelowna will be a city with vibrant urban centres where people and places are conveniently connected by diverse transportation options that help us transition from our car-centric culture."

From the City of Kelowna's Transportation Master Plan vision, **Shared Micromobility** should aim to achieve the best quality service, deliver that service to the highest number of people, and manage negative externalities, like disorder within the public realm. By building a **Permit** program to regulate **Shared Micromobility**, we will maximize investment from firms delivering small **Bikeshare Devices** in shared **Fleets** in Kelowna.

The City of Kelowna should look to regulate **Shared Micromobility** so that it delivers on the following objectives:

- Delivers the opportunity for more residents not to drive by building an interconnected network of transportation options.

- Ensure public benefit by removing the pressure to move more cars on our road network, therefore, minimizing the requirements for new transportation infrastructure investment associated with the growth in travel demand.

- Encourage people to walk, bike and take public transit more often by additional options that improve the utility of other sustainable travel modes.

- Lower the cost of living by allowing residents to build a robust set of options around how they move, enabling some to avoid the cost of car ownership.

- Build on a culture of active living in the community.

A.   Components of the Micromobility Permit Program
This Micromobility **Permit** Program document has three sections:

    I.   Permit Overview;
   II.   Application Process;
  III.   Micromobility **Permit** Requirements
  IV.   Appendix

The **Applicant** must review, understand and agree to each of these components as they all relate to the **Permit** application and operation of **Shared Micromobility** in Kelowna.

II.   Permit Overview

A.   Expected Benefits

Shared Micromobility is expected to generate the following city-wide benefits:

Solving Public Transit's Last Mile Problem
The first or last part of the trip between the bus stop and a **Customer's** final destination is one of the main challenges that stop residents from regularly using transit. **Shared Micromobility** can help connect residents to higher-order transit services and make transit the first choice.

Better Evidence-Based Decision Making
Data sharing requirements give staff access to anonymized travel pattern of **Customers. Shared Micromobility** data helps the City of Kelowna make better decisions in prioritizing infrastructure and understanding where people are travelling.

Reducing Greenhouse Gas (GHG) Emissions:
A **Shared Micromobility** system will provide additional transportation options to Kelowna residents that will help to reduce auto dependency for certain residents in our community. In Kelowna, 33%% of all Shared Micromobilitytrips would have been made by automobile.[1] **Shared Micromobility** supports Kelowna's GHG reduction goals as described within the draft Community Climate Action Plan.

Supporting Active Transportation:
Adding additional cycling infrastructure and programs aligns with the *Kelowna On The Move Pedestrian and Bicycle Master Plan*. **Shared Micromobility** services will support Council's objective that "by 2036, 25% of all trips less than 5km in length are made by walking and cycling".

Improving Road Safety:
In cities with bikeshare, there is a decrease in injury rates, concerning both general injury and head injury, compared to numbers from control cities without a bikeshare system.[2] Bikeshare collision and injury rates are lower than previously calculated rates for personal **Cycles**.

Improving Transportation Choice and Cost of Living
Shared Micromobility programs are typically affordable and low-cost to use. The availability of **Cycles** for point-to-point rental improves transportation choice for Kelowna residents and visitors.

Reduction in Car Use and Congestion

There have been measurable reductions in automobile congestion following the introduction of **Shared Micromobility** programs.[3]

Supporting the Tourism Economy

Shared Micromobility systems are attractive for tourists and visitors to Kelowna who want to experience the city without the cost and inconvenience of driving and parking. A **Shared Micromobility** program is a valuable addition that would improve the experience of many visitors and enable tourists to visit businesses and attractions beyond a comfortable walk.

The term for a **Micromobility Permit** will be two years. The **City** will evaluate the permitting process and assess if **Shared Micromobility** meets the **City**'s expectations for safety, reliability, availability and public acceptance. The **City** is seeking **Applicants** who have previous experience designing, building, operating, maintaining, managing and marketing **Shared Micromobility** systems in other jurisdictions to apply for a **Permit**.

Permit Holders are not guaranteed a **Permit** upon re-application. While this document outlines the **Permit** requirements and conditions, the **City** may adjust any of the requirements and conditions contained within this **Permit**.

B.   Definitions

All terms bolded and capitalized within this document are defined terms in the **Permit** Program:

 "Applicant" means a person or corporation that completes a **Permit** application form for a **Permit** to operate within the City of Kelowna.

"App" means the **Permit Holder's** piece of software for a **Customer's** phone that is used to connect to the **Permit Holder's Micromobility** system.

  "Cycle" means a device having any number of wheels propelled by human power and on which a person may ride.

"Broken Bikeshare Device" a **Bikeshare Device** that is no longer reasonably safe to operate on public roadways, fails to meet the standards of the **Bikeshare Device** specifications section of the **Permit** requirements or is unable to be unlocked.

"Customer" means a person or corporation that rents a **Bikeshare Device** from a **Permit Holder** for any amount of time within the lands of the **City**.

"Bikeshare Device" means a personal device, under 500 kilograms, with any number of wheels on which a person may ride that is propelled by human or electric power such as, but not limited to, **Cycles** or **Power Bicycles**.

"**Electric Scooter**" means an electric kick scooter as defined in the B.C. Electric Kick Scooter Pilot Project Regulation (B.C. Reg. 90/2021).

"**Fleet**" means all the **Bikeshare Devices** available for rent covered under one **Permit,** which might include a variety of **Bikeshare Device** types.

"**Geo-fence**" means a virtual geographic boundary, defined by The Global Positioning System (GPS), that enables software to trigger a response when a **Bikeshare Device** enters or leaves a specific location.

"**Indemnified Parties**" means the **City** and the **City**'s elected officials, officers, agents, employees and volunteers.

"**Electric Moped**" means a limited-speed motorcycle as defined in the B.C. Motor Vehicle Act Regulations (B.C. Reg. 26/58)

"**Maximum Fleet Size**" means the highest total number of **Bikeshare Devices** all **Permit Holder** may have in operation, excluding any **Bikeshare Devices** out of operation for maintenance or storage.

"**Minimum Fleet Size**" means the lowest total number of **Bikeshare Devices** a **Permit Holder** may have in operation, excluding any **Bikeshare Devices** out of operation for maintenance or storage.

"**Permit Holder**" means an **Applicant** who has been issued a **Permit** to conduct **Shared Micromobility** operations.

"**Permit**" means a **Permit** issued to allow for a **Permit Holder** to conduct **Shared Micromobility** operations.

"**Power Bicycle**" means a motor-assisted cycle as defined in the B.C. Motor Assisted Cycle Regulation (B.C. Reg. 151/2002).

"**Rebalancing**" means the redistribution of **Bikeshare Devices** to respond to **Customer** needs within the **Service Area**, address locations that have too many or too few parked **Bikeshare Devices,** removal of **Broken Bikeshare Devices**, and redistribution of **Bikeshare Devices** parked improperly.

"**Service Area**" means the geographic area that a **Permit Holder** designates where they allow **Customers** to end a **Trip** without a penalty fee.

"**Shared Micromobility**" means a system of **Bikeshare Devices**, placed in the public right-of-way in a defined **Service Area**, available for **Customers** to rent.

"**Trip**" means the action of a **Customer** renting a **Bikeshare Device** by unlocking ("**Trip** start"), travelling during that period "**Trip** time" and ending the rental in its final parking location ("**Trip** end").

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III.   Application Process

A.   General Information

This application process for **Permit** covers **Shared Micromobility** operations within **The City**. Each **Micromobility Permit Applicant** interested in operating **Shared Micromobility** service in **Kelowna** must apply to **The City**.

The City may request additional information from **Applicants** to make an evaluation. **Applicants** will be notified of the next steps within four weeks of receipt of a complete application.

The minimum **Bikeshare Devices** in a fleet are 100 **Bikeshare Devices** for each **Permit Holder**. **Permit Holders** must reach the **Minimum Fleet Size** within four weeks of launch.

Permit Holders that deliver **Electric Mopeds** within their fleet have a **Minimum Fleet Size** of 10 **Bikeshare Devices.**

The **Maximum Fleet Size** for **Electric Scooters** across all **Permit Holders** is 700. The **Maximum Fleet Size** for **Power Bicycles** across all permit holders is 300. **Permit Holders** for the combined **Electric Scooter** and **Power Bicycle Permit** must have 0.4 **Power Bicycles** deployed per **Electric Scooter** on average per day. **Permit Holder** for the combined **Electric Scooter** and **Power Bicycle** permit have the opportunity to increase or decrease the size of their **Electric Scooter** fleet by self-enforcing rider behaviour and delivering high-quality service. The criteria are below:

- 97% parking compliance on average during parking audits over the period and
- 2.5 rides per day per electric scooter on average over the period.

Electric scooter providers that fail to meet the parking compliance criteria will decrease their fleet size by 50 **Electric Scooters** every two weeks. Operators who have had their fleet size reduced can have them increased again by meeting the parking compliance and rides per day per **Electric Scooter** criteria in the following two-week period.

Applicants must review all Federal, Provincial and **City** legislation relevant to operating in the **Permit**. Nothing in this document, including the **Permit** Requirements and **Permit** Conditions, relieves an **Applicant** from conducting their due diligence and reviewing all applicable legislation. **The City** encourages the **Permit Holder** to seek legal advice before making an application.

B.   General Application Requirements

An **Applicant** must meet the application requirements and are required to read, understand and agree to all information and requirements contained within the Micromobility **Permit** Program. An **Applicant** is not guaranteed the issuance of a **Permit**, and **The City** may refuse to issue a **Permit** for any reason including and not limited to:

1. If the **Applicant** has failed to comply with the laws of any other jurisdiction;

2. If the **Applicant** has previously commenced **Shared Micromobility** operations without the proper approvals;

3. If the **Applicant** is unable or unwilling to agree to any of the terms and conditions of the **Permit**; or

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4. If **The City** for any other reason believes the **Applicant** will be unable to provide safe, equitable and reliable service.

5. If the **Applicant** has unpaid fines associated with the Micromobility **Permit** Program.

The **Applicant** must certify that all **Bikeshare Devices** provided meet the requirements identified in the *Bikeshare Device Specifications* section of the **Permit** requirements.

For **Power Bicycles** and **Electric Scooters**, **Permits** will be issued for both vehicles as a combined **Permit**. This combined **Permit** will be limited to two permits issued at any given time. Applicants for the combined **Power Bicycle** and **Electric Scooter** permit must submit their applications following the intake process determined by the Strategic Transportation Planning Manager. If a qualified applicant is not selected for the combined **Permit**, intakes will open on a rolling basis and continue monthly closing at the end of the month and opening on the 1st of the following month.

C.   Application Materials

Application materials must be submitted in English, by email to, *tranmgmt@kelowna.ca* in PDF format.

An application must include the following elements:

1. A completed **Permit** application form;

2. Images and description of all **Bikeshare Devices** that will be used in the fleet must include the following specification description:
      a. Overall dimensions of the **Bikeshare Devices** to be made available as part of the **Shared Micromobility** system with all components intact;
      b. **Bikeshare Device** weight with all components intact;
      c. The diameter of each wheel;
      d. The width of each tire;
      e. The distance between the centers of the front and rear wheels ("wheelbase");
      f. The maximum load capacity;
      g. The number of gears and gear ratios;
      h. The power source and recharge procedure for all electrical components, including lights, batteries, and location tracking unit;
      i. The location of any cargo-carrying component or area and the maximum cargo load;
      j. The proposed location of all required information the **Permit Holder** is to provide on the **Bikeshare Devices** as stated in **Bikeshare Device** specifications section of the **Permit** requirements;
      k. If the fleet includes **Power Bicycles, Electric Scooters** or other electric **Bikeshare Devices**, the motor wattage, maximum assisted speed on flat level ground, power source, operating range, and user control mechanism;
      l. Any other specifications deemed relevant; and
      m. Evidence of compliance with applicable **Bikeshare Device** attributes defined in the **Bikeshare Device** specifications section of the **Permit** Requirements.

3. Operations plan, including:

a. Description of qualifications to operate a **Shared Micromobility** system, including experience operating shared mobility fleets with references ;

b. Enforcement of **Customers** adhering to local laws as applicable to the **Bikeshare Device**;

c. Initial **Service Area** map;

d. Images of the **App** interface;

e. Maintenance plan;

f. Recharging plan (if applicable)

g. Staffing plan.

      I.   Describe the staffing plan, including hired staff and contractors, for operation and maintenance of your **Shared Micromobility** system.

      II.   Describe how your hiring plan will comply with local laws and best practices regarding equal opportunity and fair wages.

      III.   Will you provide skills training for potential staff and contractors?

4. Parking and relocation plan that describes how the **Applicant** will:

a. Ensure staff and users park **Bikeshare Devices** legally;

b. Employ **Geo-fence** capabilities;

c. Detect and re-park improperly parked **Bikeshare Devices** and meet response-time requirements as defined in the **Permit** Requirements; and

d. Encourage **Customers** to report safety, parking, and maintenance concerns.

5. Education plan that describes how the **Applicant** will ensure **Customers** are aware of:

a. Proper riding behaviour on streets and pathways;

b. The rules for where to park **Bikeshare Devices** safely and correctly; and

c. Helmet laws.

D. Ensure **Customers** have a valid driver's license if required by law, based on the **Bikeshare Device** type.

6. Pricing and access options, including options for low-income individuals, the diversity of payment and access options available, as well as a pricing plan for per use and for all other plans. Additionally, include plans to increase community awareness of low-income and access options available.

7. Proposed payment plan outlining how the **Applicant** will provide service to those without smartphones and those without a credit card, debit card, and bank account.

8. Provide any privacy policies, user agreements and terms of service in plain text for review.

9. Send the permit application fee by cheque to:

      Attn: Matt Worona, New Mobility Specialist

      Integrated Transportation Department

      Kelowna City Hall

      1435 Water St, Kelowna, BC, V1Y 1J4

Optional Items:

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- Lifecycle GHG Assessment for the proposed service on a per kilometer per person basis.
- Plans to integrate payment and access with trip agregators such as Google Maps, Transit and Movmi.

An **Applicant** who is approved for a **Permit** must submit the following additional materials and fees

before the **Permit** will be issued.

1. Proof of insurance that meets the requirements set out in Permit conditions,
2. Permit fees as outlined in D.
3. The security deposit as outlined in the fee schedule below.

D.   Fee Schedule

The City's ConsolidatedTraffic Bylaw No.8120 establishes fees for the **Micromobility Permit** Program. Fees collected will help ensure **Permit Holder's** manage right-of-way constraints and deliver effective operations throughout the **Permit** and will offset unforeseen costs incurred by **The City** during the **Permit** period.

Permit Application Fee - $500 per application to the Micromobility **Permit** Program

Permit Fee – A fee of 40 cents per **Electric Scooter** in the fleet cap per day associated with the **Permit** per year is due when **Permits** are issued and again on the first anniversary of service launch under that **Permit**.

Security deposit - $30 per **Bikeshare Device** to a maximum of $10,000 per **Permit Holder**. The bond is due before the **City** issues a **Permit** and in advance of fleet size increases.

The security deposit fee is refundable, less any deductions.

Fines for contravening any requirements or conditions of the **Permit** will be fined at a rate of 50$ for each occurrence, per **Bikeshare Device,** if applicable.

E.   Permit Application Form

BY COMPLETING THIS APPLICATION FOR THE PERMIT PROGRAM, THE APPLICANT IS WAIVING CERTAIN LEGAL RIGHTS. PLEASE READ CAREFULLY

Release of Liability, Waiver of Claims and Assumption of Risk by Making Application to Participate in Permit program

The **Micromobility Permit** allows for the operation of a **Shared Micromobility** system within Kelowna's right-of-way under specific and clearly articulated requirements and conditions. **The City** intends to monitor and evaluate the **Permit** program, making any necessary adjustments to the **Permit** to ensure a successful and well-used transportation option is delivered. **The City** offers no guarantees regarding the duration, success or viability of the **Permit** program and the **Applicant** must conduct their own due diligence regarding the potential risks and liabilities of participating in the **Permit** program. In addition, **The City** makes no guarantees as to the accuracy of any information or representations provided by **The City** in the past, now or in the future and cannot be held liable for any misrepresentations. The **Applicant** must agree to the following Release of Liability, Waiver of Claims and Assumption of Risk in order to submit an application for a **Permit**:

Assumption of Risk

THE APPLICANT IS AWARE AND UNDERSTANDS THAT PARTICIPATION IN THE PERMIT PROGRAM INVOLVES MANY RISKS, INCLUDING BUT NOT LIMITED TO THE RISK OF PROPERTY DAMAGE, LOSS OF PROFIT, REGULATORY CHANGES IMPACTING THE ABILITY TO OPERATE AND EVEN CANCELLATION OF THE PERMIT PROGRAM. THE APPLICANT ACKNOWLEDGES THAT PARTICIPATING IN THE PILOT IS VOLUNTARY. THE APPLICANT FREELY ACCEPTS AND FULLY ASSUMES ANY AND ALL RISKS, WHETHER CAUSED BY THE NEGLIGENCE OF THE CITY OR OTHERWISE. THIS MEANS THAT THE APPLICANT IS GIVING UP THE RIGHT TO SUE THE CITY FOR ANY REASON, INCLUDING NEGLIGENCE OR GROSS NEGLIGENCE, IF THE APPLICANT SUFFERS ANY DAMAGE, INJURY OR LOSS BY PARTICIPATING IN THE PILOT.

1. The **Applicant** expressly waives and releases any and all claims which the **Applicant** has or may in the future have against **The City**, including its employees, officials, officers and agents (collectively, "Releasees"), on account of damages arising out of or attributable to the **Applicant's** participation in the **Permit** program, due to any cause whatsoever, including without limitation the negligence or gross negligence of **The City** or any other Releasee and any misrepresentation made by **The City** or any other Releasee. The **Applicant** agrees not to make or bring any such claims against **The City** or any other Releasee, and forever releases and discharges **The City** and all other Releasees from liability under such claims.

2. By applying to the participate in the **Micromobility Permit** program, the **Applicant** acknowledges and agrees that the duration and success of the **Permit** program is not guaranteed, and **The City** may choose not to implement, maintain or complete the **Permit** for any reason whatsoever. In addition, **The City**, at **The City**'s sole discretion, may do any of the following at any time:
   a. Change the dates or the term of the **Permit**;
   b. Cancel a **Permit**;
   c. Adjust the **Maximum Fleet Size** of any **Permit Holder**;
   d. Issue changes to the **Permit** requirements including changes to any parking requirements;

> e. Changes to the **Permit** conditions; or
>
> f. Change any fees imposed under the application process, the **Permit** requirements or the **Permit** conditions.
>
> g. Modify any terms of the **Permit** including any information contained within this document

Initial Here:

Applicant Information	
Company Name of **Applicant:** (Parent Company Name if Applicable)	
Contact Name:	
Mailing Address:	
Phone Number:	
Email Address:	
Website:	
Type of Application:	
☐ New	☐ Re-application

THE **APPLICANT**, HEREBY MAKES AN APPLICATION FOR A **PERMIT** TO PARTICIPATE IN THE **PERMIT**, AND ACKNOWLEDGES HAVING READ AND UNDERSTOOD ALL OF THE TERMS OF THIS APPLICATION AND VOLUNTARILY WAIVES SUBSTANTIAL LEGAL RIGHTS, INCLUDING THE RIGHT TO SUE **THE CITY** AND ANY OTHER RELEASEE.

Per:

Witness Signature   (Corporate seal or Signature of Authorized Corporate Agent)

(Print name here)   (Print name here)

Per:

 (2nd Signature of Authorized Corporate Agent if required)

(Print name here)

Tracking Information (Staff Only)	
Date Received:	Received By:

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IV.   Micromobility Permit Requirements
A.   General Requirements

Permit Holders must ensure their **Shared Micromobility** systems are available for rental to the public 24 hours per day, 7 days per week while operating to **Customer**s that sign up for the service. Staff acknowledge that, for electrified **Bikeshare Device** fleets with batteries that are not field swappable, high use in the day can lead to most or all of the fleet needing to be charged overnight. **Permit Holders** with electric **Bikeshare Device** fleets are expected to be at or above the **Minimum Fleet Size** between 7am to 9pm daily.

- **Permit Holders** are responsible for informing all **Customers** about all helmet laws if applicable based on **Bikeshare Device** type.
- **Permit Holders** must not display third-party advertising, sponsorships, or sponsored content on **Bikeshare Devices** without written approval from **The City**.
- **Permit Holders** must agree to indemnify **The City** and its employees for any loss or action arising from the **Permit** as set out in the **Permit** conditions.
- **Permit Holders** must prove and continuously maintain commercial liability insurance throughout the entire term of the **Permit** that meets the requirements set out in the **Permit** conditions.
- **Permit Holders,** who provide **Bikeshare Devices,** must provide municipal staff access to unlock **Bikeshare Devices** at no charge. Less than 15 of such accesses will be required from each **Permit Holder**.
- **Permit Holders** may not transfer a **Permit** without prior written approval from **The City**. **Permit Holders** shall promptly notify **The City** of any changes to **Permit Holder's** corporate structure or ownership. Failure to do so shall be cause for revocation of the **Permit**. For purposes of this paragraph, transfer shall include the sale or other exchange of 50% or more of the ownership or control of a **Permit Holder** to a third party.
- **Permit Holders** must hold **The City** harmless for any damage that may occur to its **Bikeshare Devices** from routine maintenance on the roadways, pathways, sidewalks and boulevard spaces.
- Any changes to the **Permit** will be communicated via email at the address provided at the time of application unless the **Permit Holder** provides a subsequent email address for notification.

B.   Compliance and Rights of Removal

The City will monitor citizen feedback, review on-going **Permit Holder** data requirements, and perform field audits as necessary to ensure **Permit Holders** remain in compliance of all **Permit** conditions and **Permit** requirements.

Permit Holders must respond to pedestrian obstructions and safety concerns as soon as possible but no later than 1 hour from when they become aware of an issue.

The City may remove or re-park any **Bikeshare Devices** parked in violation of the **Permit** or other **City** Bylaws at any time. **The City** will deduct from the **Permit Holders** security deposit for any fees, resources, and staff time related to removing the **Bikeshare Devices** or repair from damage caused by a **Permit Holder's Bikeshare Devices.**

If the **Permit Holder** fails to comply with any conditions of the **Permit,** in addition to revocation of the **Permit**, **The City** may modify the **Permit** conditions including reducing fleet sizes and/or add additional **Permit** conditions. If the **Permit** is revoked for failure to comply with the conditions of the **Permit** or for any other reason, the **Permit Holder** must make all their devices unavailable to rent within 1 hour and remove its entire fleet from all **City** streets, parks and pathways within 48 hours of notice, unless otherwise directed by **The City**. If this is not completed, **The City** can remove the **Permit Holder's** fleet from the **City** right-of-way and deduct the costs from the remaining security deposit.

Importantly, in the case of an emergency or immediate threat to public safety, **The City** may take any action necessary it deems necessary to remove the emergency or threat.

C.   Device Specifications

Permit Holders must ensure all **Bikeshare Devices** that are made available for the **Permit**, meet the following specifications:

1. **Permit Holders** must display contact information visible at a distance, including a toll-free phone number on each **Bikeshare Device** so that **Customers** or other members of the public can report issues or make relocation requests;

2. All **Cycles** deployed in a **Shared Micromobility** fleet must meet any additional Federal, Provincial and City legislation and have the following features:

      a. Adjustable seat post;

      b. All-weather tires;

      c. Front and Rear Fenders;

      d. Cargo basket;

      e. Kickstand;

      f. Bell;

      g. Lights on the front and back;

      h. Each **Cycle** must have a unique identifier number that is clearly displayed and visible to the **Customer** on the **Cycle**;

      i. Active location tracking component capable of providing real-time location data of the **Cycle**, even when it's not in use;

      j. Braille identifier; and

      k. A helmet that meets the safety standards set for **Cycles** in British Columbia, affixed to the vehicle.

3. If **Permit Holders** have fleets that consist of **Power Bicycles,** they must meet all conditions outlined above for **Cycles**, as well as meet any additional Federal, Provincial and **City** legislation related to **Power Bicycles** and have the following features:

a. A swappable battery or 70km range on a single charge.

4. If **Permit Holders** have fleets that consist of **Electric Scooters,** they must meet all Federal, Provincial and **City** legislation related to **Electric Scooters** and have the following features:

a. b. All-weather tires;

c. Front and Rear Fenders;

d. Kickstand;

e. Bell;

f. Lights on the front and back;

g. Each **Electric Scooter** must have a unique identifier number that is clearly displayed and visible to the **Customer** on the **Electric Scooter**;

h. Active location tracking component capable of providing real-time location data of the **Electric Scooter**, even when it's not in use;

i. A swappable battery or 50km range on a single charge;

j. Braille identifier; and

k. A helmet that meets the safety standards set for **Electric Scooters** in British Columbia, affixed to the vehicle.

5. If permit holders have fleets that consist of **Electric Mopeds** they must meet all federal, provincial and **City** legislation related to **Electric Mopeds** and have the following features:

a. Kickstand;

b. Bell or horn;

c. All-weather tires;

d. Front and Rear Fenders;

e. Lights on the front and back;

f. A unique identifier number that is clearly displayed and visible to the **Customer**;

g. Active location tracking component capable of providing real-time location data of the **Electric Moped**, even when it's not in use; and

h. A helmet, that meets the safety standards set for **Electric Mopeds** in British Columbia in a locked compartment on the vehicle.

i. A swappable battery

The City, through the Strategic Transportation Planning Manager may, at their sole discretion, approve other **Bikeshare Devices** for inclusion in the *Micromobility Permit* Program. As those

Bikeshare Devices are identified, any specifications for those **Bikeshare Devices** will be reviewed and potentially added to these **Bikeshare Device** specifications. **Bikeshare Devices** to be added shall weigh no more than 500 kg.

D. Technological Capabilities

Combined **Electric Scooter** and **Power Bicycle Permit Holders** are required to deliver the following features.

For both electric scooters and power bicycles, permit holders must:

- Restrict the speed on the first ride for a new account to 15km/h
- In advance of a new account unlocking a vehicle, an ID verification is required to verify the rider's age.
- Deliver a helmet selfie feature that provides a discount or incentive for wearing a helmet during a trip. Image recognition technology should confirm that the rider is wearing a helmet and issue a financial incentive within an hour of the trip end.
- Intoxicated riding test or pledge before a vehicle is unlocked in the evening. Users cannot unlock a vehicle in the late evening without first reviewing the dangers of intoxicated riding and pledging to ride sober or completing a cognitive test.
- A quiz within the first three rides and again every three months to ensure riders know the rules.
- Restrict trips from starting or being ridden every day in the downtown (2040 OCP Urban Center boundaries) between the hours of 10:30 pm to 4 am

For only electric scooters:

- Work with the City to explore a small noise constantly emitted through the scooter when ridden to alert pedestrians and the visually impaired.
- Group riding is disabled, allowing each account to unlock a maximum of one electric scooter at a time.
- Restrict the percentage of the **Electric Scooters** in the fleet permitted in the downtown (2040 OCP Urban Center boundaries) to 30% and no more than 200 in the downtown at one time.
- To help reduce sidewalk riding, employ sidewalk riding detection. This feature utilizes vibration sensors, cameras and/or location information to enable Electric Scooters to detect when they are ridden on the sidewalk. Sidewalk riding detection needs to:
  - apply to all the sidewalks within the service area,
  - have a 75% confidence interval as to whether a user is riding on a sidewalk at any point in the trip,
  - be able to assess a warning or fine at the end of the journey based on this information, issue a real-time auditory warning and/or safely bring the electric scooter to a stop.

E. User Protections

1. **Permit Holders** must employ an electronic payment system compliant with the Payment Card Industry Data Security Standards (PCI DSS).

2. **Permit Holders** must provide a privacy policy that safeguards **Customers'** personal, financial, and travel information and usage including, but not limited to, **Trip** origin and destination data. **Permit Holders** agree to make its policies, procedures and practices regarding data security available to the **City**, upon request, and further agrees that the **City** reserves the right to hire a third party to perform a security audit at any time through the **Permit** term, or at any time **City** determines that an audit is warranted.

3. **Permit Holders** must provide **Customers** with the opportunity to explicitly assent to any terms of service, or user agreements. Separately, **Customers** must have the ability to decline sharing any data not required to enable the **Permit Holder** to process and complete the transaction. The **Customer's** options with regard to these requirements shall be clearly stated and easily accessed by the **Customer**.

4. **Permit Holders** shall not claim any legal right in its Terms of Use, Privacy Policy, or elsewhere to institute retroactive changes to its Privacy Policy and shall provide an opportunity for the **Customer** to explicitly assent prior to any changes to its data practices, including uses of data the **Permit Holder** collected under a prior policy.

F. Parking Requirements

The requirements and permissions set forth in the Parking Requirements section, except for those contained under the Temporary Parking Restrictions, do not apply to **Electric Mopeds**. **Electric Mopeds** are plated vehicles that are unable to be parked in the same way as other **Bikeshare Devices**. **Electric Mopeds** are only able to be parked where they are legally permitted to within the City of Kelowna. **Permit Holders** are required to pay for parking for any **Electric Mopeds** in their fleet, a **Permit** under this program does not exempt **Permit Holders** from parking fees incurred.

Permit Holders are responsible for informing **Customer**s on how to park **Bikeshare Devices** properly within their **Service Area**.

Bikeshare Devices belonging to the **Permit Holders** may be parked on **City** sidewalks, in **City** parks and adjacent pathways, subject to all Federal, Provincial and **City** Legislation and any further parking requirements set out below.

The **Permit** does not authorize the parking of **Bikeshare Devices** on property other than **City**-owned property. It is expected that **Permit Holders** will seek and maintain agreements with third parties, and other private property owners.

Permit Holders must have the ability to communicate by text or **App** notification to let the **Customer** know if a **Bikeshare Device** is parked outside their **Service Area**.

Permit Holders must **Geo-fence** designated parking areas, no parking, and no riding zones, or other locations at the request of **The City**. **Permit Holders** will be responsible for marking these areas appropriately in their **App** within one week of notice and ensure **Customers** are informed on how to operate in these areas.

All parked **Bikeshare Devices** must remain in an upright position with its wheels in contact with the ground. All **Bikeshare Devices** which are not parked upright need to be re-parked appropriately within

1 hour of notice. A relaxation to 12 hours will be granted if the **Bikeshare Devices** are found to have been knocked down due to a weather event.

Permit Holders must ensure **Bikeshare Devices** must not be parked in a way that obstructs or interferes in the pedestrian or vehicular clearway at any time, including blocking:

   a. Sidewalks,
   b. Pathways,
   c. Laneways,
   d. Doorways,
   e. Driveways,
   f. Curb ramps,
   g. Cycle ramps,
   h. Bus stops,
   i. Bus bays,
   j. Travel lanes, and
   k. Bike lanes.

Permit Holders that require **Bikeshare Devices** to be locked to a fixed object must ensure that **Bikeshare Devices** are not to be locked to:

   a. Transit shelters,
   b. Patios, and
   c. Trees.

Street Parking

Parking **Bikeshare Devices** on the street in the parking lane will be allowed on residential streets, wherever an automobile may be legally parked. On streets where a time restriction is in effect, **Bikeshare Devices** may only be parked in the parking lane within 5 meters of an intersection. **Bikeshare Devices** may not be parked on the street within a pay parking area.

Bikeshare Devices must not be parked in a way that impedes vehicular traffic from moving on the roadway or accessing driveways and must not be parked in any travel lanes, including bike lanes at any time.

Bikeshare Devices must not be parked in locations within or on:

   a. Loading zones;
   b. Accessible parking stalls;
   c. Wheelchair ramps, bicycle ramps or curb ramps;
   d. Bridges;
   e. Center median islands;
   f. Blocking access to a garage or driveway; or
   g. Street furniture that requires pedestrian access (benches, pay parking station, bus shelters, pedestrian push button).

Preferred Parking Areas

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The City anticipates designating parking areas in high pedestrian traffic locations such as business improvement areas, transportation hubs or in other public spaces. The purpose of these parking areas is to provide an orderly and intuitive location to place **Bikeshare Devices** and will not necessarily require racks to lock **Bikeshare Devices** physically.

Some of these areas could be more permanent and include charging. Siting for these areas will be decided by **The City**.

The City will determine where designated parking areas will be required. **Permit Holders** will be able to suggest locations, but **The City** will provide final assignments and timelines for installing these designated parking areas. **The City** will be responsible for the installation and maintenance of these designated parking areas. **Permit Holders** will be responsible for marking these areas appropriately on their **App** within one week of notification.

No-Riding and No-Parking Zones

No-riding and no-parking zones may be designated by **The City,** and the **Permit Holders** will be responsible for marking these areas appropriately in their **App** within 1 week of notice and ensure **Customers** are informed on how to operate in these areas. These zones could be continuous or time-limited.

Temporary Parking Restrictions

Upon direction of **The City** due to a weather event, emergency event, construction, parade, festivals, public gatherings, or other situations affecting the normal operation of the right-of-way, the **Permit Holder** must collect and secure all, or a portion of, the **Permit Holder**-owned or controlled **Bikeshare Devices** to a location outside of the public right-of-way or to a location that does not otherwise impede **The City**'s access and response to the situation for the duration of the event.

Permit Holders will be responsible for marking these areas appropriately on their **App** within one week of notice and ensure **Customers** are informed on how to operate in these areas.

T**he City** may update, add, and or change any parking requirements in response to issues that come to light during the operation of the **Permit**. Any changes will be circulated to **Permit Holders**.

G.   Operations and Maintenance

Permit Holders must:

- operate 24 hours a day, 7 days a week.
- reach the **Minimum Fleet Size** within 4 weeks of delivering the first **Bikeshare Device** associated with the **Permit**.
- have staffed operations located within **The City** for the purpose of **Bikeshare Device** maintenance, **Rebalancing**, collection, and retrieval.
- have visible language on each **Bikeshare Device**, within their **App**, and on the website, that requires **Customers** to follow all relevant laws including Federal, Provincial, and **City** legislation.

- have a 24-hour **Customer** service toll-free phone number and email that is monitored 24 hours a day, 7 days a week during their operation season, so the public can report safety concerns, complaints, or ask questions.
- provide **The City** with a direct contact for staff that are capable of **Rebalancing Bikeshare Devices**.
- **Rebalance** any **Bikeshare Devices** within one hour of receiving notice that a **Bikeshare Device** is parked improperly.
- Immediately remotely lock down any **Bikeshare Device** that is inoperable, unresponsive or not safe to operate once notified. Once notified of an issue, the **Permit Holder** should remove the broken or inoperable **Bikeshare Device** from the public right-of-way or have the **Bikeshare Device** repaired within 24 hours.

Permit Holders are required to remedy any **Bikeshare Devices** parked in violation of the **Permit** or other **City** Bylaws and must be re-parked in a correct manner or removed by the **Permit Holder** within 1 hour of being reported between 4 am to midnight and 4 hours between midnight and 4am.

The City may remove or re-park any **Bikeshare Device** parked in violation of the **Permit** or other **City** Bylaws at any time. **The City** may deduct from the security deposit for any fees, resources, and staff time related to the removal of the **Bikeshare Devices**.

Permit Holders must take steps to inspect, repair and maintain all **Bikeshare Devices** so as to ensure public safety.

Permit Holders must operate year-round. Interruptions in service may only be permitted with approval in writing from the Strategic Transportation Planning Manager of **The City**. Service interruption permission over winter can be expected for **Bikeshare Devices** not designed for safe winter operation. Additionally, service can be curtailed for up to 72 hours at the **Permit Holder's** discretion in response to adverse weather conditions, including snowstorms, freezing rain and hail.

Combined **Electric Scooter** and **Power Bicycle** **Permit Holders** must have a minimum of 100 hours per week of staff time dedicated to education riders, coordinating rider training events, reparking improperly parked vehicles and delivering fines and warnings for unsafe riding behaviours. Electric Scooter Permit Holders ustr issue warnings and fines to riders with verifiable complaints that include a photo time and location for improper riding or parking.

The City conducts parking audits and may issue fines to the Permit Holders that correspond with the number of improperly parked vehicles that belong to each company. Parking audits need to capture a minimum of 10% of the Devices in a Permit Holder's fleet at that time to be used to increase the fleet size, if applicable.

H.   Education and Encouragement

Permit Holders are responsible for informing **Customers** on how to use its services, how to operate and park its **Bikeshare Devices** legally and in compliance with any requirements set out in this document.

Permit Holders must forward periodic updates to **Customers** as per information prescribed by **The City**.

Permit Holders must create and maintain a webpage that clearly states the terms of service, including **Customer** instructions, privacy policies, and all rental fees and costs.

Permit Holders must give out, donate to a local organization or use in their **Shared Micromobility** service one helmet per **Bikeshare Device** deployed if there is a mandatory all-ages helmet law that applies to the **Bikeshare Device** type.

Permit Holders shall not give or make any representation, or otherwise hold themselves out as being agents or representatives of the **City,** or as having the right to bind the other or any of the other's assets or property, except as set out herein, without the prior written permission of the other.

Permit Holders shall not imply the **City's** ownership or operation of the **Permit Holder's Shared Micromobility** system without the prior written permission of the **City**.

Permit Holders are individually responsible for communicating to the public information about their **Bikeshare Devices**, infrastructure, systems, and policies.

Permit holders must deliver rider training events twice a month when their service is operating. These free events help provide a safe environment for new riders to take their first ride with instructions about how to ride, receive a helmet fit check, learn to signal, and get comfortable riding with the **Bikeshare Device**.

I.   Data Sharing and Reporting

Permit Holders must comply with the following data sharing requirements:

a. **Permit Holders** must publish real-time information about their systems and **Bikeshare Device** availability to the public through the General Bikeshare Feed Specification;

b. **The City** requires access to past **Trip, Fleet,** parking, and incident data, which must be stored by the **Permit Holder** and made accessible to **The City** at any time during the **Permit;**

c. To ensure that **Bikeshare Device** locations are known, even when on **Trip,** all **Bikeshare Devices** must have a location tracking component that is affixed to itself. This excludes phone-based location services information (i.e. Bluetooth technology);

d. The **Permit Holder** must make all data accessible to **The City** through an application program interface (API). **Fleet, Trip,** rider, parking, incident and maintenance data must be secured with a token or authentication that is shared with **The City**;

e. Personally-identifiable information shall not be shared with the **City** or any other entity; permittee shall ensure the privacy of its users; and

f. Data shall be available for the duration of the permitted program.

g. **Permit Holders** shall only share data related to trips in Kelowna with prior permission from **The City**

General Bikeshare Feed Specification

All **Permit Holders** must generate a GBFS compliant, publicly available data feed. Real-time information about the system and **Bikeshare Device** availability is to be published using the General

Bikeshare Feed Specification (GBFS) v1.0 or the most current (https://github.com/NABSA/gbfs). **Permit Holders** will need to inform **The City** of the location of the gbfs.json file on the internet. The gbfs.json file contains the necessary information to find other files related to the GBFS data. This feed must be publicly available via an HTTPS endpoint. The data table requirements for GBFS can be found in Appendix - Item 1.1. **The City** will maintain links to the full specification of these required data formats on **The City's** webpage. **Permit Holders** may use the MDS to share the required data feeds for real-time availability and additional required data including **Fleet**, parking, and incident data fields, with prior approval from **The City**.

Coordinate System

Permit Holders must ensure all latitude and longitude coordinates be stored in Web Mercator Projection EPSG:4326.

Fleet Data

The **Permit Holder** must collect and make available data on the status and location of each **Bikeshare Device** that is deployed within **The City**. The data table requirements for **Fleet** data can be found in Appendix - Item 1.2.

The **Permit Holder** must generate a data record describing each **Bikeshare Devices** status and location, as reported by its tracking component at the following times:

   a.   When the **Permit Holder** deploys the **Bikeshare Device**;
   b.   When the **Permit Holder** remove or replace a **Bikeshare Device** from the **Fleet**; and
   c.   When a **Bikeshare Device** is available for rent versus suspended.

Trip Data

The **Permit Holders** must collect and make available anonymized data on each **Trip** made. The **Trip** data must be updated weekly for **The City** to access. The data table requirements for **Trip** data can be found in Appendix - Item 1.3.

The **Permit Holder** must generate a data record that describes each **Bikeshare Device's** status and location as reported by its tracking component and, if available, the **Customer**'s cell phone GPS at the following times:

   a.   When the **Trip** starts
   b.   When the **Trip** ends
   c.   And during the **Trip** at a frequency of no less than once every 30 seconds.

Parking Data

The **Permit Holder** must collect and make data available for occurrences reported and the responses to each of them. This will include parking infractions reported by **The City,** general public, **Customers** and the **Permit Holder**.

The **Permit Holder** must generate a data record that describes each parking report, the location of the **Bikeshare Device** if possible, the time it was reported, the time it was responded to, what action was required, and when was that action completed. Parking data must be updated monthly for **The City** to access. The complete data table requirements for parking data can be found in Appendix – Item 1.4.

The **Permit Holder** must submit the monthly update of parking data it collects in a calendar month, no later than the tenth day of the following month in either .xls or .csv format.

Incident Data

The **Permit Holder** must collect and make data available 24 hours after each known incident in which their **Bikeshare Devices** were involved in a collision, accident, injury or property damage. The data table requirements for Incident data can be found in Appendix – Item 1.5

The **Permit Holder** must submit a report 24 hours after every incident in either .xls or .csv format.

Self Enforcement Data

Electric Scooter and **Power Bicycle Permit Holders** are required to submit self-enforcement reports every two weeks to **The City**, itemizing the warnings and fines the **Permit Holder** distributed to their riders for improper riding or parking.

Data Privacy and Security

Permit Holders must ensure **Customer** data privacy. Any **Customer** data collected must not be shared with third parties without express consent from the **Customer**.

Permit Holders must provide a written justification to the **Customer**, for why they need access to each type of the **Customers** files (e.g. contacts, camera, photos, other **Apps** etc.) **Customers** must not be required to provide access to contacts, photos, files and other private data to use the provided service.

Permit Holders must provide **Customers** with clear, prominent information about what data will be accessed (e.g. location services, camera, contacts, photos, etc.) and explain how the data will be used.

Customers must be provided with an opt-in option feature, where they can agree to provide to access to their contacts, camera, photos, files, other private data and third-party data sharing.

Customer Survey

Permit Holders must conduct an opt-in Customer survey up to four times per year. **The City** shall develop a set list of survey questions for each survey. The **Permit Holder** must include these questions and may include other questions, subject to approval by **The City**. Survey results showing the response must be shared with **The City** in a .xls or .csv format.

Optional Mobility Data Specification

Permit Holders may use the Mobility Data Specification (MDS) or the most current (https://github.com/openmobilityfoundation/mobility-data-specification) to share additional data with the **City**.

J.   Micromobility Permit Conditions

The **Permit Holder** must comply with all requirements and conditions contained within the *Micromobility Permit Program* (the "program"), including all requirements set out in the application process and **Permit** requirements sections of the program, including but not limited to the following:

a. The **Permit Holder** must submit all fees required under the program;
b. must comply with any changes to the **Permit**, including the **Permit** requirements or **Permit** conditions within the period specified by **The City**;
c. must comply with all parking requirements specified in the program, in addition to any requirements contained in **City**, Provincial or Federal legislation;
d. must comply with all operation and maintenance requirements as specified in the program; and
e. must comply with all data sharing and reporting requirements as set out in the program.

The **Permit Holder** must obtain insurance and agrees to indemnify **The City** as follows:

a. **Indemnity:** The **Applicant** shall indemnify and save harmless the **City** from and against all claims, demands, loss, costs, damages, actions, suits, adjuster's fees, or other proceedings by third parties, sustained, brought or prosecuted in any manner, based upon, or attributable to any injury or damage arising or resulting from any action or omission of the **Permit Holder**, its invitees, servants or agents, in connection with the **Permit Holder's Shared Micromobility** program and the use or occupation of the **Bikeshare Devices**, the designated parking areas, or any other **City** property. Further, the **Applicant** shall indemnify and save harmless the **City** from any costs, charges or damages to which the **City** may be put or suffer by reason of any breach of the **Permit** requirements and conditions. The **Applicant** will not indemnify, defend and hold harmless the **City** or the **City's Indemnified Parties** from and against all claims resulting from or arising out of (i) the negligence or willful misconduct of **The City** or the **City's Indemnified parties** or (ii) the design, construction, maintenance of **City** infrastructure or projects permitted by **The City**, or any and all acts or ommisions related thereto.
b. **Insurance –** The **Permit Holder** shall at its own expense maintain, during the term of the **Permit,** general liability insurance of not less than $5,000,000.00, naming **The City** as an additional insured. This insurance shall not relieve **The City** from any liability for its own negligence, or that of its servants or agents except as provided herein, and shall not relieve **The City** from the obligation to maintain insurance on its own property as any owner would in the normal course of prudent business affairs. Before a **Permit** may be issued, the **Permit Holder** shall provide a certificate of insurance verifying the coverage and confirming **The City** is shown as additional insured on the policy that is effective for the term of the **Permit**.

V.   Appendix

1.   Data Tables

1.1 GBFS Data Table

The City requires that **Permit Holders** publish the following GBFS files:

gbfs.json	Auto-discovery file that links to all of the other files published by the system. This file is optional in the GBFS but required by **The City**.
system_information.json	Describes the system including System operator, System location, year implemented, URLs, contact info, time zone.
station_information.json	Mostly static list of all stations, their capacities, and locations. Note: this file may contain no information in a dockless system but is required by GBFS.
station_status.json	Number of available vehicles and docks at each station and station availability. Note: this file may contain no information in a dockless system but is required by GBFS.
free_bike_status.json	Describes vehicles that are available in non-station-based systems

1.2 Fleet Data Table

Field Name	Required	Type	Description	Allowed Values	Example
CREATE_DT_UTC	Yes	String	Time of record in Universal Coordinated Time (UTC)	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
LATITUDE_X	Yes	Number	**Bikeshare Device** latitude at time of recording to at least four decimal places	00.0000	51.0453
LONGITUDE_Y	Yes	Number	**Bikeshare Device's** latitude at time of recording to at least four decimal places	000.0000	-114.0573
EVENT_TYPE	Yes	String	Recorded status of **Bikeshare Device**: - CycleAdded: The record is generated when the company deploys a Cycle and is made available for rental -CycleRemoved: The record is generated when the company removes the Cycle -Available: Available for rent by a **Customer**. -Unavailable: Lock no longer speaking to the server, system offline or other technological challenge preventing use by a **Customer**. -Occupied: Being used by a **Customer**, **Rebalanced** by the operator	CycleAdded CycleRemoved Available Unavailable Occupied	Available

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			*These four values are standard; others can be added with **The City's** approval*		
COMPANY_ID	Yes	String	Company name, assigned by **The City**, Depends on company	Company	Name
BICYCLE_ID	Yes	String	Unique identifier for the Cycle Assigned by vendor, max 30 characters		905435
VEHICLE_TYPE	Yes	String	The type of **Bikeshare Device**	**Cycle, Power Bicycle, Electric Scooter, Electric Moped**	**Cycle**
CHARGE_PERC	Yes, if electric	Number	The remaining battery charge at time of record, as a percentage	0 to 100	23

1.3 Trip Data Table

Field Name	Required	Type	Description	Allowed Values	Example
CREATE_DT_UTC	Yes	String	Time of record in Universal Coordinated Time (UTC)	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
LATITUDE_X	Yes	Number	**Bikeshare Device's** latitude at time of record to at least four decimal places	00.0000	51.0453
LONGITUDE_Y	Yes	Number	**Bikeshare Device's** latitude at time of record to at least four decimal places	-000.0000	-114.0573
EVENT_TYPE	Yes	String	Reported status of Cycle: - TripStart: The report is generated when the **Trip** starts - Waypoint: The report is generated at between TripStart and TripEnd - TripEnd: The report is generated when the **Trip** ends.	TripStart Waypoint TripEnd	Waypoint
COMPANY_ID	Yes	String	Company name	Depends on company	Company Name
BICYCLE_ID	Yes	String	Unique identifier for the Cycle	Assigned by company	
VEHICLE_TYPE	Yes	String	The type of **Bikeshare Device**	**Cycle, Power Bicycle, Electric Scooter, Electric Moped**	**Cycle**
TRIP_ID	Yes	String	Unique identifier for the **Trip**	Assigned by company	
USER_ID	Yes	String	Unique identifier for the User	Assigned by company	

1.4 Parking Data Table

Field Name	Required	Type	Description	Allowed Values	Example
CREATE_DT_UTC	Yes	String	Time the company receives a parking report in Universal Coordinated Time (UTC)	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
LATITUDE_X	No, if not provided must include location	Number	**Bikeshare Device's** latitude at time of record to at least four decimal places	00.0000	51.0453
LONGITUDE_Y	No, if not provided must include location	Number	**Bikeshare Device's** latitude at time of record to at least four decimal places	-000.0000	-114.0573
LOCATION	No, if not provided must include lat/long	String	The reported location of the Cycle, if latitude and longitude are not available		Harvey and Richter, Southeast Corner, Kelowna
COMPANY_ID	Yes	String	Company name	Depends on company	Company Name
BICYCLE_ID	Yes	String	Unique identifier for the Cycle	Assigned by company	
VEHICLE_TYPE	Yes	String	The type of **Bikeshare Device**	**Cycle, Electric Bicycle, Electric Scooter, Electric Moped**	**Cycle**
REPORTER	Yes	String	The entity that reported the Cycle	Company Public **City** Other	Public
REPORT_TYPE	Yes	String	The report allegations (multiple values permitted): - Obstruction: the Cycle is alleged to be an obstruction or hazard - Parking: the Cycle is alleged to be improperly parked but not a hazard - Other: Any other issue	Obstruction Parking Other	Obstruction, Other
RESPONSE_DT_UTC	Yes	String	Time the vendor responds to a parking report in UTC	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
RESPONSE_ACTION	Yes	String	Description of companies response: - Reparked: The Cycle was located, visually confirmed to be improperly parked or idle, and removed, reparked, or adjusted. - NoAction: The Cycle was located and visually confirmed to be properly parked.	Reparked NoAction Lost Irretrievable RiderMoved Reparked	Lost

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			- Lost: The Company confirms that the cycle is not at the reported location, and the company is unable to locate the Cycle. - Irretrievable: Hazard or lack of legal access prevent the company from locating or removing the Cycle. - RiderMoved: A rider rents and moves the Cycle before the company responds to the report. -Other: Describe response	Other	

1.5 Incident Data Table

Field Name	Required	Type	Description	Allowed Values	Example
CREATE_DT_UTC	Yes	String	Time the company receives an incident report in Universal Coordinated Time (UTC)	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
LOCATION	Yes	String	The reported location of the incident		
COMPANY_ID	Yes	String	Company name	Depends on company	Company Name
VEHICLE_ID	Yes	String	Unique identifier for the **Bikeshare Device**	Assigned by company	
INCIDENT_TIME	Yes	String	Time of the incident in UTC	yyyy-mm-dd hh:mm:ss AM or PM	2018-08-20 09:15:51 AM
INJURY	Yes	String	Whether any injuries are reported	Yes No	Yes
POLICE_REPORT	Yes	String	Whether a police report is filed	Yes No	No
NOTES	Yes	String	Description of the incident, including any additional information the company collected		

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CITY OF KELOWNA

BYLAW NO. 12311

Amendment No. 41 to Traffic Bylaw No. 8120

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Traffic Bylaw No. 8120 be amended as follows:

1. THAT **Part 7 – SIDEWALK/ROADWAY OCCUPANCY PERMITS, 7.3 Bikeshare Program Permit** be amended by:

   a) Deleting all references to the word "Bikeshare" and replace it with "Micromobility";

   b) Adding the following new subsections in their appropriate location that read:

   "7.3.4 Permit Application Fee. Applicants will pay a permit fee outlined in Schedule "A" of this bylaw, at the time of application.

   7.3.5 Permit Fee. Permit holders will pay a permit fee outlined in Schedule "A" of this bylaw, in accordance with an invoice, received from the City";

2. AND THAT **SCHEDULE "A" FEES, Part 7 – SIDEWALK/ROADWAY OCCUPANCY PERMITS, 7.3 Bikeshare Program Permit** be amended by

   a) Deleting all references to the word "Bikeshare" and replace it with "Micromobiity";

   b) Changing the following sentence that reads: "$15.00 per bikeshare device to a maximum of $5000 per permit holder" to

   "$30.00 per bikeshare device to a maximum of $10,000 per permit holder";

3. AND THAT **SCHEDULE "A" FEES, PART 7 – SIDEWALK/ROADWAY OCCUPANCY PERMITS** be amended by adding the following new subsections in their appropriate location that read:

   "Subsection 7.3.4 -Application Fee for Micromobility Permit $500.00 per application to the permit program to be collected at the time of application.

   Subsection 7.3.5 -Permit fee for Micromobility Permit 40 cents per Electric Scooter in the fleet cap per day calculated yearly is due when Permits are issued and again on the first anniversary of service launch under that Permit, if applicable".

4. This bylaw may be cited for all purposes as "Bylaw No. 12311, being Amendment No. 41 to Traffic Bylaw No. 8120."

5. This bylaw shall come into full force and effect and is binding on all persons once adopted.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Report to Council

City of
Kelowna

Date: January 10, 2022

To: Council

From: City Manager

Subject: Developer funded traffic signal installations and upgrades

Department: Public Works

Recommendation:

THAT Council receives, for information, the report from Traffic Signals and Systems dated January 10, 2022 with respect to developer funding contributions.

AND THAT the 2021 Financial Plan be amended to include $447,700 for traffic signal installations and upgrades with funding received from developer contributions.

Purpose:

To amend the 2021 Financial Plan to reflect developer contributions for new and upgraded traffic signals

Background:

When development triggers the need for a new install or upgrade to a traffic signal, funding is received from the developer to pay for the City portion of the work. This includes the procurement and installation of all the control, detection and communication equipment required to run the signal.

For developer led signals projects in 2021, the City has received $447,700

Project Transfer List

Project Name	Project Code	Developer Contribution Budget Amendment
Bartholomew and Dehart – new traffic signal	361501	$78,870
Rutland and Commercial – new traffic signal	361502	$78,870
Baron and Dilworth – new traffic signal	361503	$67,320
Costco site – two new traffic signal installs and two signal upgrades	361504	$222,640
Total Developer Traffic Signal Funding Contributions – 2021		**$447,700**

Internal Circulation:
Development Engineering Manager
Budget Supervisor

Considerations not applicable to this report:
Alternate Recommendation
Communications Comments
Existing Policy
External Agency/Public Comments
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications

Submitted by: B. Cairney, Traffic Signals and Systems Supervisor

Approved for inclusion: M. Logan, General Manager, Infrastructure

cc:
General Manager, Infrastructure
Financial Planning Manager

CITY OF KELOWNA

BYLAW NO. 12271

Road Closure and Removal of Highway Dedication Bylaw
(Portion of Leon Ave)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Leon Ave

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

1. That portion of highway attached as Schedule "A" comprising 194.4 m² shown in bold black as Road to be Closed on the Reference Plan prepared by Wayne Brown, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.

2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this 18th day of October, 2021.

Approved under the Transportation Act this 3rd day of November, 2021.

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

<div style="text-align: right;">Mayor</div>

<div style="text-align: right;">City Clerk</div>

Schedule "A"