City of Kelowna
Regular Council Meeting
AGENDA

Tuesday, May 14, 2024

4:00 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.

This evening, Council will hold both a Public Hearing and a Regular Meeting.

The purpose of the Hearing is to hear from the public on matters contained in the various bylaws which, if adopted, will amend *Kelowna 2040* - Official Community Plan Bylaw No. 12300.

After the close of the Public Hearing, Council will then debate and vote on the proposed bylaws at the Regular Meeting that follows.

Council has been provided with the information, correspondence, petitions or reports that have been received concerning the subject bylaws. This information is available to the public online at Kelowna.ca/council or by request to the Office of the City Clerk.

For those participating this evening, or who have already submitted letters to Council, a reminder that this Hearing and the Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca.

Following the close of the Public Hearing, no further information from the applicant or members of the public will be accepted by Council.

2. Reaffirmation of Oath of Office

The Oath of Office will be read by Councillor Singh.

3. Confirmation of Minutes 1 - 4

Tuesday Meeting - April 9, 2024

4. Call to Order the Regular Meeting

5. Liquor License Application Reports

City Clerk to invite anyone participating online or in the public gallery who deems themselves affected by the liquor license application to come forward.

5.1 START TIME 4:00 PM - Pandosy St 1630 - LL24-0003 - 1384597 B.C. Ltd., Inc.No. BC1384597 5 - 18

To seek Council's support for a permanent change of hours to an existing Liquor Primary Licence.

6. Development Permit and Development Variance Permit Reports

City Clerk to invite anyone participating online or in the public gallery who deems themselves affected by the required variance(s) to come forward for each item.

6.1 START TIME 4:00 PM - Barber Rd 135 - BL12514 (TA22-0018) - ASI Barber Road GP Inc., Inc.No. A0122606 19 - 20

To amend Bylaw No. 12514 at third reading and adopt for a site-specific text amendment for the subject properties.

6.2 START TIME 4:00 PM - Barber Rd 135 - BL12618 (Z23-0049) - ASI Barber Road GP Inc., Inc.No. A0122606 21 - 21

To amend Bylaw No.12618 at third reading and adopt in order to rezone the subject property from the UC4 – Rutland Urban Centre zone to the UC4r – Rutland Urban Centre Rental Only zone.

6.3 START TIME 4:00 PM - Barber Rd 135 - DP22-0225 DVP22-0226 - ASI BARBER ROAD GP INC, INC NO A0122606 22 - 74

To issue a Development Permit for the form and character of apartment housing and a Development Variance Permit to vary the minimum building stepback from the front yard and flanking side yard.

7. Termination

8. Call to Order the Public Hearing

9. Individual Bylaw Submissions

9.1 START TIME 4:00 PM - Multiple Addresses - OCP23-0009 (BL12595) - City of Kelowna 75 - 123

To amend the Official Community Plan Map 3.1 by changing the future land use designation of multiple properties as described in Schedule "A".

10. Termination

11. Call to Order the Regular Meeting

12. Bylaws Considered at Public Hearing

12.1 START TIME 4:00 PM - Multiple Addresses - BL12595 (OCP23-0009) - City of Kelowna 124 - 153

Requires a majority of all members of Council (5).

To give Bylaw No. 12595 second and third reading and adopt in order to change the future land use designation of multiple properties.

13. Termination

14. Call to Order the Public Hearing

15. Individual Bylaw Submissions

15.1 START TIME 4:30 PM - Pandosy and Rutland Building Heights Maps - BL12621 (OCP24-0001) - City of Kelowna 154 - 366

To amend the Official Community Plan by replacing the Pandosy and Rutland Building Heights Maps in order to implement provincial legislation regarding Small - Scale Multi-Unit Housing and Transit Oriented Areas.

16. Termination

17. Call to Order the Regular Meeting

18. Bylaws Considered at Public Hearing

18.1 START TIME 4:30 PM - Pandosy and Rutland Building Heights Maps - BL12621 (OCP24-0001) - City of Kelowna 367 - 369

Requires a majority of all members of Council (5).

To give Bylaw No. 12621 second and third reading and adopt in order to amend the Official Community Plan by replacing the Pandosy and Rutland Building Heights Maps in order to implement provincial legislation regarding Small -Scale Multi-Unit Housing and Transit Oriented Areas.

19. Termination

20. Call to Order the Public Hearing

21. Individual Bylaw Submissions

21.1 **START TIME 4:30 PM - Small-Scale Multi-Unit Housing and Transit Oriented Areas Alignment - OCP24-0005 (BL12649) - City of Kelowna** 370 - 443

To amend the Official Community Plan by updating various sections to align with provincial legislation regarding Small-Scale Multi-Unit Housing and Transit Oriented Areas.

22. **Termination**

23. **Call to Order the Regular Meeting**

24. **Bylaws Considered at Public Hearing**

24.1 **START TIME 4:30 PM - Small-Scale Multi-Unit Housing and Transit Oriented Areas - BL12649 (OCP24-0005) - City of Kelowna** 444 - 452

Requires a majority of all members of Council (5).

To give Bylaw No. 12649 second and third reading and adopt in order to implement provincial legislation regarding Small-Scale Multi-Unit Housing and Transit Oriented Areas.

25. **Bylaws for Adoption (Non-Development Related)**

25.1 **BL12641 - Annual Tax Rate Bylaw, 2024** 453 - 455

To adopt Bylaw No. 12641.

26. **Termination**

27. Procedure on each Bylaw Submission

a) Brief description of the application by City Staff (Development Planning);

(b) The applicant has up to 15 minutes to make representations to Council regarding the project.

(c) The Chair will call for representation from the public participating in person and online as follows:

(i) Any person wishing to make representations during the Hearing will have the opportunity to do so.

(ii) Speakers have up to 5 minutes to share their remarks.

(d) Final calls for representation (ask three times). Unless Council directs that the Public Hearing on the bylaw in questions be held open, the Chair shall state to participants the the Public Hearing on the Bylaw is closed.

(e) Once the public has had an opportunity to comment, the applicant is given up to 10 minutes to respond to any questions raised.

(f) Questions of staff by members of Council must be asked before the Public Hearing is closed and not during debate of the bylaw at the Regular Meeting, unless for clarification.

Note: Any applicant or member of the public may use electronic visual aids to assist in their presentation or questions. Online participants must be able to share their screen to display the item.

City of Kelowna
Regular Council Meeting
Minutes

Date:	Tuesday, April 9, 2024
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Tom Dyas, Ron Cannan, Maxine DeHart, Charlie Hodge, Gord Lovegrove, Luke Stack, Rick Webber and Loyal Wooldridge
Members Participating Remotely	Councillor Mohini Singh*
Staff Present	City Manager, Doug Gilchrist; City Clerk, Laura Bentley; Divisional Director, Planning, Climate Sustainability and Development Services, Ryan Smith; Community Planning & Development Manager, Dean Strachan; Deputy City Clerk, Michael Jud; Legislative Coordinator Confidential (FOI), Rebecca Van Huizen
Staff Participating Remotely	Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Dyas called the meeting to order at 4:00 p.m.

2. Reaffirmation of Oath of Office

The Oath of Office was read by Councillor Lovegrove.

3. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT the Minutes of the Public Hearing and Regular Meeting of March 12, 2024 be confirmed as circulated.

Carried

4. Call to Order the Public Hearing

Mayor Dyas called the Hearing to order at 4:02 p.m.

5. Individual Bylaw Submissions

5.1 START TIME 4:00 PM - Upper Mission Dr 5347 - OCP23-0012 (BL12633) Z23-0074 (BL12634) - Essential Idea Ltd., Inc. No. BC0134064

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Keith Funk, New Town Services, Applicant
- Present and available for questions.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

No one On-line or in the Gallery came forward.

Councillor Singh joined the meeting remotely at 4:05 p.m.

Staff:
- Responded to questions from Council.

There were no further comments.

6. Termination

The Hearing was declared terminated at 4:08 p.m.

7. Call to Order the Regular Meeting

Mayor Dyas called the meeting to order at 4:08 p.m.

8. Bylaws Considered at Public Hearing

8.1 START TIME 4:00 PM - Upper Mission Dr 5347 - BL12633 (OCP23-0012) - Essential Idea Ltd., Inc. No. BC0134064

Moved By Councillor Stack/Seconded By Councillor Wooldridge

THAT Bylaw No. 12633 be read a second and third time and be adopted.

Carried

8.2 START TIME 4:00 PM - Upper Mission Dr 5347 - BL12634 (Z23-0074) - Essential Idea Ltd., Inc. No. BC0134064

Moved By Councillor Wooldridge/Seconded By Councillor Stack

THAT Bylaw No. 12634 be read a second and third time and be adopted.

Carried

9. Development Permit and Development Variance Permit Reports

9.1 START TIME 4:00 PM - Frost Rd 940 - 1070 - DVP23-0242 - 0954654 BC Ltd., Inc. No. BC0954654

Staff:
- Displayed a PowerPoint Presentation summarizing the application.

Kim McKechnie, Callahan Property Group Ltd., Applicant
- Do not have a formal presentation.
- The requested variance is not intentional; the zoning bylaw changed mid-way through construction.
- Commented that the 3 meter sign will not cover all the tenants.
- Have agreed to turning illumination off after store hours.
- Confirmed signage is not neon it is back lit tenant lighting.
- Believes there is a misunderstanding related to public feedback.
- Available for questions.

City Clerk invited anyone participating online or in the gallery who deemed themselves affected to indicate they wish to speak followed by comments from Council.

On-Line:

Justin David, Windsong Crescent
- Lives directly behind the subject property.
- Raised concern where the sign is being placed and the size of the sign.
- Raised concern that their backyard and home office directly oversees the signage.
- Learning that the illumination from the sign would be turned off at night was reassuring.

Applicant:
- Chose not to address items raised by the public.

Staff:
- Responded to questions from Council.

Applicant:
- Responded to questions from Council.

There were no further comments.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council authorizes the issuance of Development Variance Permit No. DVP 23-0242 for Lot A District Lot 579 SDYD Plan EPP127116 located at 940 – 1070 Frost Road, Kelowna, BC;

AND THAT variances to the following sections of Sign Bylaw No. 11530 be granted as shown on Schedule "A":

Section 8.3(a)b.i – Local Commercial Zones, Signage Regulations:
To vary the maximum sign area of a free-standing sign from 3.0 m^2 permitted to 8.17 m^2 proposed.

Section 8.3(a)b.ii – Local Commercial Zones, Signage Regulations:
To vary the maximum height of a free-standing sign from 3.0 m permitted to 5.0 m proposed.

AND THAT the free-standing sign only be illuminated during opening hours of businesses on the subject property, provided the sign not be illuminated earlier than 6:00 AM and later than 12:00 AM;

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

Carried

10. New Item

City Clerk:
- Spoke to a draft resolution to start the April 15, 2024 PM Regular Meeting at 9:00 a.m.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council change the time of the Monday, April 15, 2024 regular afternoon meeting to begin at 9:00 a.m.

Carried

10. Termination

The meeting was declared terminated at 4:40 p.m.

DRAFT

Mayor Dyas

City Clerk

lb/acm

REPORT TO COUNCIL
LIQUOR LICENSE

Date:	May 14, 2024
To:	Council
From:	City Manager
Address:	1630 Pandosy St
File No.:	LL24-0003

	Existing	Proposed
OCP Future Land Use:	UC – Urban Centre	UC – Urban Centre
Zone:	UC1 – Downtown Urban Centre	UC1 – Downtown Urban Centre

1.0 Recommendation

THAT Council directs Staff to forward the following Recommendation to the Provincial Liquor and Cannabis Regulation Branch (LCRB):

In accordance with 'Division 9 (71)' of the Liquor Control and Licensing Regulation and Council Policy 359, BE IT RESOLVED THAT:

1. Council recommends support of an application from Taylorr Gramlich for a Liquor Primary License amendment for Strata Lot 1 District Lot 139 ODYD Strata Plan KAS3411 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V, located at 1630 Pandosy St, Kelowna, BC for the following reasons:

   - Proposed structural changes are compliant with Council Policy 359 and RCMP do not have concerns with the proposed changes.

2. Council's comments on Liquor Control and Licensing Branch's (LCLB) prescribed considerations are as follows:

   a. <u>The potential for noise if the application is approved:</u>

      The potential impact for noise is minimal as the outdoor patio hours will be consistent with Bernard Ave Patio Program.

   b. <u>The impact on the community if the application is approved:</u>

      The potential for negative impacts is minimal as the area is primarily commercial uses and there are no large occupancy liquor establishments in close proximity.

3. Council's comments on the views of residents are as contained within the minutes of the meeting at which the application was considered by Council. The methods used to gather views of residents were as per Council Policy #359 "Liquor Licensing Policy and Procedures."

2.0 Purpose

To seek Council's support for a permanent change of hours to an existing Liquor Primary Licence.

3.0 Development Planning

Staff support the request for the change of hours to the existing Liquor Primary Licence for The Ricco Room. The current establishment is located in a mixed-use commercial / residential building with a patio at grade along Pandosy St. The business is looking to change the number of days they operate from 5 days to 7 days as well as extend the current business hours. The impact on the surrounding community is anticipated to be minimal and noise is not an anticipated issue due to a combination of factors including:

- No bylaw complaints have been received to date;
- The surrounding area is primarily commercial uses; and
- Occupancy is remaining unchanged at 77 persons (57 indoor and 20 outdoor).

Additionally, the hours of the outdoor patio will be consistent with other approved patios and the Bernard Ave Sidewalk program:

- Patio hours of operation: 9:00 am – 11:00 pm
- Last call for drinks: 10:30 pm
- Alcohol to be cleared from the patio area by 11:00 pm
- Patrons must exit the patio by 12:00 am.

4.0 Project Details

Existing Hours of Sale:

		Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open		1:00 PM	NA	NA	1:00 PM	1:00 PM	1:00 PM	1:00 PM
Close	Indoor	8:00 PM	NA	NA	10:00 PM	10:00 PM	12:00 AM	12:00 AM
	Patio	8:00 PM	NA	NA	10:00 PM	10:00 PM	11:00 PM	11:00 PM

Proposed Hours of Sale:

		Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open		11:00 AM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM
Close	Indoor	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM
	Patio	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM

Occupant Load:

	Existing	Proposed
Indoor	57	57
Outdoor	20	20

5.0 Site Context & Background

Orientation	Zoning	Land Use
North	UC1 – Downtown Urban Centre	Parkade, Food Primary Establishment, Liquor Primary Establishment
East	UC1 – Downtown Urban Centre	Retail
South	UC1rcs – Downtown Urban Centre w/ Retail Cannabis Sales	Health Services, Retail (Cannabis), Office, Retail
West	UC1 – Downtown Urban Centre	Professional Services

Subject Property Map: 1630 Pandosy St



The subject property is located on Pandosy St, between Leon Ave and Lawrence Ave. The surrounding area is predominantly commercial uses. The subject property is a mixed-use building with The Ricco Room located on the ground level with a patio on the Pandosy St.

5.1 R.C.M.P.

No concerns.

6.0 Application Chronology

Application Accepted: February 22, 2024
Date Public Consultation Completed: April 5, 2024

Report prepared by: Jason Issler, Planner I
Reviewed by: Jocelyn Black, Urban Planning Manager
Reviewed by: Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

Attachments:
Attachment A: Floor Plan/Site Plan/Occupant Load
Attachment B: Letter of Rationale

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

LCRB OFFICIAL PLAN
MUST BE KEPT WITH LIQUOR LICENCE AND AVAILABLE FOR INSPECTION AT ALL TIMES

Date Issued: November 17, 2022

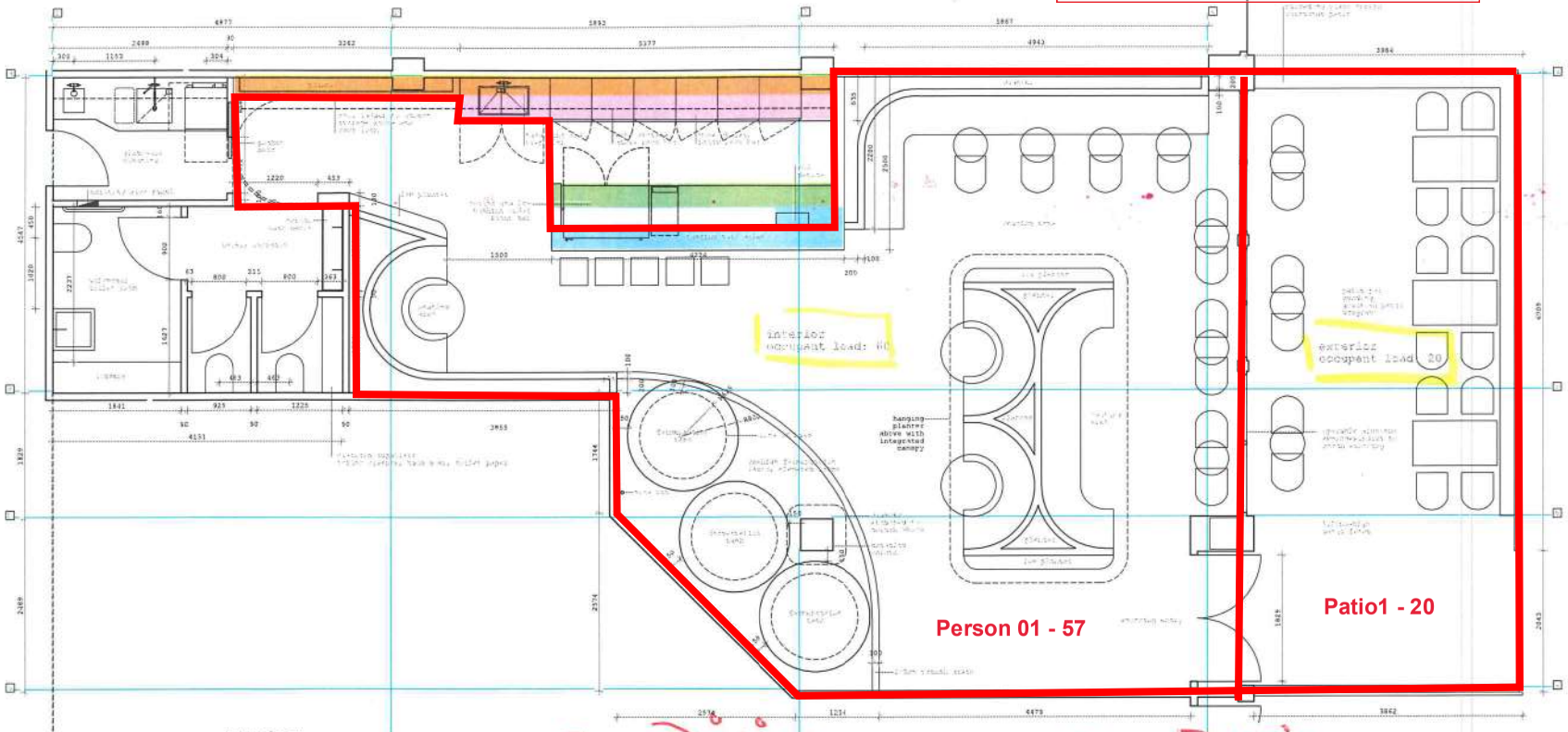
LP Licence # 311163 General Manager

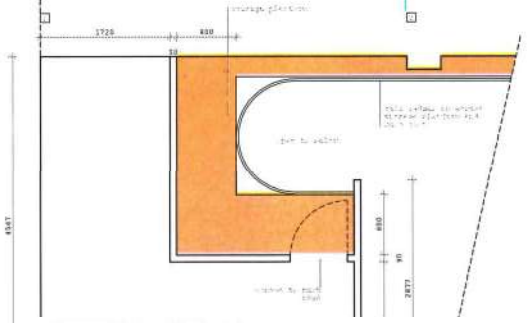
ATTACHMENT A
This forms part of application
LL24-0003
Planner Initials JI

City of Kelowna
DEVELOPMENT PLANNING

f2a architecture ltd.

171214_Ricco Bambino Wines





The D:NING.
has a net floor area of N/A m². The maximum occupant load shall be 60 persons, based on AS PER ARCHITECT

The PATIO
has a net floor area of N/A m². The maximum occupant load shall be 20 persons, based on AS PER ARCHITECT

Reviewed by City of Kelowna Inspection Services AUG 31 2022

LIQUOR AND CANNABIS REGULATION BRANCH
APPROVAL IN PRINCIPLE

Subject to the terms and/or conditions specified in the approval in principle letter(s) dated: October 31, 2022

Job # 033970 Max Person Capacity 77

Authority: Erica Owsianski

RICO BAMBINO WINES

#101 - 1630 PANDOSY STREET

a1.9

8

The Ricco Room
1630 Pandosy St, Shop 101
Kelowna BC
V1Y 1P7

Ricco Room Project Rationale

The Ricco Room (formerly Ricco Bambino) is updating its operational concept from an urban wine manufacturing site to a Cocktail Lounge Liquor Primary establishment. It is under new ownership and management.

This concept focuses on bespoke cocktails, with a late afternoon to evening service structure. The concept will also feature a more extensive food menu and locally produced wines and beer. Sample food menu is attached below.

The existing liquor licence limits the establishment to only be open 5 days a week, thus ownership is seeking a change of hours to allow the operation to run 7 days a week. On week days the operation will only be open from 3pm onwards, however it has been recommended we seek liquor service hours starting at 11am in case ownership wishes to expand to include lunch service in the future. Due to the location of Ricco Room, we would limit outdoor seating hours to 11pm or earlier, and indoor hours to 12am.

For clarity, ownership is seeking the following liquor service hours:

Interior hours – Sunday 11am to 2am, Monday through Saturday 1pm – 2am
Exterior hours – Sunday 11am to 11pm, Monday through Saturday 1pm – 11pm

Should the city of Kelowna have additional restrictions for this address, ownership is happy to work within the guidance of the city.

This request should have no impact on the local community as it already encompasses similar hours to the existing licence, merely creating more consistency throughout the course of the week.

We appreciate your consideration in this matter.

Best regards,

Bobby Izat and the Ricco Room Team

ATTACHMENT B
This forms part of application
LL24-0003
Planner Initials JI
City of Kelowna
DEVELOPMENT PLANNING



City of Kelowna

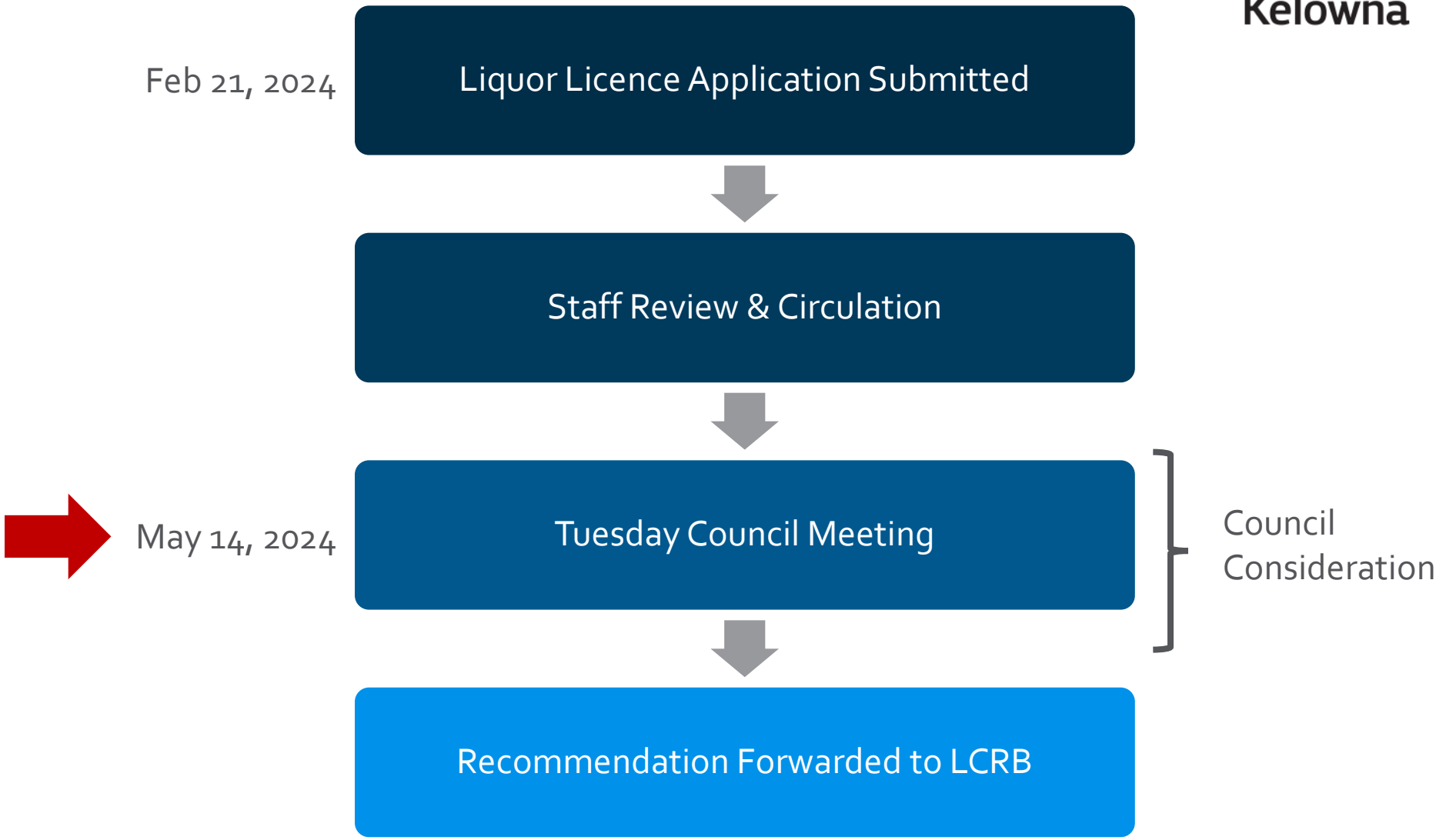
LL24-0003
1630 Pandosy St

Liquor License Application

Purpose

- To seek Council's support for a permanent change of hours to an existing Liquor Primary Licence.

Development Process



Context Map

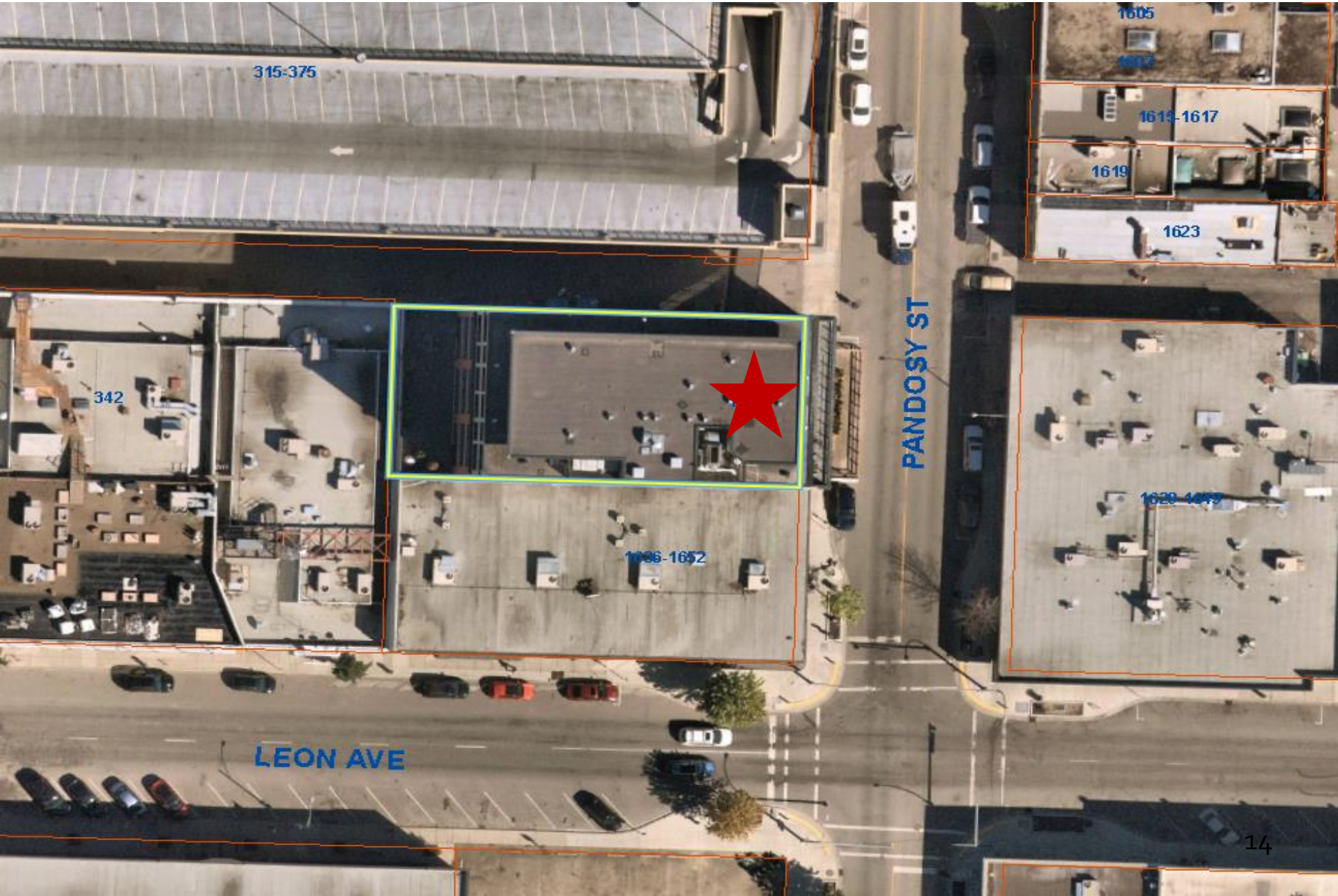


Walk Score 96

Transit Score 59

Bike Score 98

Subject Property Map



Hours of Sale

Existing:

		Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open		1:00 PM	NA	NA	1:00 PM	1:00 PM	1:00 PM	1:00 PM
Close	Indoor	8:00 PM	NA	NA	10:00 PM	10:00 PM	12:00 AM	12:00 AM
	Outdoor	8:00 PM	NA	NA	10:00 PM	10:00 PM	11:00 PM	11:00 PM

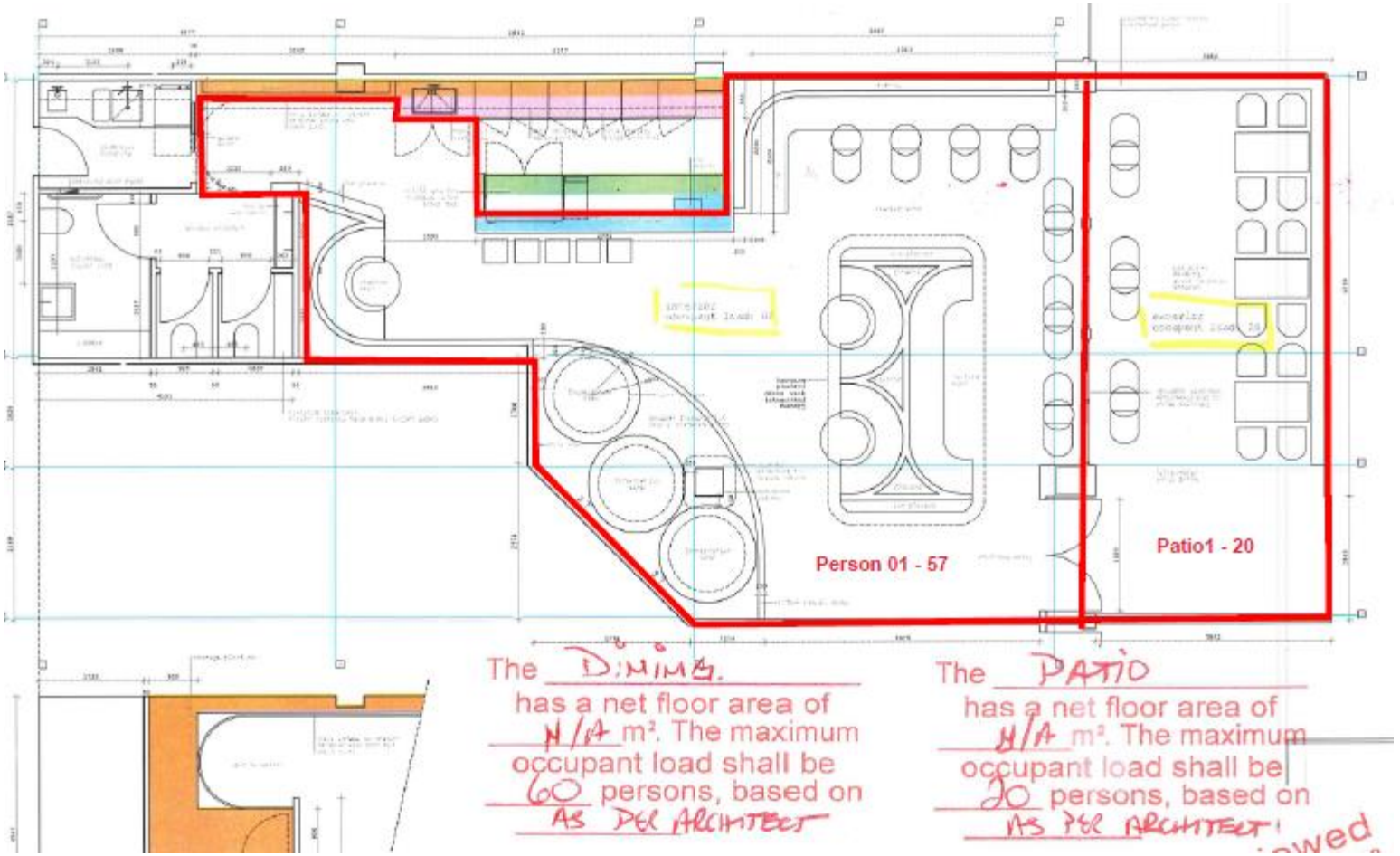
Proposed:

		Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open		11:00 AM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM	1:00 PM
Close	Indoor	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM
	Outdoor	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM	11:00 PM

Occupant Load

	Existing	Proposed
Indoor	57	57
Outdoor	20	20

Occupant Load



Pandosy St

Staff Recommendation

- Staff recommend **support** for the proposed change of hours to the liquor licence as it is consistent with other establishments in the area and no concerns from RCMP.
- That Council directs Staff to forward a resolution of support to the LCRB.

CITY OF KELOWNA

BYLAW NO. 12514
TA22-0018
135 Barber Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375, **Section 14 – Core Area and Other Zones, Section 14.15 – Site Specific Regulations** be amended by adding in its appropriate location the following:

"

Section 14.15 Site Specific Regulations Uses and Regulations apply on a site-specific basis as follows:			
	Legal Description	Civic Address	Regulation
11.	Lot A Section 22 Township 26 ODYD Plan EPP124267 Except Plan EPP134976	135 Barber Rd	To permit ground floor commercial principal uses to occupy 0% of the Hwy 33 W street frontage.

"

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 24th day of April, 2023.

Considered at a Public Hearing on this 9th day of May, 2023.

Read a second and third time by the Municipal Council this 9th day of May, 2023.

Approved under the Transportation Act this 8th day of April 2024.

Audrie Henry

(Approving Officer – Ministry of Transportation)

Amended at third reading and adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 12618
Z23-0049
135 Barber Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot A Section 22 Township 26 ODYD Plan EPP124267 Except Plan EPP134976 located on Barber Road Kelowna, BC from the UC4 – Rutland Urban Centre zone to the UC4r – Rutland Urban Centre Rental 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 26th day of February, 2024.

Approved under the Transportation Act this 7th day of March, 2024.
Audrie Henry

(Approving Officer – Ministry of Transportation)

Amended at third reading and adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL
DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT

Date:	May 14, 2024
To:	Council
From:	City Manager
Address:	135 Barber Rd
File No.:	DP22-0225 DVP22-0226
Zone:	UC4r – Rutland Urban Centre Rental Only

1.0 Recommendation

THAT Zoning Bylaw Text Amending Bylaw No. 12514 be amended at third reading to revise the legal description of the subject property from LOT 1 SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 17229 EXCEPT PLAN 39372, LOT 2 SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 17229 and LOT 3 SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 17229 to LOT A SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN EPP124267 EXCEPT PLAN EPP134976;

AND THAT final adoption of Zoning Bylaw Text Amending Bylaw No. 12514 and Rezoning Bylaw No. 12618 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP22-0225 and Development Variance Permit No. DVP22-0226 for LOT A SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN EPP124267, located at 135 Barber Rd, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;
5. The applicant be required to make a payment into the Public Amenity & Streetscape Capital Reserve Fund as established by Bylaw No. 12386 in accordance with Table 6.8.a. in Zoning Bylaw No. 12375;

AND THAT variances to the following sections of Zoning Bylaw No. 12375 be granted as shown on Schedules "A" and "B":

Section 14.11: Core Area & Other Zones, Commercial and Urban Centre Zone Development Regulations (UC4r)

To vary the required minimum building stepback from the front yard from 3.0 m required to 0.0 m proposed.

Section 14.11: Core Area & Other Zones, Commercial and Urban Centre Zone Development Regulations (UC_4r)
To vary the required minimum building stepback from the flanking side yard from 3.0 m required to 0.0 m proposed.

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit and Development Variance Permit Applications in order for the permits to be issued;

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

2.0 Purpose

To issue a Development Permit for the form and character of apartment housing and a Development Variance Permit to vary the minimum building stepback from the front yard and flanking side yard.

3.0 Development Planning

Development Planning Staff are supportive of the Development Permit and associated variances. The proposal generally conforms with the objectives and supporting policies of the Official Community Plan (OCP), as well as key Form and Character Development Permit Design Guidelines which include:

- Orienting the primary building facades and entries to both the front and flanking streets (Hwy 33 W and Barber Rd);
- Locating off-street parking and other 'back of house' uses (including waste collection and parking access) away from public view and accessed off the lower classification road (Barber Rd); and
- Using landscaping materials that soften development and enhance the public realm, as well as a 3.0 m wide landscape area in the rear yard (south) to help with the transition between Urban Centre and Core-Area Neighbourhood Future Land Use designations and uses.

The proposed building is six-storeys in height, with two levels of underground parking. The building includes 144 rental residential units, which are a diverse mix of studios, one, two and three bedrooms. Five units have direct access from Hwy 33 W and seven are accessed directly from Barber Rd. The units with direct exterior access from grade contribute to a friendly pedestrian scale. To satisfy amenity space requirements, the majority of units have either a patio or balcony. There are also indoor amenity spaces located on the first and second storeys, as well as a rooftop patio.

Variances

This application includes variances to the minimum building stepback from the front yard (Hwy 33 W) and flanking side yard (Barber Rd). The project had already been designed and was in-stream when the building stepback regulation was introduced to Urban Centre Zones in the Zoning Bylaw (Bylaw No. 12594, adopted January 8, 2024). If the applicant were to redesign the project to meet the new regulations, this would result in additional time, added costs, and potentially delay construction timelines. While meeting the building stepback regulation would have resulted in the building scoring slightly higher on scale and massing Form and Character Development Permit Design Guidelines, Development Planning is still supportive of the overall project and achieving a major rental building in the Rutland Urban Centre.

4.0 Subject Property & Background

4.1 Subject Property Map: 135 Barber Road



5.0 Zoning Bylaw Regulations Summary

AREA & UNIT STATISTICS	
Gross Lot Area	3,150 m²
Road Dedication	142.2 m²
Net Site Area	3,007.8 m²
Total Number of Units	**144**
Studio	20
1-bed	70
2-bed	49
3-bed	5

DEVELOPMENT REGULATIONS		
CRITERIA	**UC4r ZONE**	**PROPOSAL**
Total Maximum Floor Area Ratio	**2.6**	**2.6**
Base FAR	1.8	1.8
Bonus FAR (rental)	0.3	0.3
Bonus FAR (Public Amenity & Streetscape)	0.5	0.5
Max. Site Coverage (buildings)	100 %	64 %
Max. Site Coverage (buildings, parking, driveways)	100 %	80 %
Max. Height	**34.0 m / 9 storeys**	**21.5 m / 6 storeys**
Base Height	22.0 m / 6 storeys	21.5 m / 6 storeys
Bonus Height	12.0 m / 3 storeys	n/a
Setbacks		
Min. Front Yard (north – Hwy 33 W)	3.0 m	4.5 m
Min. Flanking Side Yard (west – Barber Rd)	3.0 m	3.0 m
Min. Side Yard (east)	0.0 m	1.0 m
Min. Rear Yard (south)	6.0 m	6.0 m
Upper Floor Setbacks (above 16.0m in height)		
Min. Side Yard (east)	4.0 m	4.0 m
Stepbacks		
Min. Fronting Street (north)	3.0 m	0.0 m ❶
Min. Flanking Street (west)	3.0 m	0.0 m ❷
Commercial Frontage		
Min. Commercial Frontage (Retail Street)	90 %	0 % ❸
Amenity Space		
Total Required Amenity Space	**1,630 m²**	**1,631 m²**
Common Private	576 m² 1,054 m²	918 m² 713 m²
Landscaping		
Min. Number of Trees	16 Trees	17 Trees
Min. Large Trees	8 Trees	8 Trees

❶ Indicates a requested variance to minimum building stepback (above 16.0 m in height) for the front yard
❷ Indicates a requested variance to minimum building stepback (above 16.0 m in height) for the flanking side yard
❸ The subject property has a site-specific regulation to permit ground-floor commercial uses to occupy a minimum of 0% of the Hwy 33 W street frontage.

PARKING REGULATIONS		
CRITERIA	**UC4r ZONE REQUIREMENTS**	**PROPOSAL**
Total Required Vehicle Parking	**122 stalls**	**133 stalls**
Residential Visitor "r" Subzone Reduction	133 stalls 20 stalls -31 stalls	133 stalls 20 stalls -20 stalls
Ratio of Regular to Small Stalls	Min. 50% Regular Max. 50% Small	51 % Regular 49 % Small
Bicycle Stalls Short-Term	6 stalls	6 stalls
Bicycle Stalls Long-Term	109 stalls	109 stalls
Bonus Stalls Provided for Parking Reduction	n/a	n/a
Bike Wash & Repair	Required	Provided

6.0 Application Chronology

Date of Application Accepted (TA22-0018 Text Amendment):	November 24, 2022
Neighbourhood Notification Summary Received (Text Amendment):	February 18, 2023
Date of Public Hearing (TA22-0018 Text Amendment):	May 9, 2023
Application Accepted (Z23-0049 Rezoning):	August 3, 2023
Neighbourhood Notification Summary Received:	January 4, 2024
Zone Amending Bylaw Reading Consideration:	February 26, 2024

Report prepared by: Kimberly Brunet, Planner Specialist
Reviewed by: Jocelyn Black, Urban Planning Manager
Reviewed by: Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

Attachments:

Attachment A: Draft Development Permit DP22-0225 DVP22-0226
- Schedule A: Site Plan & Floor Plans
- Schedule B: Elevations & Sections
- Schedule C: Landscape Plan

Attachment B: OCP Form and Character Development Permit Guidelines
Attachment C: Applicant's Letter of Rationale
Attachment D: Shadow Study

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

ATTACHMENT A
This forms part of application
DP22-0225 DVP22-0226
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials KB

Development Permit & Development Variance Permit

DP22-0225/DVP22-0226

City of Kelowna

This permit relates to land in the City of Kelowna municipally known as

135 Barber Rd

and legally known as

LOT A SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN EPP124267 EXCEPT PLAN EPP134976

and permits the land to be used for the following development:

Apartment Housing

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Council Approval:	**May 14, 2024**
Development Permit Area:	Form and Character
Existing Zone:	UC4r – Rutland Urban Centre Rental Only
Future Land Use Designation:	UC – Urban Centre

This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner:	ASI BARBER ROAD GP INC., INC.NO. A0122606
Applicant:	ASI BARBER ROAD GP INC.

_____

Nola Kilmartin
Development Planning Department Manager
Planning & Development Services

_____

Date of Issuance

DRAFT

ATTACHMENT A
This forms part of application
DP22-0225 DVP22-0226
Planner Initials KB
City of Kelowna
DEVELOPMENT PLANNING

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

THAT Council authorizes the issuance of Development Permit No. DP22-0225 and Development Variance Permit No. DVP22-0226 for LOT A SECTION 22 TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN EPP124267 EXCEPT PLAN EPP134976 located at 135 Barber Rd Kelowna, BC, subject to the following:

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

b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";

c) Landscaping to be provided on the land be in accordance with Schedule "C";

d) The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

e) The applicant be required to make a payment into the Public Amenity & Streetscape Capital Reserve Fund as established by Bylaw No. 12386 in accordance with Table 6.8.a. in Zoning Bylaw No. 12375;

AND THAT variances to the following sections of Zoning Bylaw No. 12375 be granted as shown on Schedules "A" and "B":

Section 14.11: UC4r – Commercial and Urban Centre Zone Development Regulations
To vary the required minimum building stepback from the front yard from 3.0 m required to 0.0 m proposed.

Section 14.11: UC4r – Commercial and Urban Centre Zone Development Regulations
To vary the required minimum building stepback from the flanking side yard from 3.0 m required to 0.0 m proposed.

AND FURTHER THAT the Development Permit and Development Variance Permit are valid for two (2) years from the date of Manager approval, with no opportunity to extend.

3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may 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 owner of the day. Should the Developer carry out the development as per the conditions of this permit, the security shall be returned to the Developer or his or her designate following proof of Substantial Compliance as defined in Bylaw No. 12310. There is filed accordingly:

a) An Irrevocable Letter of Credit **OR** certified cheque **OR** a Surety Bond in the amount of **$114,387.50**

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.

4. PUBLIC AMENITY & STREETSCAPE CAPITAL RESERVE FUND

Public Amenity & Streetscape Capital Reserve Fund Payment in the amount of $61,359.12 required for 3,007.8 m2 lot area as part of the proposed development.

ATTACHMENT A
This forms part of application
DP22-0225 DVP22-0226
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials KB

5. INDEMNIFICATION

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

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

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the Landscape Agreement or their designates.

DRAFT

ISSUED FOR DP RESUBMISSION-FILE: DP22-0225; DVP22-0226. JANUARY 25, 2024



*ARTIST IMPRESSION INDICATIVE ONLY

Project Team

CLIENT:
ASI Barber GP Inc.
SUITE 400, 1550 5 ST. SW
CALGARY, AB T2R 1K3
PHONE: 403.266.5000

ARCHITECT:
S2 ARCHITECTURE
6th FLOOR, 220 - 12TH AVENUE SW
CALGARY, AB T2R 0E9
PHONE: 403.670.7000

STRUCTURAL:
TRL & ASSOCIATES
1615 10 AVE SW #100
CALGARY, AB T3C 0J7
PHONE: 403.244.4944

CIVIL:
ALPINE ENGINEERING
#203-2011 AGASSIZ RD
KELOWNA, BC V1Y 9Z8
PHONE: 250.870.6261

LANDSCAPE:
BENCH SITE DESIGN
4-1562 WATER ST
KELOWNA, BC V1Y 1J7
PHONE: 250.860.6778

MECHANICAL:
EMBE
SUITE 204, 110 12 AVE SW
CALGARY, AB, T2R 0G7
PHONE: 403.460.2277

ELECTRICAL:
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SUITE 204, 110 12 AVE SW
CALGARY, AB, T2R 0G7
PHONE: 403.460.2277

ENERGY MODELLING:
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SUITE 204, 110 12 AVE SW
CALGARY, AB, T2R 0G7
PHONE: 403.460.2277

SCHEDULE A
This forms part of application
DP22-0225 DVP22-0226
Planner Initials KB
City of Kelowna DEVELOPMENT PLANNING

S2 architecture
Suite 900, 110 - 12th Avenue SW
Calgary, AB, Canada T2R 0G7
T 403.670.7000
www.s2architecture.com

COVER SHEET

THEO
135 Barber Rd, KELOWNA, BC
ARLINGTON GROUP
223047

REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

NOT FOR CONSTRUCTION

This drawing supercedes previous issues. Do not scale these drawings.

Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction. Dimensions are taken to face of exterior sheathing, face of concrete block, face of stud for interior partitions, and centreline of demising walls, unless noted otherwise on the drawing.

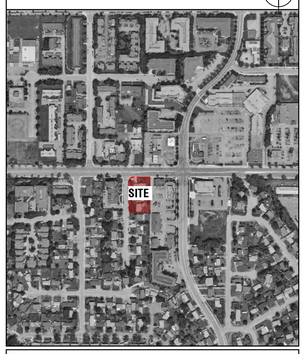
All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

REVISION		DATE
1	ISSUED FOR DP, DVP22-0226	11.10.2022
2	DP RESUBMISSION	25.07.2023
3	DTR RESPONSE	16.11.2023
4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

SCALE
DATE 3/5/2024 9:14:47 AM
DRAWN BY Author
CHECKED BY Checker

DRAWING NO.
DP0.00

Vicinity Map



Drawing List

ARCHITECTURAL	
DP 0.00	COVER SHEET
DP 0.01	PROJECT STATISTICS
DP 0.02	SITE SURVEY
DP 0.03	SHADOW STUDIES
DP 1.00	SITE PLAN
DP 1.01	FIRE ACCESS PLAN
DP 1.02	SITE DETAILS
DP 2.00	LEVEL P2 FLOOR PLAN
DP 2.01	LEVEL P1 FLOOR PLAN
DP 2.02	MAIN LEVEL FLOOR PLAN
DP 2.03	LEVEL 2 FLOOR PLAN
DP 2.04	LEVELS 3-5 FLOOR PLANS
DP 2.05	LEVELS 6 FLOOR PLAN
DP 2.06	ROOF AMENITY LEVEL PLAN
DP 4.00	BUILDING ELEVATIONS
DP 4.01	BUILDING ELEVATIONS
DP 4.02	ORTHOGRAPHIC ELEVATIONS
DP 5.00	BUILDING SECTIONS
DP 5.01	BUILDING SECTIONS
DP 5.02	BUILDING SECTIONS
LANDSCAPE	
L-0	COVER PAGE
L-1	LANDSCAPE CONCEPT PLAN: ON-SITE WORKS
L-2	LANDSCAPE CONCEPT PLAN: OFF-SITE WORKS
L-3	HYDROZONE PLAN
ELECTRICAL	
E101S	SITE PLAN - ELECTRICAL
E102S	SITE PLAN - POINT-BY-POINT
E103S	RENDERINGS
CIVIL	
G-001	COVER SHEET
C-001	ORTHOGRAPHIC
C-002	SITE PLAN
C-003	COMPOSITE UTILITY PLAN
C-004	GRADING PLAN
D-001	DETAIL SHEET #1

SCHEDULE A

This forms part of application

DP22-0225 DVP22-0226

City of Kelowna

DEVELOPMENT PLANNING

Planner Initials KB

Municipal Address

135 Barber Rd
KELOWNA, BC

Legal Address

Rem Lot 1 Except Plan 39372, Lot 2 and Lot 3 All of Section 22 Township 26 Osoyoos Division Yale District Plan 17299

Site Summary

Parcel Area
9,315 ha / 3,150 m²

Maximum Site Coverage of all Buildings, Structures, and Impermeable Surfaces
Permitted: 90%
Proposed:80% (2,470 m²)

Maximum Site Coverage of all Buildings
Permitted: 60% (2,508.8 m²)
Proposed: 64% (2,012 m²).

By-Law Zoning

Existing Zoning: UC - Urban Centre - UC4

Proposed Zoning: UC - Urban Centre - UC4r

By-Law Setback

Required Setbacks:
Minimum Front Yard & Flanking Side Yard Setback for Ground Oriented Units = 3.0m
Minimum Front Yard & Flanking Side Yard Setback = 3.0m
Minimum Side Yard Setback = 0.0m
Minimum Rear Yard Setback = 6.0m
Any portion of the building above 16.0 m in height must be setback a minimum of 3.0m from any lot line abutting the street and 4 m from any lot line abutting another property.

Road Dedication in coordination with MOTI:
New Property line after Road dedication is 3.27m from existing Property line.

Proposed Building Setbacks:

Front Yard setback for Ground Oriented Units:	8.14m
Flanking Yard Setback for Ground Oriented Units:	3.00m
Front Yard setback Above Main Level:	8.14m
Flanking Yard Setback Above Main Level:	3.00m
Side Yard Setback:	1.00m
Side Yard Setback above 16m :	4.00m
Rear Yard Setback:	6.00m

Building Stepback

Required Stepback:
Stepback for zone UC4 Not applicable

Proposed Stepback:
Front Yard:
- 0.0 from Minimum Front Yard Setback @ Main Level & Level 6
- 0.0 from Minimum Front Yard Setback @ Levels 2-5

Flanking Side Yard:
- 0.0m Flanking Side Yard Stepback Above Main Level Floor

Building Height

Maximum Building Height
22.0m / 6 storeys (Property is fronting onto a Transit Supportive Corridor)

Building Height Proposed
21.50m from Finished Grade

Waste & Recycling Requirements

Waste and Recycling Required:
- 1 Molok Bin = Waste
- 1 Molok Bin = Organics
- 1 Molok bin = Recycling

Waste and Recycling proposed:
- 2 Molok Bin = Waste
- 1 Molok Bin = Organics
- 1 Molok bin = Recycling

Area Summary

NOTE:
- Gross Floor Area and Net Floor Area are measured from the inside faces of the exterior walls.
- Storage (common), service areas, porches and balconies, exit stairways, common/public corridors, parkades terraces, common amenity spaces and building mechanical systems are excluded in Net Floor Area Calculations

GROSS FLOOR AREA SUMMARY:

LEVEL	GROSS FLOOR AREA	
	m²	ft²
MAIN LEVEL	1389.45	14956
LEVEL 2	1477.34	15902
LEVEL 3	1783.36	19196
LEVEL 4	1783.36	19196
LEVEL 5	1783.36	19196
LEVEL 6	1700.21	18301
ROOF AMENITY	800(N.I.C.)	8572.33 (N.I.C.)
TOTAL	**9917.00**	**106747.00**

NET FLOOR AREA SUMMARY:

LEVEL	NET FLOOR AREA	
	m²	ft²
MAIN LEVEL	1025.37	11037
LEVEL 2	1196.59	12880
LEVEL 3	1517.38	16333
LEVEL 4	1517.38	16333
LEVEL 5	1517.38	16333
LEVEL 6	1446.50	15570
TOTAL	8220.64	88486

Floor Area Ratio

FAR= Net Floor Area/ Site Area = 8221 sm / 3150 sm =2.60 FAR.

Note:
- Total **FAR** based on **UC4** maximum of **1.8** + **0.3** (for Max. Rental) + **0.5** (for Max. Public Amenity and streetscape) = **2.60**
- Proposed 2.60 FAR

Dwelling Unit Summary

UNIT SUMMARY										
UNIT COUNT							NET UNIT AREA (EXCLUDING DEMISING...		GROSS UNIT AREA(INCLUDING DEMISING WALLS)	
UNIT NAME	UNIT TYPE	LEVEL 1	LEVEL 2	LEVEL 3-5	LEVEL 6	TOTAL	M²	FT²	M²	FT²
A1	STUDIO	1	1	1	3	8	34	369	36	392
A2	STUDIO	1	0	0	0	1	38	410	39	419
A3	STUDIO	2	2	0	1	5	36	389	38	407
A3b	STUDIO	0	0	0	1	1	31	332	34	365
A4	STUDIO	0	1	1	1	5	31	390	39	418
B1	1-BED	1	1	1	0	5	56	599	58	620
B2	1-BED	3	4	5	3	25	48	517	50	534
B3	1-BED	1	1	1	1	6	61	656	67	718
B4	1-BED	3	3	4	4	22	48	519	50	541
B4b	1-BED	0	0	1	1	4	47	503	50	536
B5	1-BED	0	0	1	2	5	53	564	56	598
B6	1-BED	0	0	1	0	3	51	568	54	579
C1	2 BED-1 BA	0	1	1	1	5	56	603	59	630.37
D1	2 BED	1	1	1	1	6	75	803	79	854.5
D2	2 BED	1	1	0	0	2	74	797	76	815
D3	2 BED	0	1	1	0	4	57	611	63	680
D4	2 BED	0	0	5	6	21	61	519	64	693
D5	2 BED	0	0	2	1	7	59	638	61	663
D6	2 BED	0	0	1	1	4	62	666	63	683
E1	TH	5	0	0	0	5	114	1230	118	1272
TOTAL		19	17	81	27	144				

Common and Private Amenity Space

UNIT TYPE	UNIT COUNT	FACTOR	REQUIRED (TOTAL)	PROPOSED PRIVATE AMENITY	REQUIRED COMMON AMENITY
Studio	20	6 m²	120 m²	N/A	min. 576 m² for 144 units
1 Bed + 1 Bath	70	10 m²	700 m²	335.63 m²	
2 Bed + 1 Bath	5	15 m²	75 m²	17.13 m²	
2 Bed + 2 Bath	44	15 m²	660 m²	265.03 m²	
3 Bed TH	5	15 m²	75 m²	95.16 m²	
TOTAL	**144**		**1630 m²**	**713 m²**	

PROPOSED COMMON AMENITY	REQUIRED	PROPOSED
Common Area in Main, 1st Floor and Roof top	min. 576 m² for 144 units	117.79 m²
Common Area in Roof top		800 m²
TOTAL	**576 m²**	**918 m²**

PROPOSED COMMON AMENITY SPACE (COMMON & PRIVATE)	REQUIRED	PROPOSED
TOTAL	1630 m²	1631 m²

Note:
- 4.0 m² per dwelling unit of the total required Private and Common Amenity is required to be configured as Common amenity.
- Common Amenity spaces are provided at Main Level, Level 1 and Roof Level.

Motor Vehicle Parking Requirements

NOTE:
- Residential Motor vehicle parking calculations are based on Urban Centre bylaw requirements.

MOTOR VEHICLE PARKING - RESIDENTIAL				
DESCRIPTION / UNIT TYPE	UNIT COUNT	FACTOR	REQUIRED	PROPOSED
STUDIO	20	0.8 per unit	16	16
1 Bed + 1 Bath	70	0.9 per unit	63	63
2 Bed + 1 Bath	5	1.0 per unit	5	5
2 Bed + 2 Bath	44	1.0 per unit	44	44
3 Bed TH	5	1.0 per unit	5	5
TOTAL	**144**	**N/A**	**153 (+VISITOR)**	**133**
MOTOR VEHICLE PARKING - VISITOR				
DESCRIPTION	UNIT COUNT	FACTOR	REQUIRED	PROVIDED
VISITOR	144	0.14 per unit	20	**20**

Total Stalls Required Before Reduction	**133 +20 VISITOR = 153**
Total Stalls Required After Reduction 20% for Rental Incentive 20% REDUCTION = 31 STALLS	**153-31 (20%) = 122**
Total Stalls Provided	**133**

MOTOR VEHICLE PARKING - ACCESSIBLE				
DESCRIPTION	UNIT COUNT	FACTOR	REQUIRED	PROVIDED
ACCESSIBLE STALLS	144	4/100-150 units	4	**3 REG. 1 VAN**

NOTE:
- 2 Regular Accessible Stalls provided for Residential Parking
- 1 Regular Accessible Stall and 1 Van Accessible Stall provided for Visitor Parking

PROPOSED VEHICLE STALL BREAKDOWN					
TYPE OF STALL	LEVEL P2	LEVEL P1	AT GRADE	TOTAL	RATIO
Regular Stalls	39	23	1	63	
Accessible Stalls	3	1	0	4	51%
Van Accessible Stalls	0	0	1	1	
Small Stalls	33	32	0	65	49%
TOTAL	**75**	**56**	**2**	133	**100.00%**

NOTE:
- All visitor parking spaces and accessible parking spaces are included in the regular size vehicle parking spaces percentage.

Bicycle Parking Requirements

LONG TERM BICYCLE PARKING				
DESCRIPTION / UNIT TYPE	UNIT COUNT	FACTOR	REQUIRED	PROPOSED
Studio	20	0.75 per unit	15	15
1 Bed + 1 Bath	70	0.75 per unit	52.5	54
2 Bed + 1 Bath	5	0.75 per unit	3.75	3
2 Bed + 2 Bath	44	0.75 per unit	33	32
3 Bed TH	5	1.0 per unit	5	5
TOTAL LONG TERM STALLS			**109**	**109**

LONG TERM BICYCLE PARKING CALCULATION			
LEVEL	STALLS PROVIDED		
	Floor Mounted	Wall Mounted	Percentage
Grade	**0**	**0**	**75%**
Parkade Level 1	**66**	**16**	
Parkade Level 2	**0**	**27**	**25%**
Percentage	**61%**	**39%**	
Total Stalls Required	**109**		
Total Stalls Provided	**109**		

SHORT TERM BICYCLE PARKING			
DESCRIPTION	FACTOR	REQUIRED	PROVIDED
SHORT TERM STALLS	6 stalls per entrance	6	6

NOTE:
- Long Term Bicycle stalls (109 stalls) are provided in enclosed spaces located on Main Floor, P1 and P2
- Long Term Bicycle Stalls consist of 76 Floor Mounted Stalls & 33 Wall Mounted Stalls



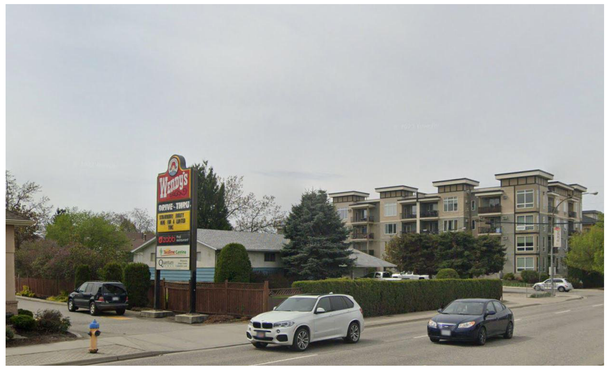
1 View looking North from Barber Rd
DP0.02 SCALE: 1 : 10



2 View looking South from Hwy 33 W Kelowna
DP0.02 SCALE: 1 : 10



3 View looking East from Hwy 33 W Kelowna
DP0.02 SCALE: 1 : 10



4 View looking West from Hwy 33 W Kelowna
DP0.02 SCALE: 1 : 10

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PROJECT STATISTICS

THEO
135 Barber Rd, KELOWNA, BC
ARLINGTON GROUP
223047

REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
CHRISTOPHER T. SYMONS
2024-03-13

NOT FOR CONSTRUCTION

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2	DP RESUBMISSION	25.07.2023
3	DTR RESPONSE	16.11.2023
4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

SCALE	1 : 10
DATE	3/5/2024 9:14:47 AM
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DRAWING NO.
DP0.02

SCHEDULE A

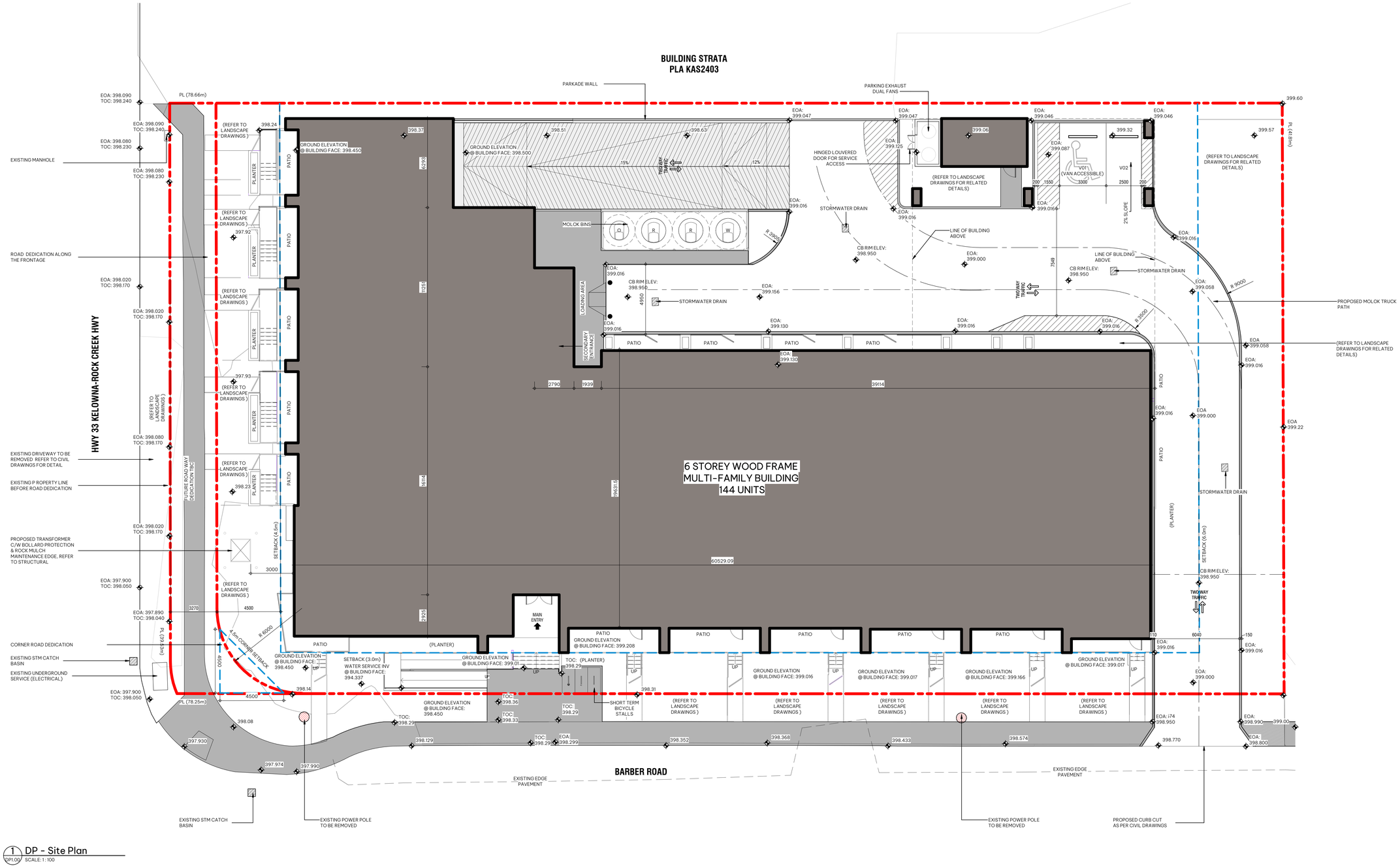
This forms part of application

DP22-0225 DVP22-0226

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials KB

TRUE NORTH



1 DP - Site Plan
DP1.00 SCALE: 1 : 100

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SITE PLAN

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ARLINGTON GROUP
223047

REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

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5	DP RESUBMISSION	25.01.2024

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DATE	3/5/2024 9:16:02 AM
DRAWN BY	Author
CHECKED BY	Checker

DRAWING NO.
DP1.00

SCHEDULE A

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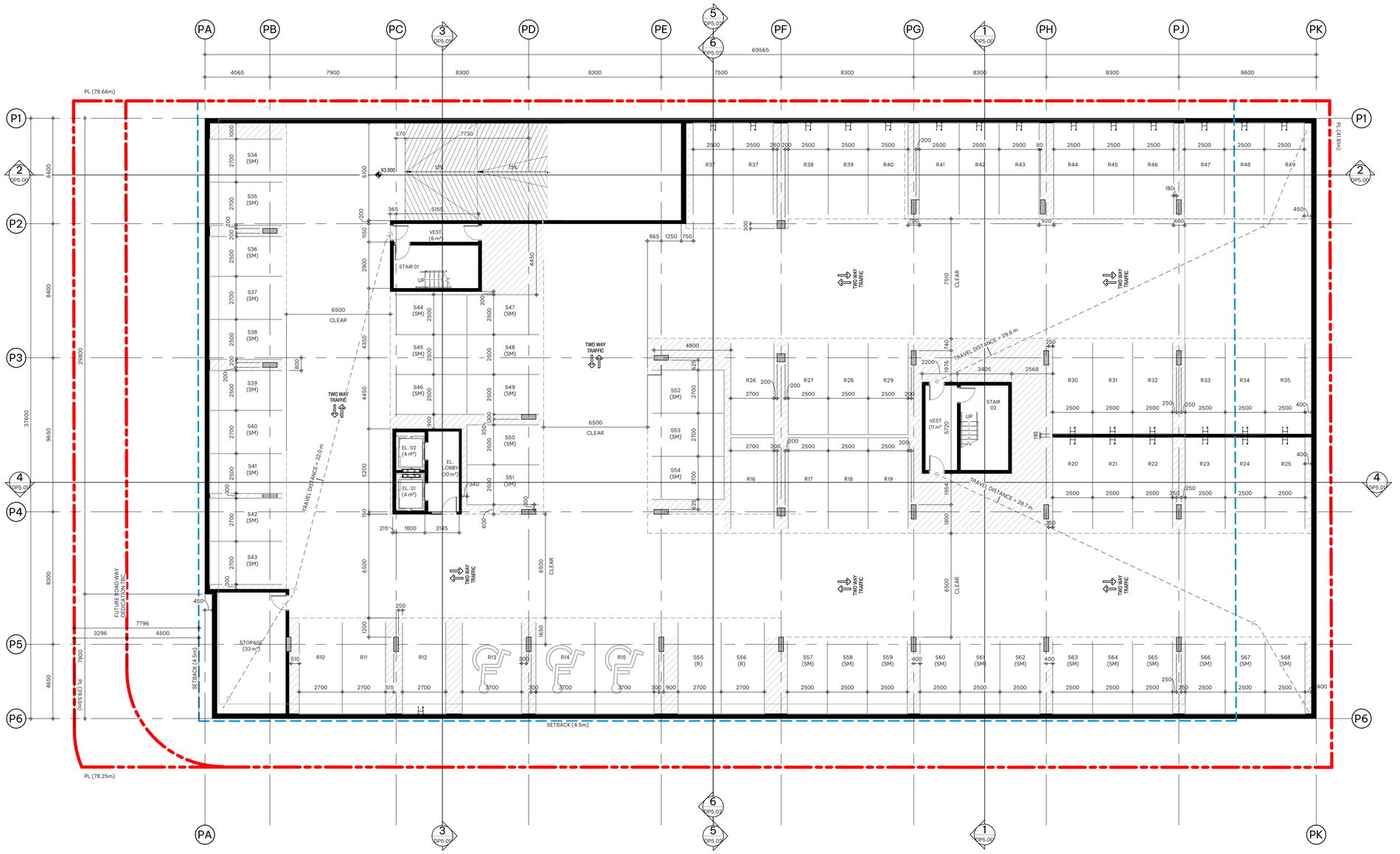
DP22-0225 DVP22-0226

City of Kelowna

DEVELOPMENT PLANNING

Planner Initials KB

TRUE NORTH



1 Level P2 - Floor Plan
DP2.00 SCALE: 1 : 100

PARKING PROVIDED

Level 1	
REGULAR SIZE PARKING SPACE	1
VAN ACCESSIBLE PARKING SPACE	1
	2
Level P1	
ACCESSIBLE PARKING SPACE	1
REGULAR SIZE PARKING SPACE	23
SMALL SIZE PARKING SPACE	32
	56
Level P2	
ACCESSIBLE PARKING SPACE	3
REGULAR SIZE PARKING SPACE	39
SMALL SIZE PARKING SPACE	33
	75
TOTAL PARKING PROVIDED	133

WALL MOUNT BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED AT THE END OF REGULAR STALLS AS PER 8.5.6.(c)ii.



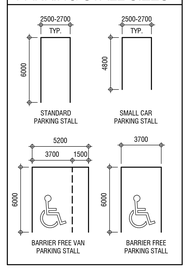
GROUND ANCHORED BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED IN STORAGE ROOM AS PER TABLE 8.5.1.



LONG TERM BICYCLE PARKING		
LEVEL	STALLS PROVIDED	
	Floor Mounted	Wall Mounted
Parkade Level 2	0	27

PARKING STALL SIZES



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LEVEL P2 FLOOR PLAN

THEO

135 Barber Rd, KELOWNA, BC

ARLINGTON GROUP

223047

REGISTERED ARCHITECT
CHRISTOPHER T. SYMONS
2024-03-13
BRITISH COLUMBIA

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SCALE	As indicated
DATE	3/5/2024 9:16:15 AM
DRAWN BY	Author
CHECKED BY	Checker

DRAWING NO.

DP2.00

SCHEDULE A

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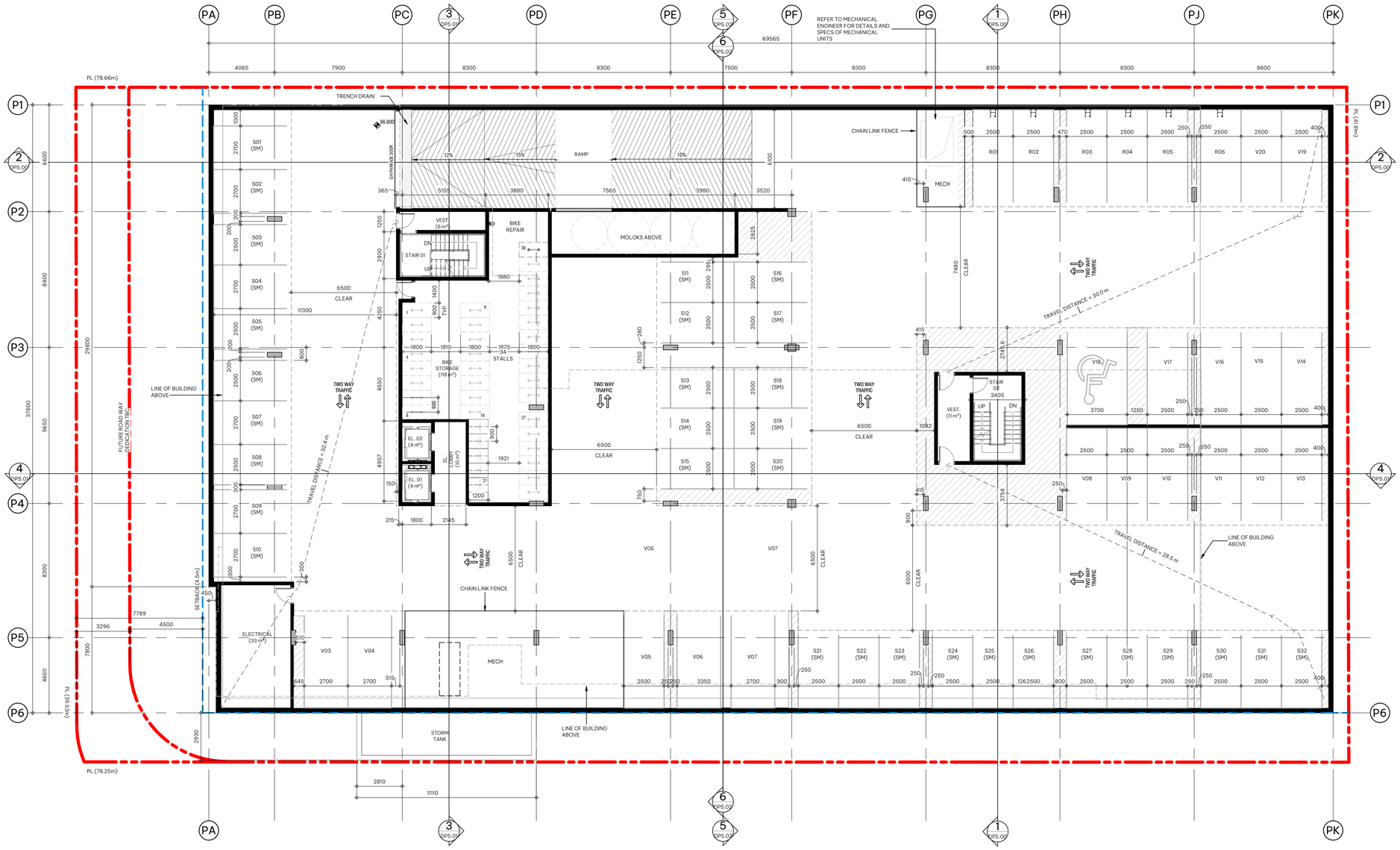
DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING

TRUE NORTH



1 DP2.01 Level P1 - Floor Plan
SCALE: 1 : 100

PARKING PROVIDED

Level 1	
REGULAR SIZE PARKING SPACE	1
VAN ACCESSIBLE PARKING SPACE	1
	2
Level P1	
ACCESSIBLE PARKING SPACE	1
REGULAR SIZE PARKING SPACE	23
SMALL SIZE PARKING SPACE	32
	56
Level P2	
ACCESSIBLE PARKING SPACE	3
REGULAR SIZE PARKING SPACE	39
SMALL SIZE PARKING SPACE	33
	75
TOTAL PARKING PROVIDED	133

WALL MOUNT BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED AT THE END OF REGULAR STALLS AS PER 8.5.6.(c) ii.



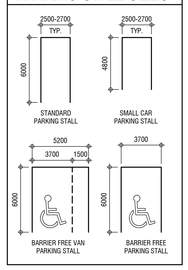
GROUND ANCHORED BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED IN STORAGE ROOM AS PER TABLE 8.5.1.



LONG TERM BICYCLE PARKING			
LEVEL	STALLS PROVIDED		
P1	Floor Mounted	Wall Mounted	TOTAL
	66	16	82

PARKING STALL SIZES



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LEVEL P1 FLOOR PLAN

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ARLINGTON GROUP
223047

REGISTERED ARCHITECT
CHRISTOPHER T. SYNNOTT
2024-03-13
PROFESSIONAL ENGINEER
BRITISH COLUMBIA

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DATE	3/5/2024 9:16:19 AM
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DRAWING NO.
DP2.01

SCHEDULE A

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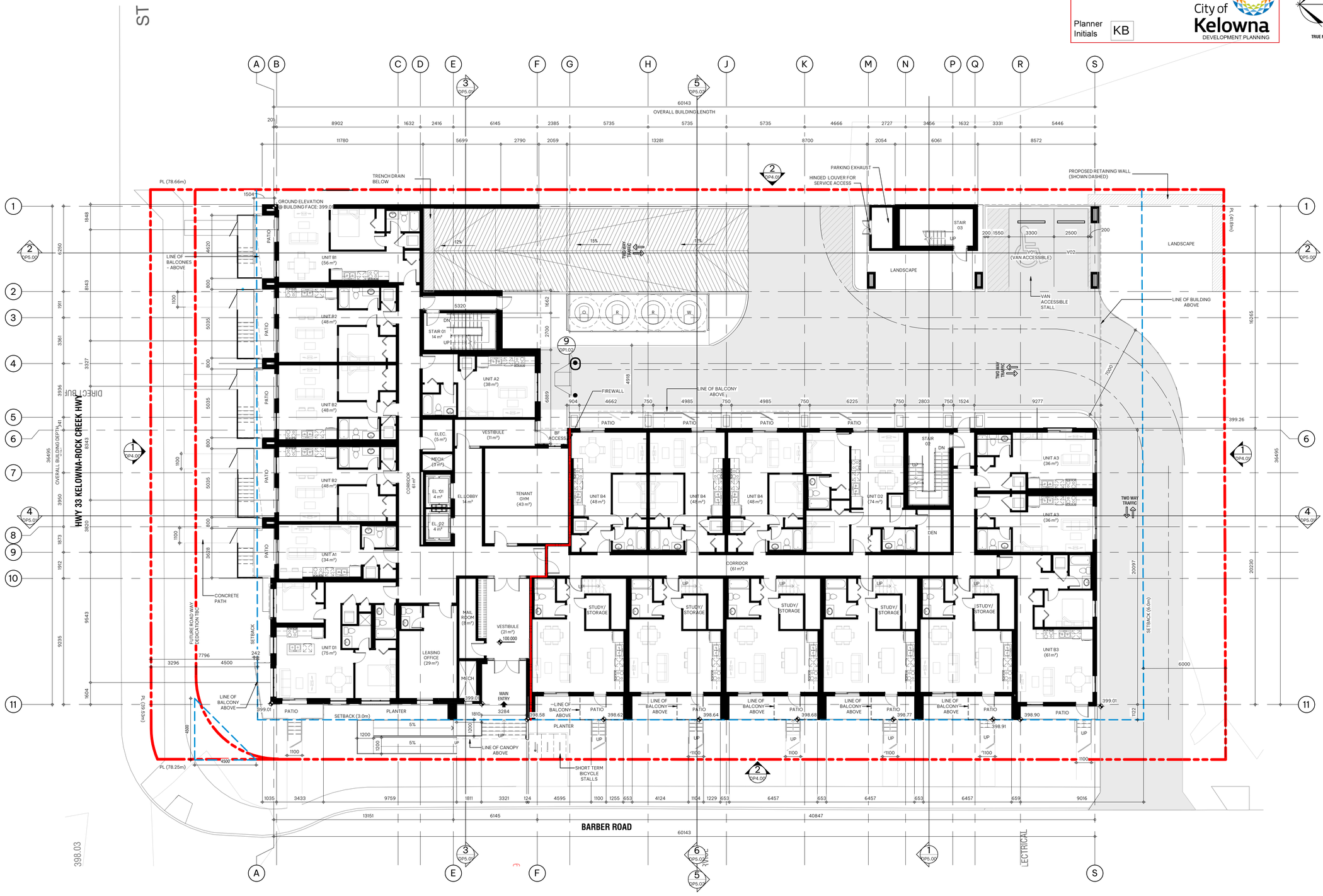
DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna DEVELOPMENT PLANNING



1 Main Level - Floor Plan
DP2.02 SCALE: 1 : 100

PARKING PROVIDED

Level 1	
REGULAR SIZE PARKING SPACE	1
VAN ACCESSIBLE PARKING SPACE	1
	2
Level P1	
ACCESSIBLE PARKING SPACE	1
REGULAR SIZE PARKING SPACE	23
SMALL SIZE PARKING SPACE	32
	56
Level P2	
ACCESSIBLE PARKING SPACE	3
REGULAR SIZE PARKING SPACE	39
SMALL SIZE PARKING SPACE	33
	75
TOTAL PARKING PROVIDED	133

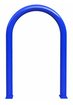
WALL MOUNT BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED AT THE END OF REGULAR STALLS AS PER 8.5.6.(c) ii.



GROUND ANCHORED BIKE STORAGE

LONG TERM BICYCLE PARKING PROVIDED IN STORAGE ROOM AS PER TABLE 8.5.1.



LONG TERM BICYCLE PARKING		
LEVEL	STALLS PROVIDED	
Main Floor	Long term Floor Mounted	Short Term Floor Mounted
	0	6

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MAIN LEVEL FLOOR PLAN

THEO

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ARLINGTON GROUP
223047

REGISTERED ARCHITECT DAVID T. SYMONS 2024-03-13 BRITISH COLUMBIA

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4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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DATE 3/5/2024 9:16:26 AM
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DP2.02

SCHEDULE A

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DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING

TRUE NORTH



1 OP2.01 Level 2 - Floor Plan
SCALE: 1 : 100

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LEVEL 2 FLOOR PLAN

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ARLINGTON GROUP
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REGISTERED ARCHITECT
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2024-03-13
BRITISH COLUMBIA

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4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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DRAWING NO.
DP2.03

SCHEDULE A

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DP22-0225 DVP22-0226

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City of Kelowna
DEVELOPMENT PLANNING

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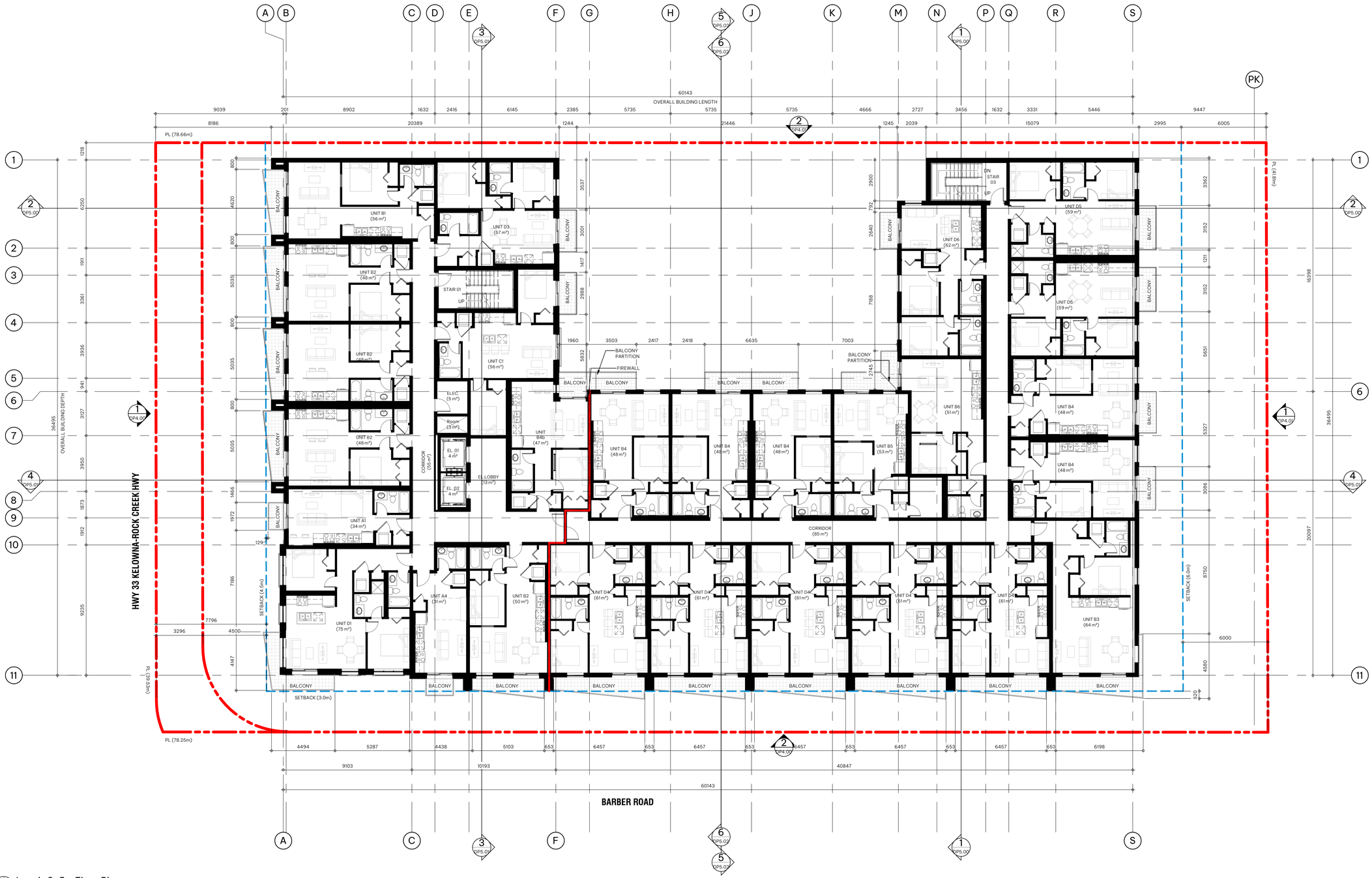

1 Levels 3-5 - Floor Plans
DP2.04 SCALE: 1 : 100

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LEVELS 3-5 FLOOR PLANS

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REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

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4	DP RESUBMISSION	19.12.2023
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DRAWING NO.
DP2.04

SCHEDULE A

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DP22-0225 DVP22-0226

City of Kelowna
DEVELOPMENT PLANNING

Planner Initials KB

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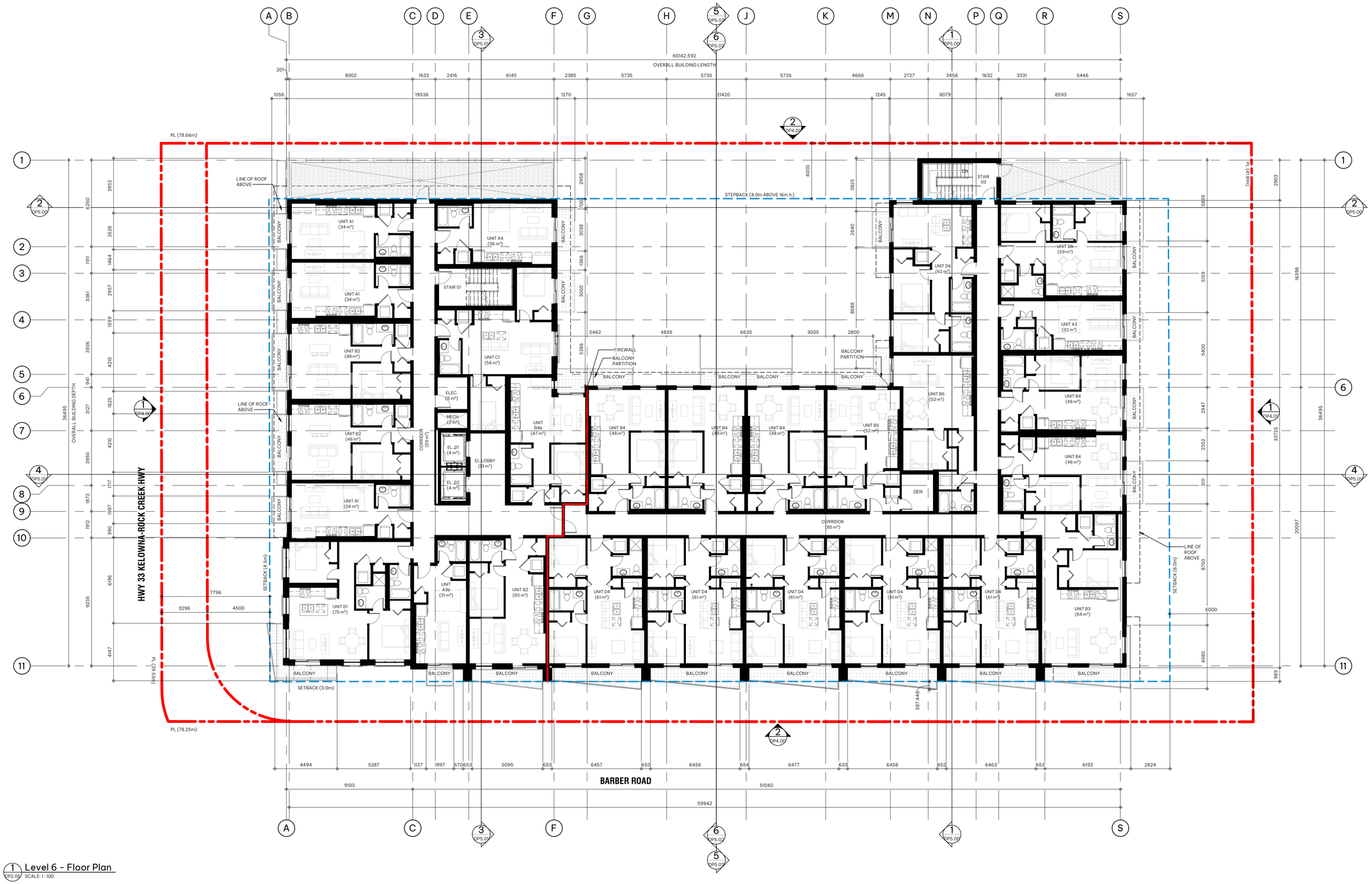

1 Level 6 - Floor Plan
DP2.05 SCALE: 1 : 100

LEVEL 6 FLOOR PLAN

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REGISTERED ARCHITECT
CHRISTOPHER T. SYNNOTT
2024-03-13
BRITISH COLUMBIA

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DP2.05

SCHEDULE A

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City of Kelowna
DEVELOPMENT PLANNING

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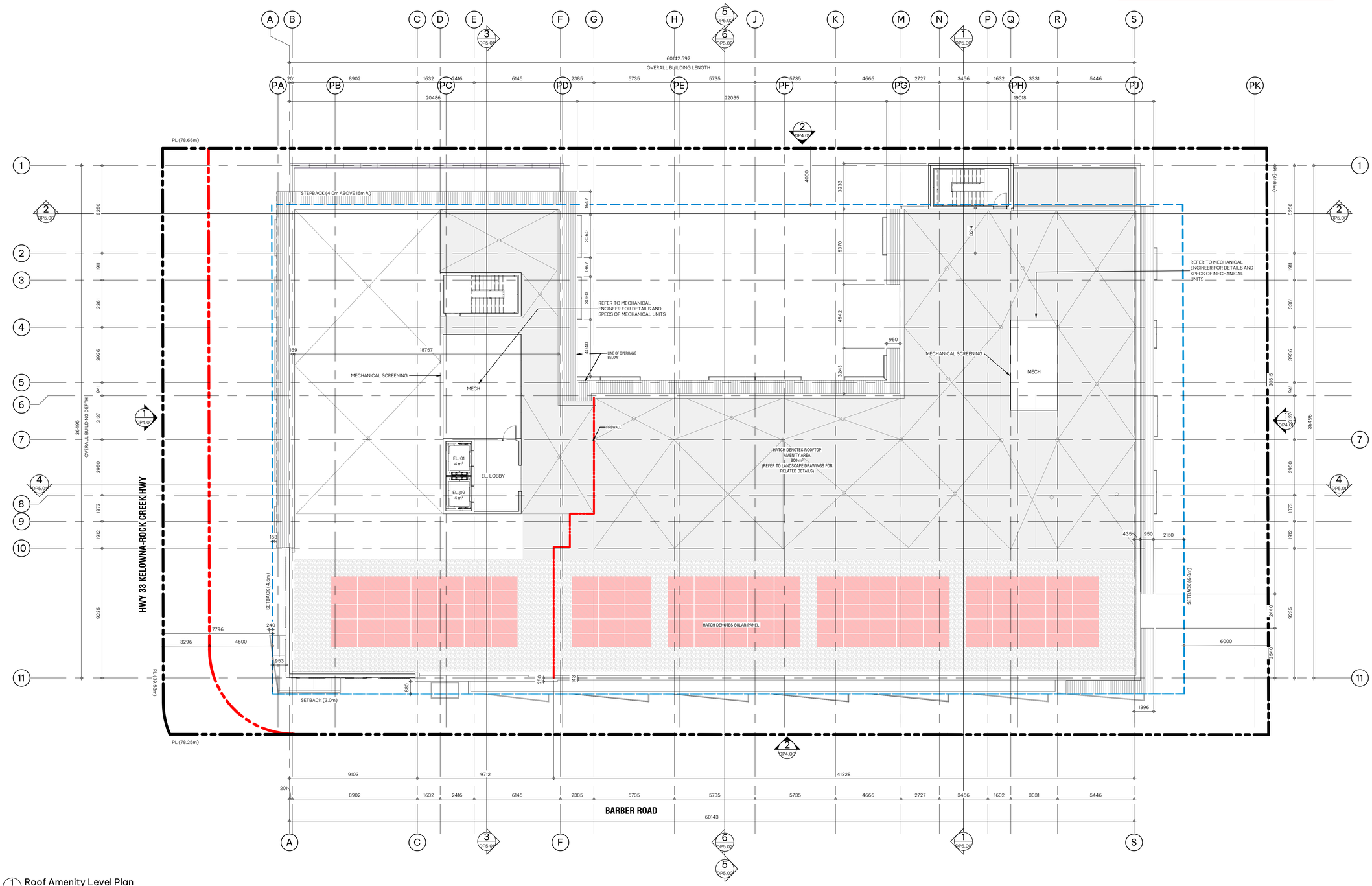

1 Roof Amenity Level Plan
DP2.06 SCALE: 1 : 100

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ROOF AMENITY LEVEL PLAN

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ARLINGTON GROUP
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PROVINCE OF BRITISH COLUMBIA
CHRISTOPHER T. SYMONS
2024-03-13

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5	DP RESUBMISSION	25.01.2024

SCALE 1 : 100
DATE 3/5/2024 9:16:43 AM
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DRAWING NO.
DP2.06

SCHEDULE A

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SITE DETAILS

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ARLINGTON GROUP
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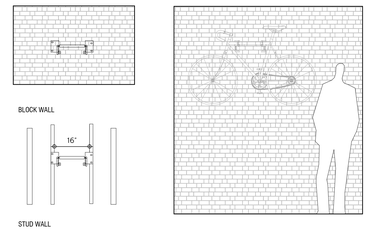
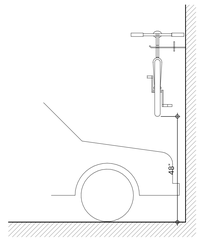
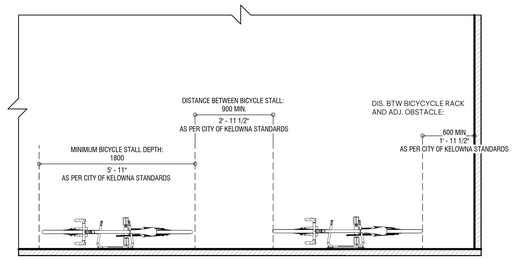


FRONT ELEVATION

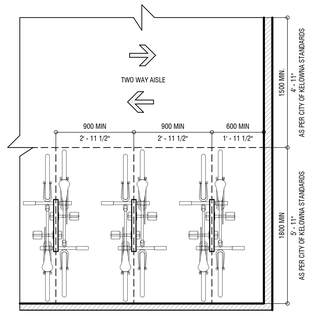


SIDE ELEVATION

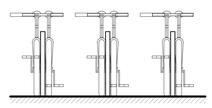


PLAN

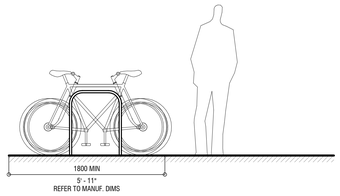
1 DP1.02 Long Term Bicycle Parking Stalls - Wall Mounted in Front of an Automobile Stall
SCALE: 1 : 25



PLAN

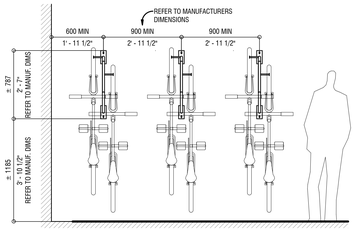


FRONT ELEVATION



SIDE ELEVATION

2 DP1.02 Long Term Bicycle Parking Stalls - Floor Mounted
SCALE: 1 : 25



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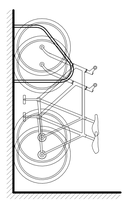
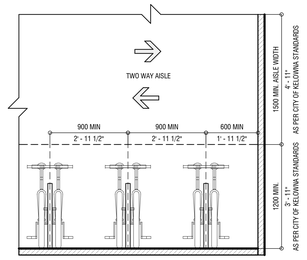
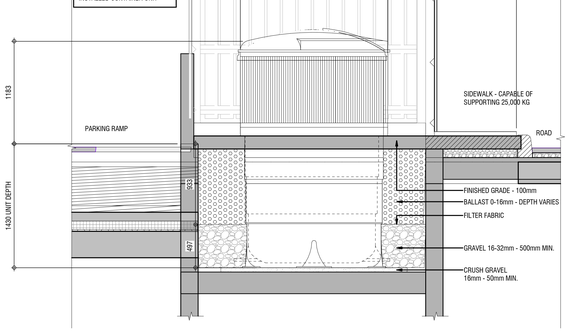


SIDE ELEVATION

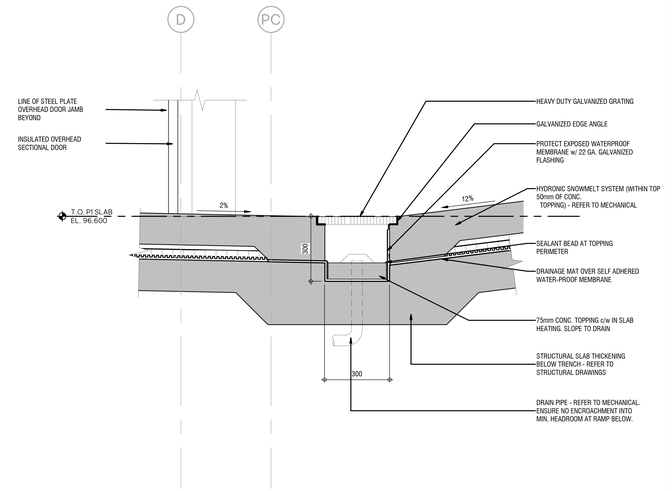


PLAN

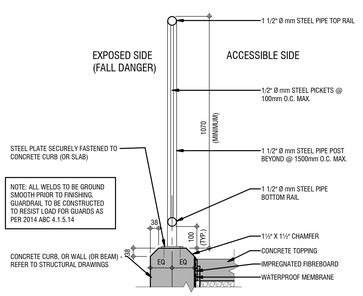
3 DP1.02 Long Term Bicycle Parking Stalls - Wall Mounted
SCALE: 1 : 25



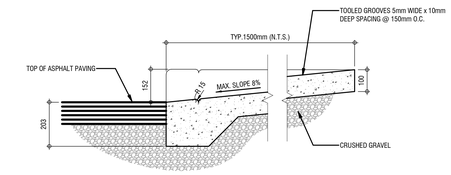
4 DP1.02 Mollok Detail
SCALE: 1 : 25



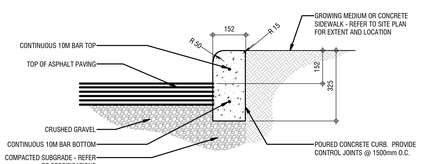
5 DP1.02 Section Detail - Trench Detail
SCALE: 1 : 10



6 DP1.02 Typical Site Guardrail Detail
SCALE: 1 : 10



7 DP1.02 Typical Curb Cut Details
SCALE: 1 : 10



8 DP1.02 Typical Barrier Curb Details
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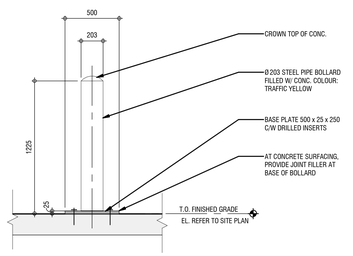
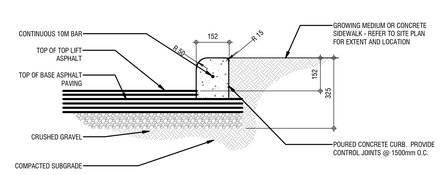


9 DP1.02 Typical Bollard Detail
SCALE: 1 : 20
DP2.02



10 DP1.02 Typical Pin Curb Detail
SCALE: 1 : 10

NOT FOR CONSTRUCTION

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REVISION		DATE
1	ISSUED FOR DP, DVP22-0226	11.10.2022
2	DP RESUBMISSION	25.07.2023
3	DTR RESPONSE	16.11.2023
4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

SCALE	As indicated
DATE	3/5/2024 9:16:12 AM
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DRAWING NO.
DP1.02



1 North Elevation
DP4.00 SCALE: 1:100



2 West Elevation
DP4.00 SCALE: 1:100

SCHEDULE B

This forms part of application
DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING

Elevation - Code Legend

1	QUICK PANEL - BONE WHITE
2	TRANSLUCENT GLAZED SCREEN IN ALUMINUM FRAME
3	QUICK PANEL - WHITE
4	QUICK PANEL - GREY
5	QUICK PANEL - BLACK
6	QUICK PANEL - GRAIN
7	BRICK
8	PREFINISHED METAL PLATE FASCIA - ARCTIC WHITE
9	GLAZED GUARD (CLEAR) - SIDE MOUNTED
10	ALUMINIUM RAILING PICKET (CHARCOAL) - SIDE MOUNTED
11	SLIDING DOOR C/W SIDELIGHT - VISION GLASS
12	SEALED GLAZING UNIT C/W CHARCOAL MULLIONS - VISION GLASS
13	SANDSTONE
14	SWING DOOR(S) C/W SIDELIGHT - VISION GLASS
15	CHAIN LINK FENCE

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BUILDING ELEVATIONS

THEO
135 Barber Rd, KELOWNA, BC
ARLINGTON GROUP
223047

REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

NOT FOR CONSTRUCTION

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4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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DRAWING NO.
DP4.00



1 South Elevation
DP4.01 SCALE: 1 : 100



2 East Elevation
DP4.01 SCALE: 1 : 100

SCHEDULE B

This forms part of application
DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING

Elevation - Code Legend

1	QUICK PANEL - BONE WHITE
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BUILDING ELEVATIONS

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2024-03-13
BRITISH COLUMBIA

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5	DP RESUBMISSION	25.01.2024

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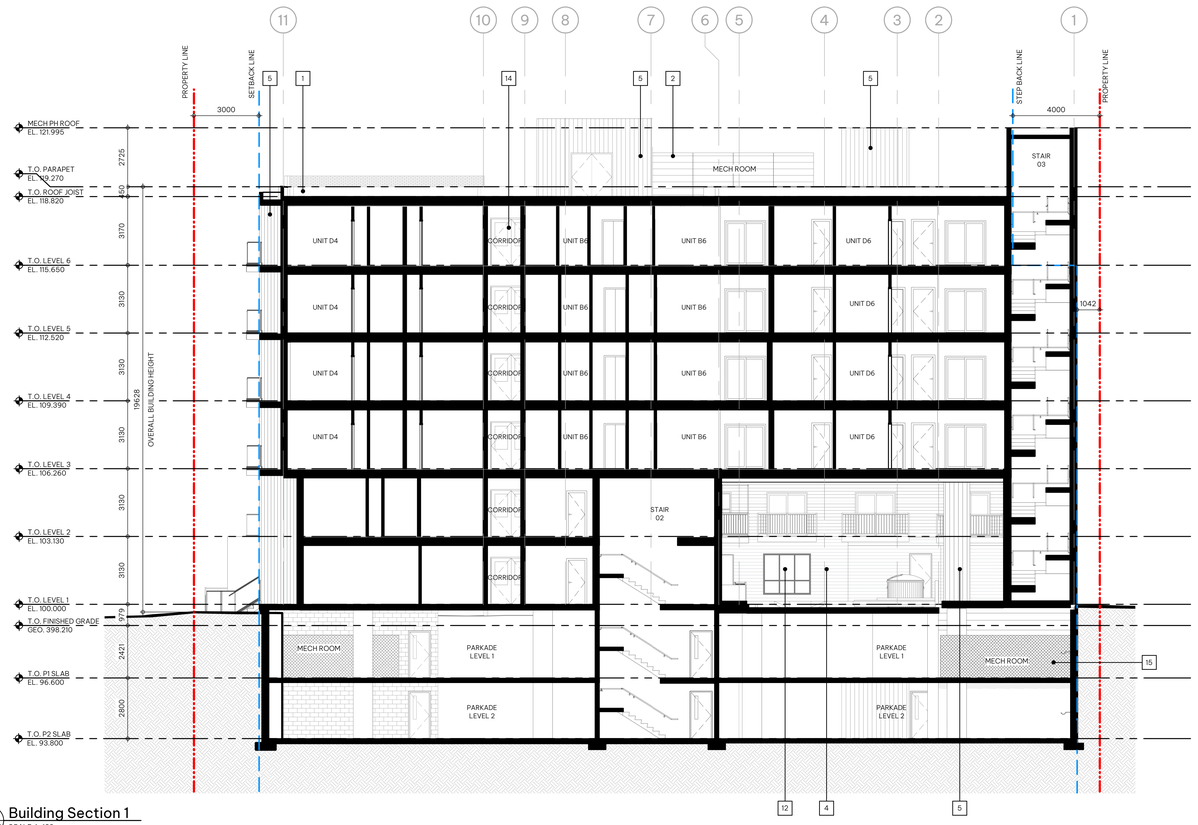
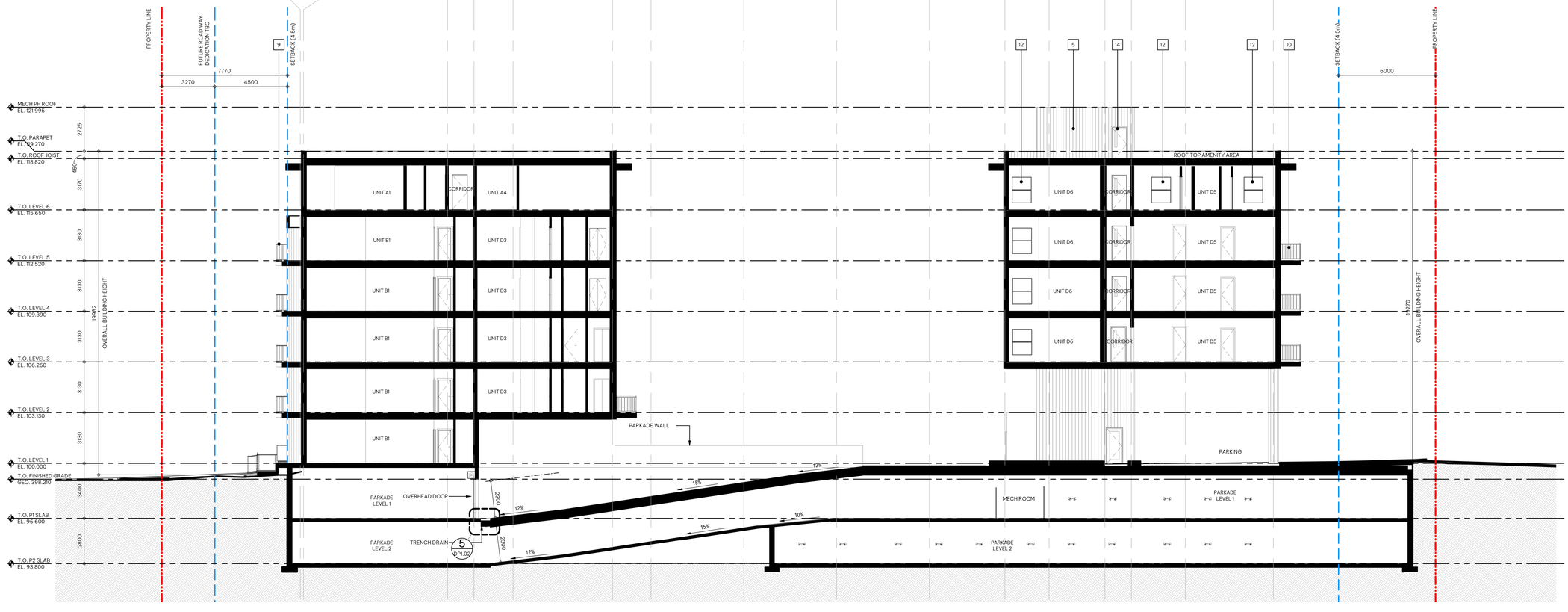
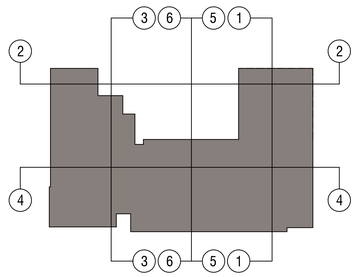
DRAWING NO.
DP4.01



1 Building Section 1
DP5.00 SCALE: 1:100



2 Building Section 2
DP5.00 SCALE: 1:100



Section Key Plan
SCALE: 1:500

Elevation - Code Legend

1	QUICK PANEL - BONE WHITE
2	TRANSLUCENT GLAZED SCREEN IN ALUMINUM FRAME
3	QUICK PANEL - WHITE
4	QUICK PANEL - GREY
5	QUICK PANEL - BLACK
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13	SANDSTONE
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15	CHAIN LINK FENCE

SCHEDULE B
This forms part of application
DP22-0225 DVP22-0226
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials KB

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BUILDING SECTIONS

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ARLINGTON GROUP
223047

REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

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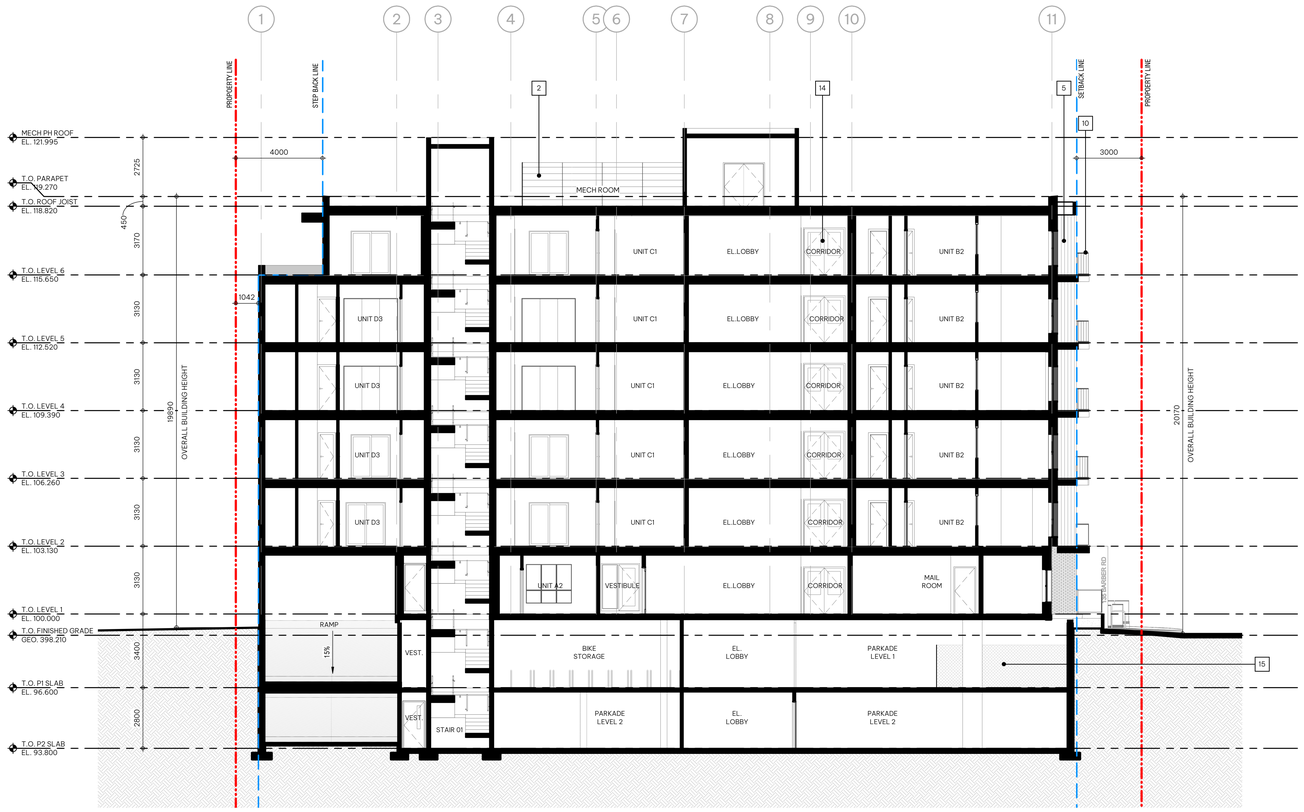
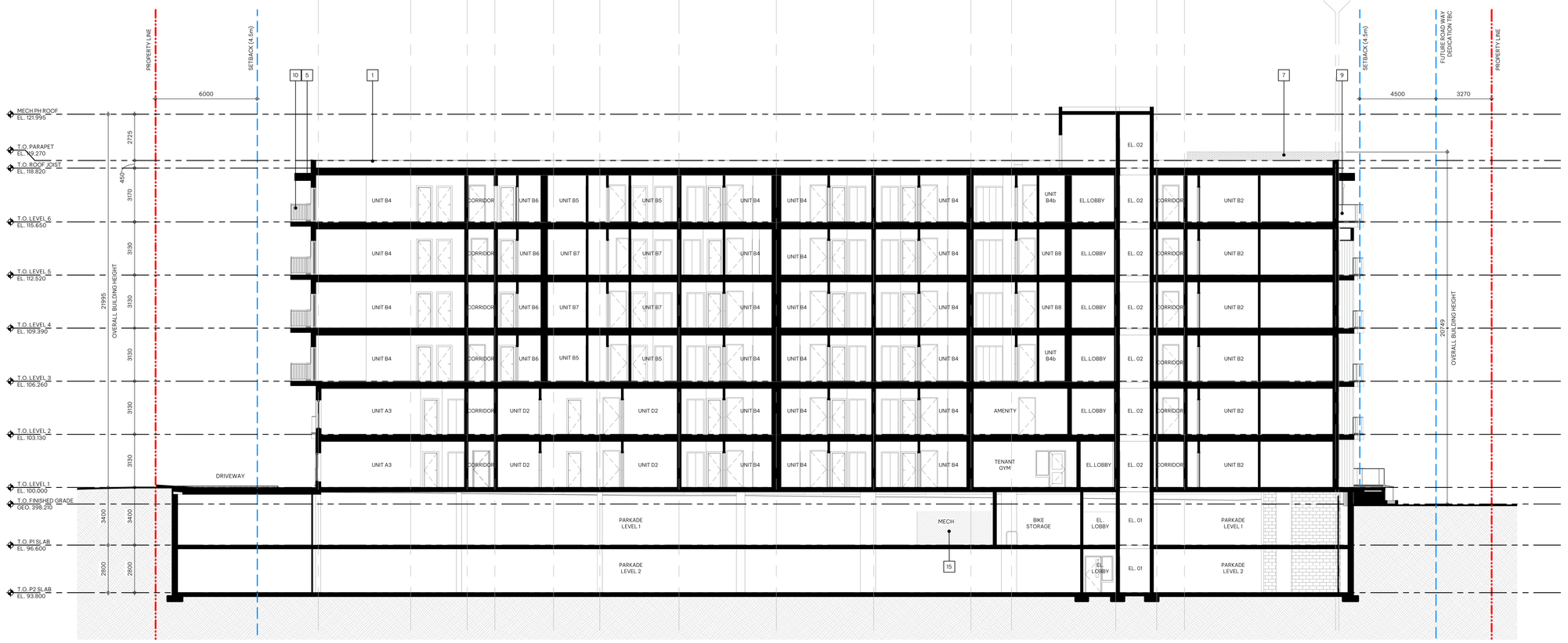
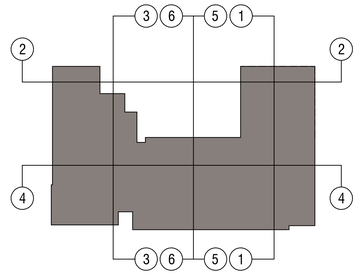
DRAWING NO.
DP5.00



3 Building Section 3
VP5.01 SCALE:1 : 100



4 Building Section 4
VP5.01 SCALE:1 : 100



Section Key Plan
SCALE:1 : 500

Elevation - Code Legend

1	QUICK PANEL - BONE WHITE
2	TRANSLUCENT GLAZED SCREEN IN ALUMINUM FRAME
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SCHEDULE B

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DP22-0225 DVP22-0226

Planner Initials KB

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DEVELOPMENT PLANNING

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BUILDING SECTIONS

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ARLINGTON GROUP
223047

REGISTERED ARCHITECT
CHRISTOPHER T. SYMONS
2024-03-13
BRITISH COLUMBIA

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4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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DRAWING NO.
DP5.01

/VOLUMES/BENCH/400 – PROJECTS/2022/22-014_HIGHWAY33+BARBER/440 – PRODUCTION/442 – DRAWINGS/00_CONCEPT DESIGN/00-CURRENT/00-22-014_HIGHWAY33&BARBER_CONCEPTLAYOUT.DWG

SCHEDULE C
This forms part of application
DP22-0225 DVP22-0226
Planner Initials KB
City of Kelowna
DEVELOPMENT PLANNING

NOT FOR CONSTRUCTION

HIGHWAY 33 + BARBER ROAD

MUNICIPAL ADDRESS: LOT 1 - 765 HIGHWAY 33 W, LOT 2 - 135 BARBER ROAD, LOT 3 - 155 BARBER ROAD KELOWNA, B.C.

LANDSCAPE DRAWINGS: ISSUED FOR DEVELOPMENT PERMIT APPLICATION

L-0 COVER PAGE

L-1 LANDSCAPE CONCEPT PLAN: ON-SITE WORKS

L-2 LANDSCAPE CONCEPT PLAN: OFF-SITE WORKS

L-3 HYDROZONE PLAN

DEVELOPMENT PERMIT NOTES:

A THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL AND FOR DEVELOPMENT PERMIT APPROVAL ONLY.
B PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE LATEST EDITION OF THE CANADIAN LANDSCAPE STANDARD (CLS) AS JOINTLY PUBLISHED BY THE CANADIAN SOCIETY OF LANDSCAPE ARCHITECTS (CSLA) AND THE CANADIAN NURSERY LANDSCAPE ASSOCIATION (CNLA), AS WELL AS THE CITY OF KELOWNA'S ZONING BYLAW 12375 AND SUBDIVISION / SERVICING BYLAW 7900.
C COMPLETED WORKS MUST MEET APPROVED DEVELOPMENT PERMIT DRAWINGS. AMENDMENT APPLICATION MUST BE MADE FOR ANY ALTERATIONS PRIOR TO WORKS BEING COMPLETED.
D LANDSCAPE CONSTRUCTION DRAWINGS AND A BCSLA SCHEDULE L ARE REQUIRED AT TIME OF THE BUILDING PERMIT APPLICATION.
E PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY AT THE TIME OF CONSTRUCTION.
F TREES SHALL BE INSTALLED IN DEFINED SOIL PITS OR PLANTING BED AREAS. ADEQUATE SOIL VOLUME SHALL BE PROVIDED BASED ON THE SPECIFIED TREE SPECIES AND LOCATION AS PER THE CITY OF KELOWNA'S ZONING BYLAW 12375.
G ORNAMENTAL SHRUB, GRASS AND PERENNIAL CLUSTERS ARE TO BE PLACED WITHIN DEFINED PLANTING BEDS. ALL PLANTING BEDS SHALL HAVE A MIN. OF 450mm (18") IMPORTED GROWING MEDIUM AND 75mm (3") OF COMPOSTED MULCH OR APPROVED EQUAL.
H DECORATIVE ROCK AREAS SHALL HAVE A MIN. OF 75mm (3") OF DECORATIVE ROUND ROCK. COMMERCIAL GRADE LANDSCAPE FABRIC SHALL BE INSTALLED ALL DECORATIVE ROCK AREAS.
I TURF AREAS SHALL BE LOW WATER USE 'NO. 1 PREMIUM' SOD WITH HAVE A MIN. OF 150mm (6") IMPORTED GROWING MEDIUM.
J A HIGH EFFICIENCY IRRIGATION SYSTEM SHALL BE INSTALLED FOR ALL LANDSCAPE AREAS AND SHALL CONFORM TO THE CITY OF KELOWNA'S IRRIGATION STANDARDS IN BYLAW 7900.

LANDSCAPE ZOING ANALYSIS TABLE:

Landscape Bylaw 12375 (Table 7.2)	UC4 Zone Required	Proposed
Min. Tree amount	Linear metres of landscape area = 156m/10 = 16 Trees (Min.)	17 trees in landscape area (106%)
Min. deciduous tree caliper	Large: 5cm Medium: 4cm Small: 3cm	All deciduous trees = 5cm
Min. ratio between tree size	Large (L): Min. 50% Medium (M): No min. or max. Small (S): Max. 25%	(L) 8 trees = 50% (M) 5 trees = 31% (S) 4 trees = 25% (106% total)
Min. growing medium area (irrigated)	452m2 x 75% = 339m2 (irrigated) 452m2 x 25% = 113m2 (non-irrigated)	Irrigated/planted area = 339m2 (soil cells supplement on-grade growing medium)
Min. growing medium volumes per tree	(L) Tree Soil Vol. : Single: 30cu.m Pair: 20cu.m Shared: 15cu.m (M) Tree Soil Vol. Single: 20cu.m Pair: 15cu.m Shared: 12cu.m (S) Tree Soil Vol. Single: 15cu.m Pair: 12cu.m Shared: 10cu.m	(L) Tree Soil Vol. : Single: 38cu.m Pair: 25cu.m Shared: 20cu.m (M) Tree Soil Vol. Single: 25cu.m (S) Tree Soil Vol.: Shared: 15cu.m
Minimum setback from buildings, raised patios, and balconies to on-site trees	Large (L): 3.00m Medium (M): 2.00m Small (S): 1.00m	Large (L): 3.00 Medium (M): 2.75m Small (S): 7.90m
Landscape graded areas (7.2.7)	Max. 1:2 slope (50%) for shrub or ground cover area	30%
Max. fence height	2.0m	1.8m
Riparian management area	N/A	
Retention of existing trees	N/A	
Surface parking lot (7.2.10)	N/A	
Refuse & recycle bins screened	N/A	
Comments:		

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REVISIONS / ISSUED:

NO.	DATE	DESCRIPTION
16	MAR 27/24	RE-ISSUED FOR DP
15	DEC 18/23	RE-ISSUED FOR DP
14	NOV 15/23	ISSUED FOR DP

BENCH
[#-1562 Water Street, Kelowna BC V1Y 1J7]
[T 250 860 6778]

CLIENT:
ARLINGTON GROUP
CALGARY, AB.

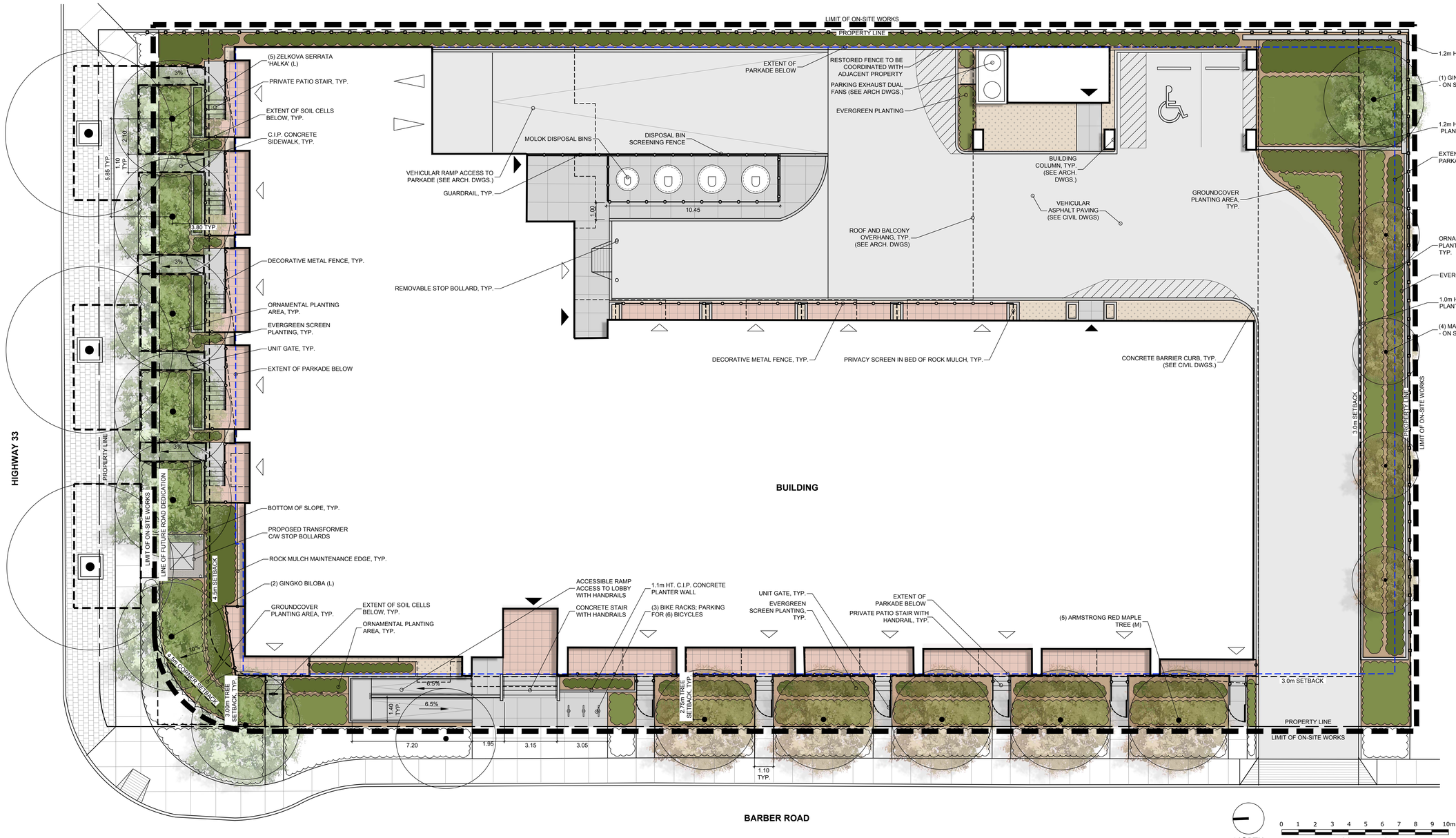
PROJECT:
HIGHWAY 33 + BARBER ROAD
KELOWNA, B.C.

SHEET TITLE
COVER PAGE

DESIGN BY	VM
DRAWN BY	JF
CHECKED BY	XS
PROJECT NO.	22-014
SCALE	N/A

SHEET NO.
L-0

/VOLUMES/BENCH/400 – PROJECTS/2022/22-014_HIGHWAY33+BARBER/440 – PRODUCTION/442 – DRAWINGS/00_CONCEPT DESIGN/00-CURRENT/00-22-014_HIGHWAY33&BARBER_CONCEPTLAYOUT.DWG



NOT FOR CONSTRUCTION

NORTH

0 1 2 3 4 5 6 7 8 9 10m

SCALE: 1:100

LEGEND:

DECIDUOUS TREE PLANTING (L)=LARGE (M)=MEDIUM (S)=SMALL

ORNAMENTAL SHRUB, PERENNIAL AND GRASS PLANTING

PARKADE ENTRY / EXIT

PUBLIC ENTRY / EXIT

PRIVATE ENTRY / EXIT

VEHICULAR ASPHALT PAVING

C.I.P. CONCRETE PAVING

CONCRETE UNIT PAVERS - TYPE 1

ROCK MULCH MAINTENANCE EDGE

COMPACTED GRAVEL SURFACING

BIKE RACK

ON-SITE WORKS PLANT LIST:

TREES

Botanical Name	Common Name	Size	Root
Acer rubrum 'Armstrong'	Armstrong red maple	5cm Cal.	B&B
Gingko biloba	Maidenhair tree	5cm Cal.	B&B
Zelkova serrata 'Halka'	Halka Japanese zelkova	5cm Cal.	B&B
Maackia amurensis	Amur maackia	5cm Cal.	B&B

SHRUBS

Botanical Name	Common Name	Size	Root
Arctostayphlos uva ursi	Kinnikinnick	#02 Cont./1.2m O.C.	Potted
Cornus sericea 'Farrow'	Arctic Fire dogwood	#02 Cont./1.2m O.C.	Potted
Hydrangea quercifolia 'Pee Wee'	Pee Wee oakleaf hydrangea	#02 Cont./1.2m O.C.	Potted
Ilex glabra 'Strongbox'	Strongbox inkberry	#02 Cont./0.9m O.C.	Potted
Juniperus scopulorum 'Skyrocket'	Skyrocket juniper	#02 Cont./0.9m O.C.	Potted
Juniperus squamata 'Blue Star'	Blue Star flaky juniper	#02 Cont./1.2m O.C.	Potted
Pinus mugo var. pumilio	Dwarf mugo pine	#02 Cont./1.5m O.C.	Potted
Ribes alpinum 'Green Mound'	Green Mound alpine currant	#02 Cont./1.8m O.C.	Potted
Spiraea betulifolia 'Glow Girl'	Glow Girl birchleaf spirea	#02 Cont./0.9m O.C.	Potted

PERENNIALS

Botanical Name	Common Name	Size	Root
Anemone x hybrida 'Honorine Jobert'	Honerine Jobert Japanese anemone	#01 Cont./0.6m O.C.	Potted
Bergenia cordifolia	Heartleaf bergenia	#01 Cont./0.6m O.C.	Potted
Helleborus 'Ivory Prince'	Ivory Prince daylily	#01 Cont./0.6m O.C.	Potted
Geum 'Totally Tangerine'	Totally tangerine avens	#01 Cont./0.6m O.C.	Potted
Rudbeckia fulgida 'Goldsturm'	Goldsturm coneflower	#01 Cont./0.9m O.C.	Potted
Sedum spectabile 'Autumn Joy'	Autumn Joy sedum	#01 Cont./0.9m O.C.	Potted

GRASSES

Botanical Name	Common Name	Size	Root
Calamagrostis brachytricha	Korean feather reed grass	#01 Cont./0.9m O.C.	Potted
Helicotrichon semerpervirens	Blue oat grass	#01 Cont./0.0.6m O.C.	Potted
Sesleria autumnalis	Autumn moor grass	#01 Cont./0.6m O.C.	Potted

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SCHEDULE C

This forms part of application

DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna DEVELOPMENT PLANNING

BENCH

[4-1562 Water Street, Kelowna BC V1Y 1J7]
[t 250 860 6778]

CLIENT:

ARLINGTON GROUP
CALGARY, AB.

PROJECT:

HIGHWAY 33 + BARBER ROAD
KELOWNA, B.C.

SHEET TITLE

LANDSCAPE CONCEPT PLAN: ON-SITE WORKS

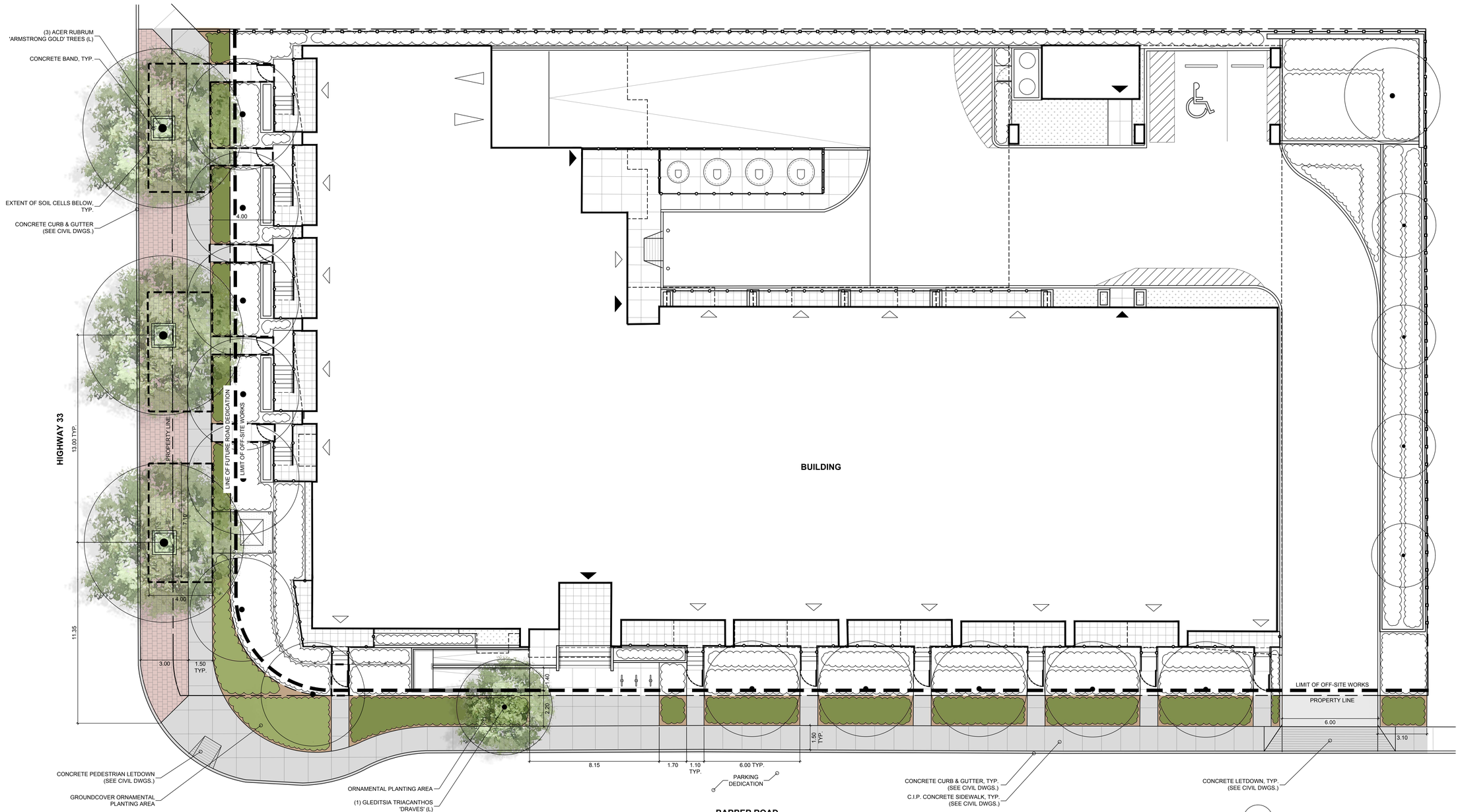
DESIGN BY	VM
DRAWN BY	JF
CHECKED BY	XS
PROJECT NO.	22-014
SCALE	1:100

SHEET NO.

L-1

/VOLUMES/BENCH/400 – PROJECTS/2022/22-014_HIGHWAY33+BARBER/440 – PRODUCTION/442 – DRAWINGS/00_CONCEPT DESIGN/00-CURRENT/00-22-014_HIGHWAY33&BARBER_CONCEPTLAYOUT.DWG

NOT FOR CONSTRUCTION

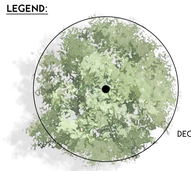


NORTH

0 1 2 3 4 5 6 7 8 9 10m

SCALE: 1:100

LEGEND:



DECIDUOUS TREE PLANTING

ORNAMENTAL SHRUB, PERENNIAL AND GRASS PLANTING

VEHICULAR C.I.P. CONCRETE PAVING

C.I.P. CONCRETE PAVING

CONCRETE UNIT PAVERS - TO MATCH ADJACENT STREETSCAPE TREATMENT

COMPACTED GRAVEL SURFACING

OFF-SITE WORKS PLANT LIST:

TREES

Botanical Name	Common Name	Size	Root
Acer rubrum 'JFS-KW78'	Armstrong Gold maple	5cm Cal.	B&B
Gleditsia triacanthos 'Draves'	Street Keeper honeylocust	5cm Cal.	B&B

SHRUBS

Botanical Name	Common Name	Size	Root
Arctostayphlos uva ursi	Kinnikinnick	#02 Cont./1.2m O.C.	Potted
Cornus sericea 'Farrow'	Arctic Fire dogwood	#02 Cont./1.2m O.C.	Potted
Ilex glabra 'Strongbox'	Strongbox inkberry	#02 Cont./0.9m O.C.	Potted
Spiraea betulifolia 'Glow Girl'	Glow Girl birchleaf spirea	#02 Cont./0.9m O.C.	Potted

PERENNIALS

Botanical Name	Common Name	Size	Root
Anemone x hybrida 'Honorine Jobert'	Honorine Jobert Japanese anemone	#01 Cont./0.6m O.C.	Potted
Geum 'Totally Tangerine'	Totally Tangerine avens	#01 Cont./0.6m O.C.	Potted
Rudbeckia fulgida 'Goldsturm'	Goldsturm coneflower	#01 Cont./0.9m O.C.	Potted

GRASSES

Botanical Name	Common Name	Size	Root
Sesleria autumalis	Autumn moor grass	#01 Cont./0.6m O.C.	Potted

SCHEDULE C

This forms part of application # DP22-0225 DVP22-0226

Planner Initials KB

City of Kelowna DEVELOPMENT PLANNING

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REVISIONS / ISSUED:

NO.	DATE	DESCRIPTION
16	MAR 27/24	RE-ISSUED FOR DP
15	DEC 18/23	RE-ISSUED FOR DP
14	NOV 15/23	ISSUED FOR DP

BENCH

| 4-1562 Water Street, Kelowna BC V1Y 1J7 | | 1 250 860 6778 |

CLIENT:
ARLINGTON GROUP
CALGARY, AB.

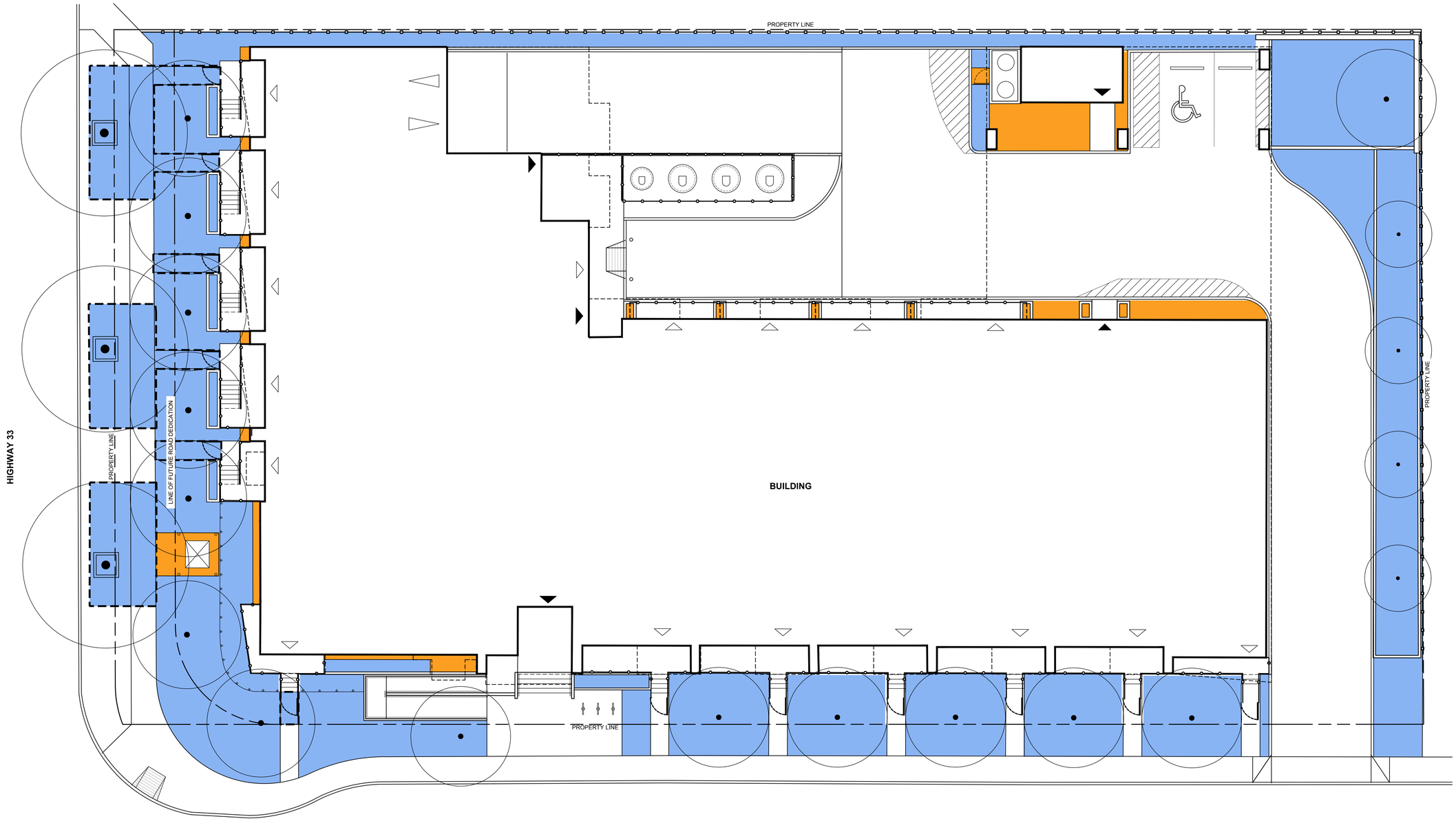
PROJECT:
HIGHWAY 33 + BARBER ROAD
KELOWNA, B.C.

SHEET TITLE:
LANDSCAPE CONCEPT PLAN: OFF-SITE WORKS

DESIGN BY	VM
DRAWN BY	JF
CHECKED BY	XS
PROJECT NO.	22-014
SCALE	1:100

SHEET NO.
L-2

/VOLUMES/BENCH/400 – PROJECTS/2022/22-014_HIGHWAY33+BARBER/440 – PRODUCTION/442 – DRAWINGS/00_CONCEPT DESIGN/00-CURRENT/00-22-014_HIGHWAY33&BARBER_CONCEPTLAYOUT.DWG



NOT FOR CONSTRUCTION

WATER BUDGET LEGEND:

MODERATE WATER USE - WATERED PLANTING BEDS

UNWATERED PERVIOUS AREAS - MULCH

NORTH

0 1 2 3 4 5 6 7 8 9 10m

SCALE: 1:100

SCHEDULE C

This forms part of application

DP22-0225 DVP22-0226

City of Kelowna

DEVELOPMENT PLANNING

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REVISIONS / ISSUED:

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16	MAR 27/24	RE-ISSUED FOR DP
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BENCH

[4-1562 Water Street, Kelowna BC V1Y 1J7]
[t 250 860 6778]

CLIENT:
ARLINGTON GROUP
CALGARY, AB.

PROJECT:
HIGHWAY 33 + BARBER ROAD
KELOWNA, B.C.

SHEET TITLE
HYDROZONE PLAN

DESIGN BY	VM
DRAWN BY	JF
CHECKED BY	XS
PROJECT NO.	22-014
SCALE	1:100

SHEET NO.
L-3

SCHEDULE C
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BENCH

Highway 33 + Barber Road

Municipal Address: Lot 1 - 765 Highway 33 W, Lot 2 - 135 Barber Road, Lot 3 - 155 Barber Road

Estimate of Probable Costs of Construction for Bonding - On-Site Works

Prepared on: March 27, 2024

Items	Description	Units	Qty.	Price	Item Total
1.0	**Plant Material**				
1.1	Trees				
1.1.1	5cm Cal.: Deciduous Tree	ea.	17	$850.00	$14,450.00
				Sub-Total	*$14,450.00*
1.2	Shrubs, Perennials, Grasses				
1.2.1	#2 Pot: Shrubs (1.2m O.C)	ea.	181	$50.00	$9,050.00
1.2.2	#1 Pot: Perennials (0.75m O.C.)	ea.	232	$40.00	$9,280.00
1.2.3	#1 Pot: Grasses (0.9m O.C.)	ea.	158	$40.00	$6,320.00
				Sub-Total	*$24,650.00*
				1.0 Total	***$39,100.00***
2.0	**Topsoil & Mulch**				
2.1	Topsoil				
2.1.1	Tree Pit Topsoil (900mm Depth)	m^3	15	$80.00	$1,200.00
2.1.2	Soil Cell Topsoil (800mm Depth)	m^3	14	$80.00	$1,120.00
2.1.3	Shrub Bed Topsoil (450mm Depth)	m^3	210	$80.00	$16,800.00
				Sub-Total	*$19,120.00*
2.2	Mulch				
2.2.1	Decorative Rock (75mm Depth)	m^3	4	$70.00	$280.00
2.2.2	Glenmore Grow Mulch (75mm Depth)	m^3	34	$65.00	$2,210.00
				Sub-Total	*$2,490.00*
				2.0 Total	***$21,610.00***
3.0	**Servicing**				
3.1	Irrigation				
3.1.1	Point of Connection (Water + Electrical)	l.s.	1	$1,500.00	$1,500.00
3.1.2	Sleeving	l.s.	1	$500.00	$500.00
3.1.3	Control System	l.s.	1	$1,500.00	$1,500.00
3.1.4	Irrigation System (heads, pipes, valves)	m^2	452	$25.00	$11,300.00
				Sub-Total	*$14,800.00*
				3.0 Total	***$14,800.00***
4.0	**Site Construction**				
4.1	Site Furniture				
4.1.1	Bike Racks	ea.	3	$800.00	$2,400.00
4.2	Misc. Hardscape Items				
4.2.1	Soil Cells (Including 1.14m Depth Cells & Aeration Tubes)	m^2	17	$800.00	$13,600.00
				Sub-Total	*$16,000.00*
				4.0 Total	***$16,000.00***
				Subtotal	***$91,510.00***
				Security Total (125%)	***$114,387.50***

| 4-1562 Water Street, Kelowna BC V1Y 1J7 |
| T: 250.860.6778 E:studio@benchsitedesign.com |

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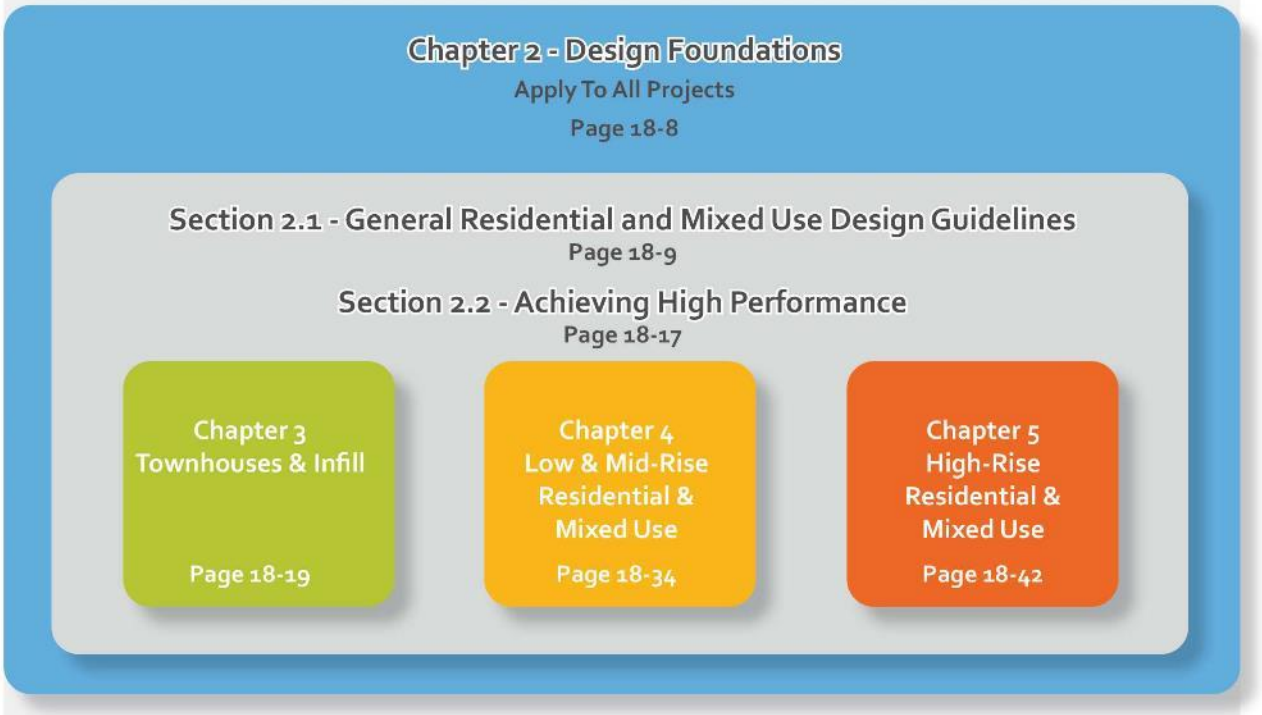
FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

Chapter 2 - The Design Foundations : apply to all projects and provide the overarching principles for supporting creativity, innovation and design excellence in Kelowna.

- Facilitate Active Mobility
- Use Placemaking to Strengthen Neighbourhood Identity
- Create Lively and Attractive Streets & Public Spaces
- Design Buildings to the Human Scale
- Strive for Design Excellence

The General Residential and Mixed Use Guidelines : 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 about form and character.



*Note: Refer to the Design Foundations and the Guidelines associated with the specific building typology.

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Consideration has been given to the following guidelines as identified in Chapter 18 of the City of Kelowna 2040 Official Community Plan:

SECTION 2.0: GENERAL RESIDENTIAL AND MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE *(1 is least complying & 5 is highly complying)*	**N/A**	**1**	**2**	**3**	**4**	**5**
2.1 General residential & mixed use guidelines						
2.1.1 Relationship to the Street	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity.						✓
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.						✓
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 ration of 1:2, with a minimum ration of 11:3 and a maximum ration of 1:1.75. • 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 setback from the primary frontage; and • A 1:1 building height to street width ration is appropriate for a lane of mid-block connection condition provided the street wall height is no greater than 3 storeys.						✓
2.1.2 Scale and Massing	**N/A**	**1**	**2**	**3**	**4**	**5**
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.			✓			
b. Break up the perceived mass of large buildings by incorporating visual breaks in facades.					✓	
c. Step back the upper storeys of buildings and arrange the massing and siting of buildings to: • Minimize the shadowing on adjacent buildings as well as public and open spaces such as sidewalks, plazas, and courtyards; and • Allow for sunlight onto outdoor spaces of the majority of ground floor units during the winter solstice.			✓			

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2.1.3 Site Planning	N/A	1	2	3	4	5
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.					✓	
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; • Design buildings to access key views; and • Minimizing large retaining walls (retaining walls higher than 1 m should be stepped and landscaped).						✓
e. Design internal circulation patterns (street, sidewalks, pathways) to be integrated with and connected to the existing and planed future public street, bicycle, and/or pedestrian network.	✓					
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 appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.	✓					
2.1.4 Site Servicing, Access, and Parking	**N/A**	**1**	**2**	**3**	**4**	**5**
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.						✓
c. Avoid locating off-street parking between the front façade of a building and the fronting public street.						✓
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 a half-storey (where it is able to be accommodated to not negatively impact the street frontage);						✓

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• Garages or at-grade parking integrated into the building (located at the rear of the building); and • Surface parking at 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: • 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.						✓
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.					✓	
2.1.5 Streetscapes, Landscapes, and Public Realm Design	**N/A**	**1**	**2**	**3**	**4**	**5**
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.						✓
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.					✓	
f. Use landscaping materials that soften development and enhance the public realm.						✓

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.						✓
i. Design sites and landscapes to maintain the pre-development flows through capture, infiltration, and filtration strategies, such as the use of rain gardens and permeable surfacing.			✓			
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.			✓			
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.	✓					
m. Use exterior lighting to complement the building and landscape design, while: • 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.	✓					
2.1.6 Building Articulation, Features and Materials	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Express a unified architectural concept that incorporates variation in façade treatments. Strategies for achieving this include: • Articulating facades by stepping back or extending forward a portion of the façade to create a series of intervals or breaks; • Repeating window patterns on each step-back and extension interval; • Providing a porch, patio, or 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 and balconies; corner feature accents, such as turrets or cupolas; variations in roof height, shape and detailing; building entries; and canopies and overhangs. 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.						✓
e. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.					✓	
f. Provide weather protection such as awnings and canopies at primary building entries.						✓
g. Place weather protection to reflect the building's architecture.						✓
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.	✓					

SECTION 4.0: LOW & MID-RISE RESIDENTIAL MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE *(1 is least complying & 5 is highly complying)*	**N/A**	**1**	**2**	**3**	**4**	**5**
4.1 Low & mid-rise residential & mixed use guidelines						
4.1.1 Relationship to the Street	**N/A**	**1**	**2**	**3**	**4**	**5**
i. Ensure lobbies and main building entries are clearly visible from the fronting street.					✓	
j. Avoid blank walls at grade wherever possible by: • Locating enclosed parking garages away from street frontages or public open spaces; • Using ground-oriented units or glazing to avoid creating dead frontages; and • When unavoidable, screen blank walls with landscaping or incorporate a patio café or special materials to make them more visually interesting.					✓	
Residential & Mixed Use Buildings						
k. Set back residential buildings on the ground floor between 3-5 m 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 1.2 m 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.						✓

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l. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.						✓
m. Site and orient buildings so that windows and balconies overlook public streets, parks, walkways, and shared amenity spaces while minimizing views into private residences.						✓
4.1.2 Scale and Massing	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Residential building facades should have a maximum length of 60 m. A length of 40 m is preferred.						✓
b. Residential buildings should have a maximum width of 24 m.					✓	
c. Buildings over 40 m in length should incorporate a significant horizontal and vertical break in the façade.					✓	
d. For commercial facades, incorporate a significant break at intervals of approximately 35 m.	✓					
4.1.3 Site Planning	**N/A**	**1**	**2**	**3**	**4**	**5**
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 and should positively frame and activate streets and open spaces and support pedestrian activity; and • Building sides that are located away from open spaces (building backs) should be designed for private/shared outdoor spaces and vehicle access.						✓
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.	✓					
4.1.4 Site Servicing, Access and Parking	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Vehicular access should be from the lane. 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 minimised; 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 screened from public view with active retail uses, active residential uses, architectural or landscaped screening elements.	✓					
c. Buildings with ground floor residential may integrate half-storey underground parking to a maximum of 1.2 m above grade, with the following considerations:						✓

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• 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 2 m is permitted, provided that entryways, stairs, landscaped terraces, and patios are integrated and that blank walls and barriers to accessibility are minimized.						
4.1.5 Publicly-Accessible and Private Open Spaces	**N/A**	**1**	**2**	**3**	**4**	**5**
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.	✓					
b. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.				✓		
Rooftop Amenity Spaces						
c. Design shared rooftop amenity spaces (such as outdoor recreation space and rooftop gardens on the top of a parkade) 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.						✓
d. Reduce the heat island affect 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, and Materials	**N/A**	**1**	**2**	**3**	**4**	**5**
a. Articulate building facades into intervals that are a maximum of 15 m wide for mixed-use buildings and 20 m wide for residential buildings. Strategies for articulating buildings should consider the potential impacts on energy performance and include: • Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; • Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; • Providing a porch, patio, deck, or covered entry for each interval; • 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.						✓
d. Articulate the façade using design elements that are inherent to the buildings 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, articulating the façade, adding pedestrian space, increasing the number and size of windows, and adding awnings or canopies.					✓	
f. Provide weather protection (e.g. awnings, canopies, overhangs, etc.) along all commercial streets and plazas 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.						✓
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.	✓					
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.	✓					

ATTACHMENT C
This forms part of application
DP22-0225 DVP22-0226
City of Kelowna
DEVELOPMENT PLANNING
Planner Initials KB

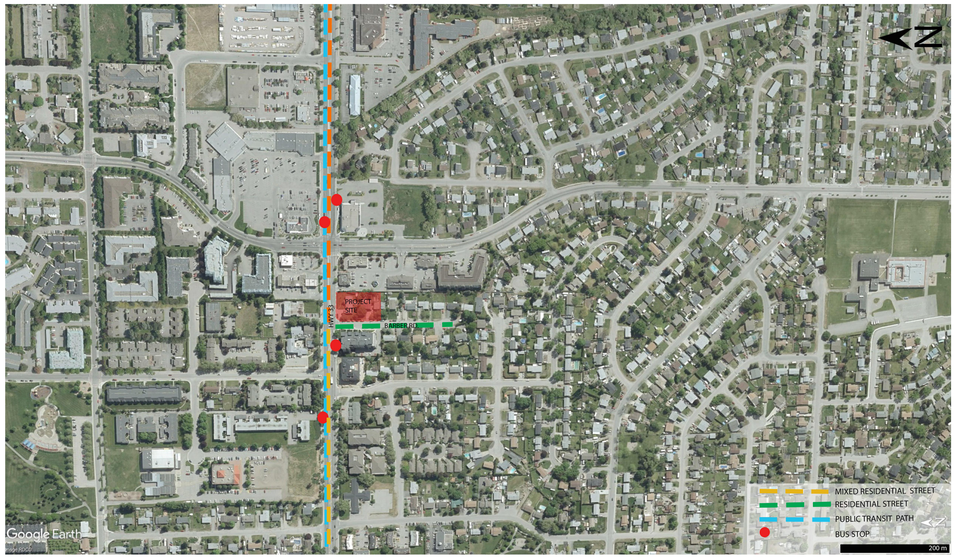

Diagram A: Showing project site location with respect to public transit and street typology

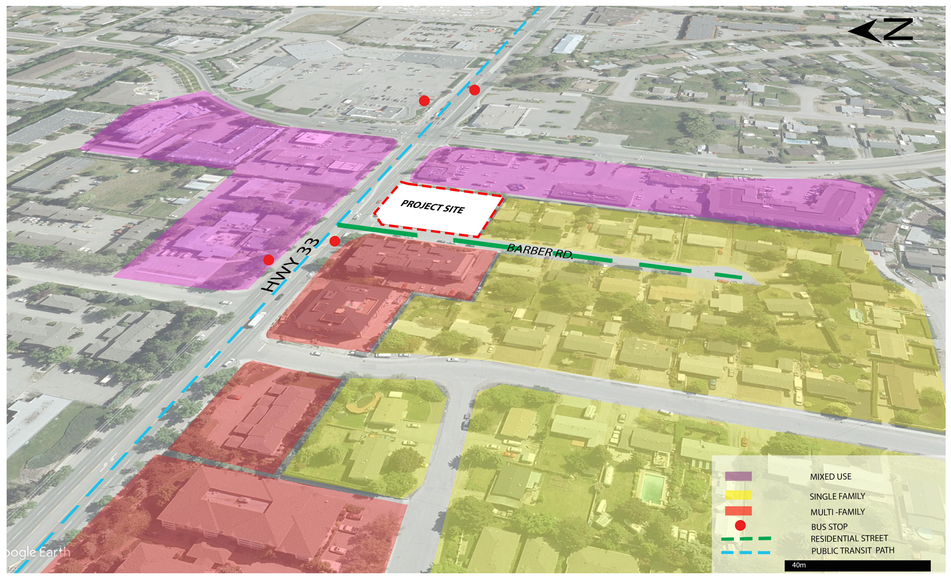

Diagram 2: Showing project site location with respect to public transit, street typology and adjasent Building Typology.

Design Rationale

Proposed multi-family residential project is located on Barber and HWY 33, Kelowna. Current land use is UC4r, the intent of the project is to be UC4r "rental only". The purpose is to provide a mixed commercial and residential zone for developments within the Rutland Urban Centre.As well as the r(rental only) purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bare land stratification.

Site Planning:

- The site is facing a contemporary multi-family housing project and the Artium student Residents. Along with a surrounding single-family housing and commercial shopping centers, providing easy access to amenities within walking distance.

- The central aim is to create a dynamic mixed-use project that not only contributes to the urban fabric but also addresses the mounting demand for rental accommodations within this thriving urban center. Significantly, the site's geographic placement is strategically advantageous, aligning with a diverse spectrum of existing housing typologies, encompassing contemporary multi-family developments and the Artium student residences. Further, the adjacent typologies encompass single-family housing and commercial centres, offering the prospective occupant's effortless access to proximate amenities within a walking distance.

Design Principles | Response to context:

- Given the project's proximity to diverse planning zones, we have adopted a design that combines stacked townhouses, providing housing to families, and a range of apartment sizes from studios to one, two, and three-bedroom units. This housing diversity accommodates the needs of various groups, including families, students, millennials, and smaller households, thereby promoting a multifaceted urban community.

- Our approach allows for increased residential density while adhering to a building height limit of six stories, ensuring the development does not overwhelm adjacent single-family homes. This measured density increase supports the city's growth goals without compromising the neighborhood's character.

- In line with the City of Kelowna's Official Community Plan (OCP), which encourages taller structures at the periphery of urban blocks, our proposal seamlessly integrates with surrounding building heights. This design conforms to urban planning guidelines, promoting responsible and harmonious urban development.

- Street-facing frontage and patios, fostering a direct connection between the project's base and the streetscape. This approach strengthens the relationship between the development and the adjacent neighborhood, aligning with Jane Jacobs' concept of "eyes on the street." Additionally, we incorporate planters to establish a smooth transition from public space to semi-public areas (the patios) and the private townhouses and apartments on the ground level.

- The corner emphasizes the use of bricks and a traditional aesthetic, ensuring that the project seamlessly blends with its neighborhood's architectural character.

S2 architecture
Suite 900, 110 - 12th Avenue SW
Calgary, AB, Canada T2R 0G7
T 403.870.7000
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DESIGN RATIONALE

THEO
135 Barber Rd, KELOWNA, BC
ARLINGTON GROUP
223047

REGISTERED ARCHITECT
DAVID T. SYMONS
2024-03-13
BRITISH COLUMBIA

NOT FOR CONSTRUCTION

This drawing supercedes previous issues. Do not scale these drawings.

Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction. Dimensions are taken to face of exterior sheathing, face of concrete block, face of stud for interior partitions, and centreline of demising walls, unless noted otherwise on the drawing.

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REVISION		DATE
1	ISSUED FOR DP, DVP22-0229	11.10.2022
2	DP RESUBMISSION	25.07.2023
3	DTR RESPONSE	16.11.2023
4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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DP0.01



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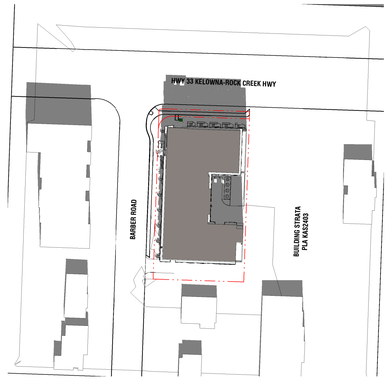

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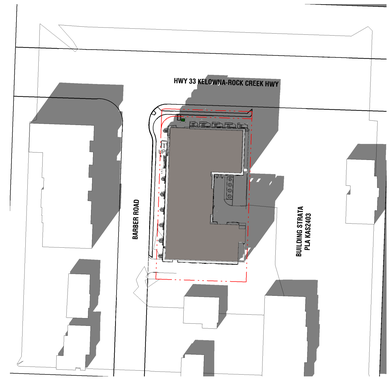

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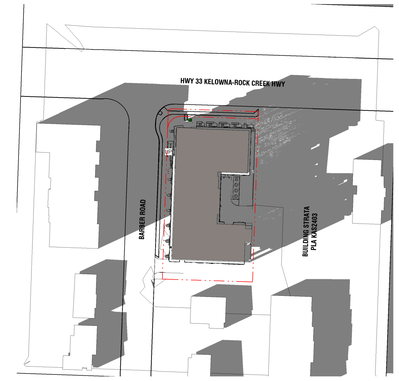

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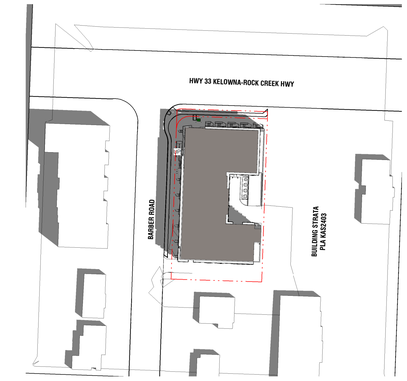

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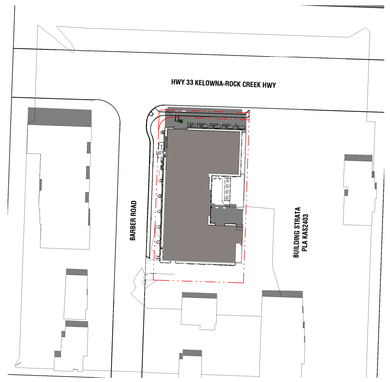

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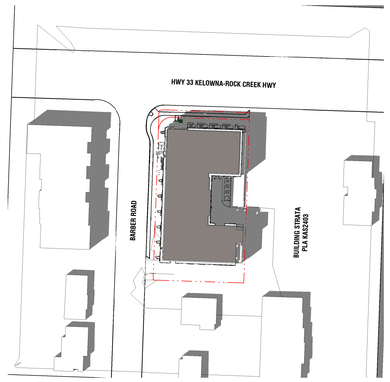

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8 June 21 @ 4:00 pm
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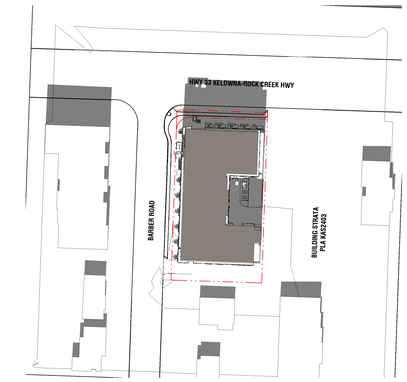

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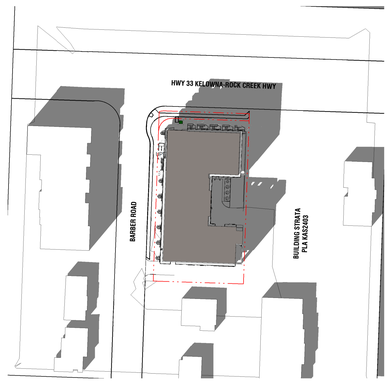

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DP0.04 SCALE: 1 : 1000



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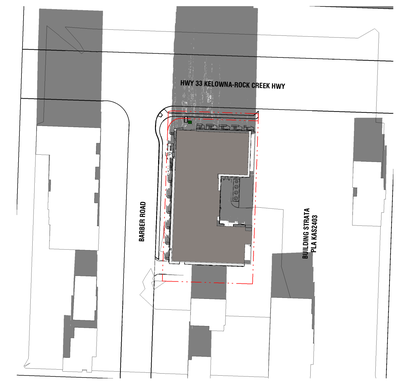
DP0.04 SCALE: 1 : 1000



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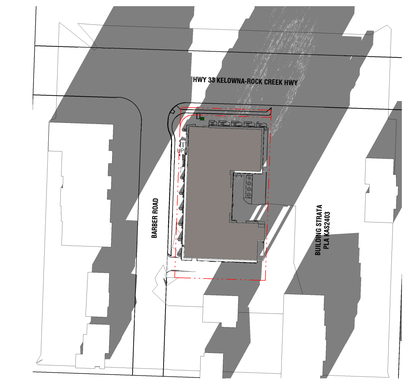

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DP0.04 SCALE: 1 : 1000



16 December 21 @ 4:00 pm
DP0.04 SCALE: 1 : 1000

ATTACHMENT D
This forms part of application
DP22-0225 DVP22-0226
Planner Initials KB
City of Kelowna
DEVELOPMENT PLANNING

TRUE NORTH

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Calgary, AB, Canada T2R 0G7
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SHADOW STUDIES

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135 Barber Rd, KELOWNA, BC
ARLINGTON GROUP
223047

REGISTERED ARCHITECT
CHRISTOPHER T. SYNNOTT
2024-03-13
PROFESSIONAL ENGINEER
BRITISH COLUMBIA

NOT FOR CONSTRUCTION

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Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction. Dimensions are taken to face of exterior sheathing, face of concrete block, face of stud for interior partitions, and centreline of demising walls, unless noted otherwise on the drawing.

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REVISION		DATE
1	ISSUED FOR DP, DVP22-0226	11.10.2022
2	DP RESUBMISSION	25.07.2023
3	DTR RESPONSE	16.11.2023
4	DP RESUBMISSION	19.12.2023
5	DP RESUBMISSION	25.01.2024

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CHECKED BY Checker

DRAWING NO.
DP0.04



DP22-0225 DVP22-0226
135 Barber Rd

Development Permit & Development Variance Permit

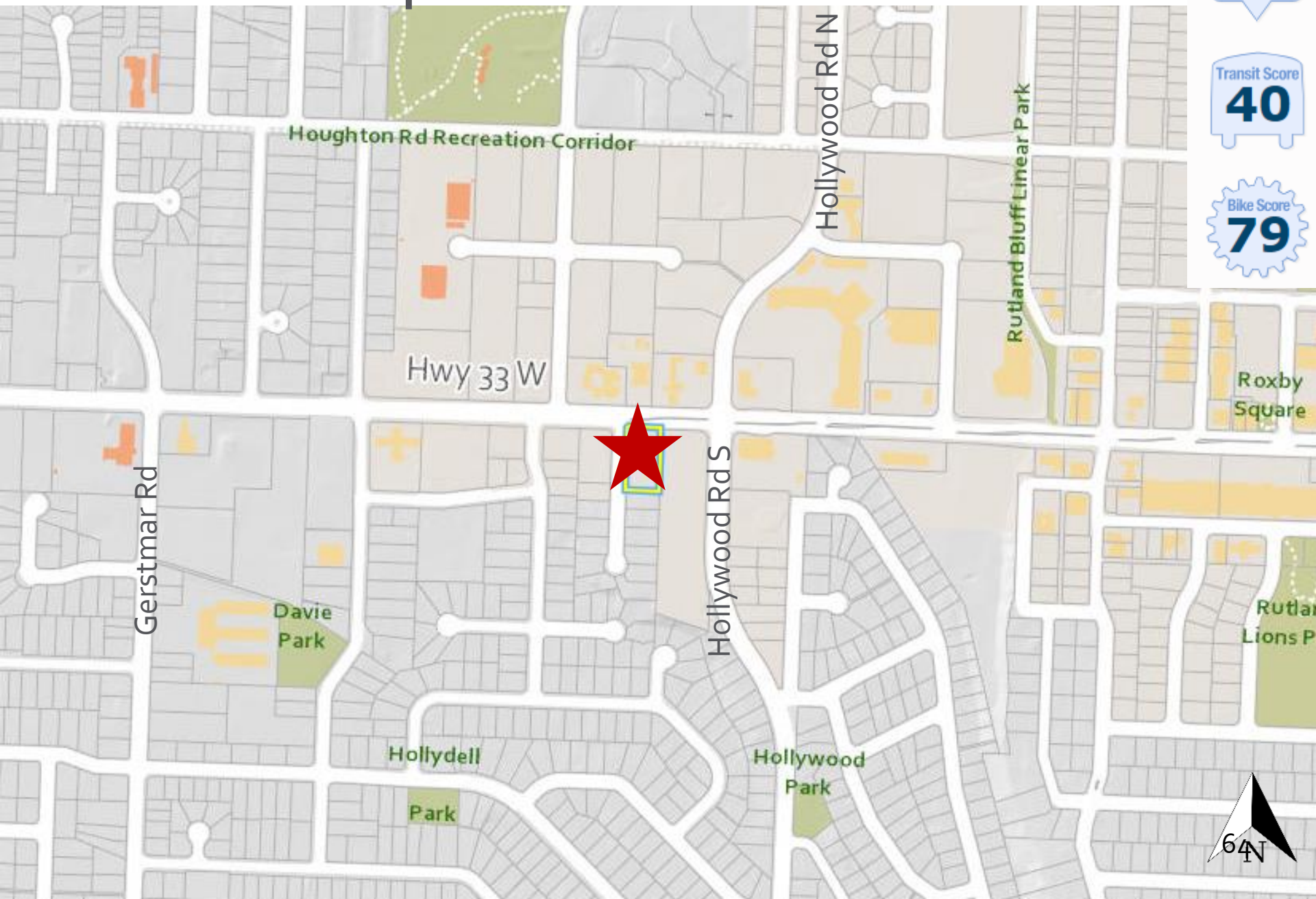
Purpose

- To issue a Development Permit for the form and character of apartment housing and a Development Variance Permit to vary the minimum building stepback from the front yard and flanking side yard.

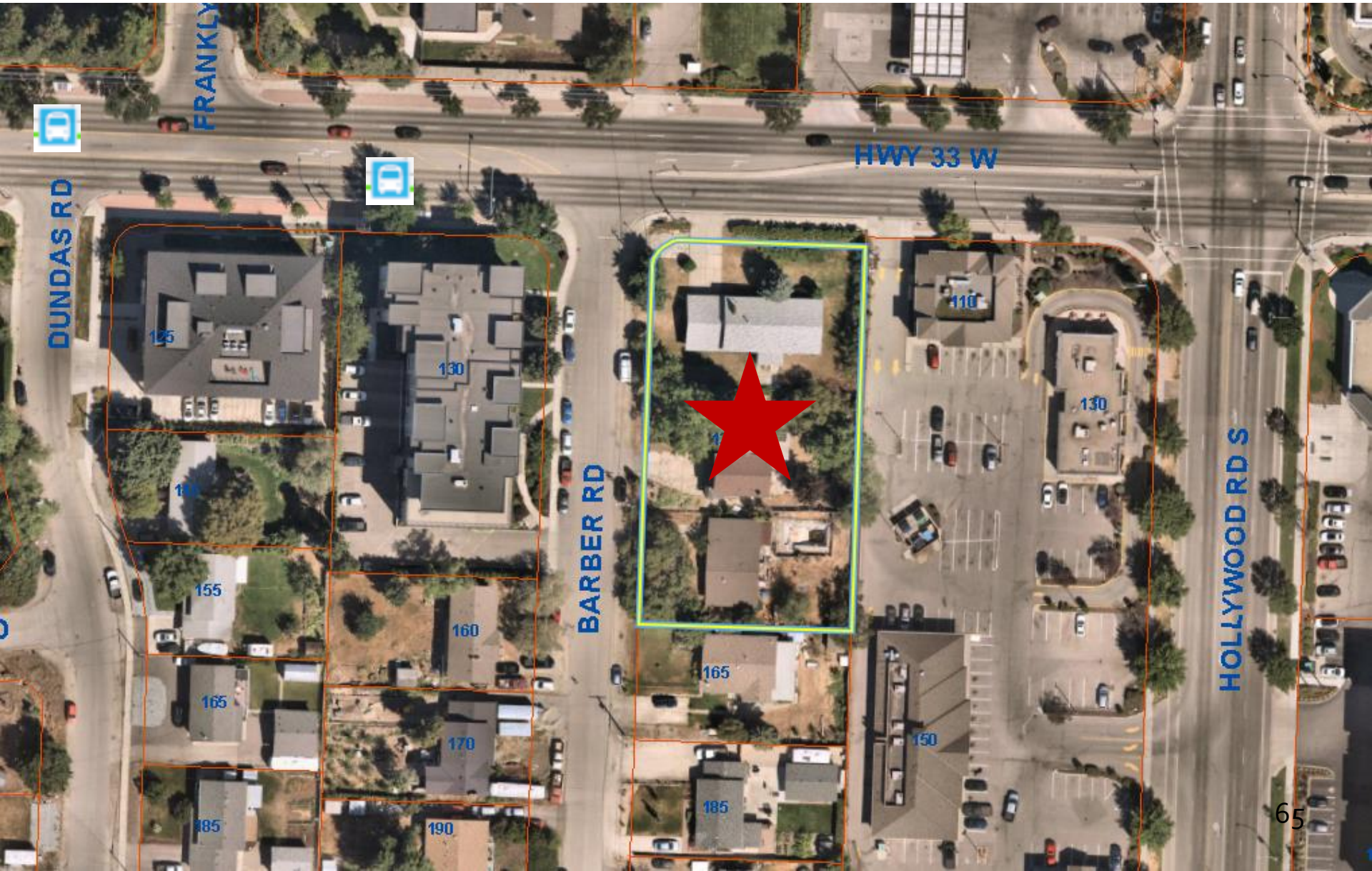
Development Process



Context Map


Walk Score
71
Transit Score
40
Bike Score
79
Houghton Rd Recreation Corridor
Hollywood Rd N
Rutland Bluff Linear Park
Hwy 33 W
Roxby
Square
Gerstmar Rd
Hollywood Rd S
Davie
Park
Hollydell
Park
Hollywood
Park
64
N

Subject Property Map



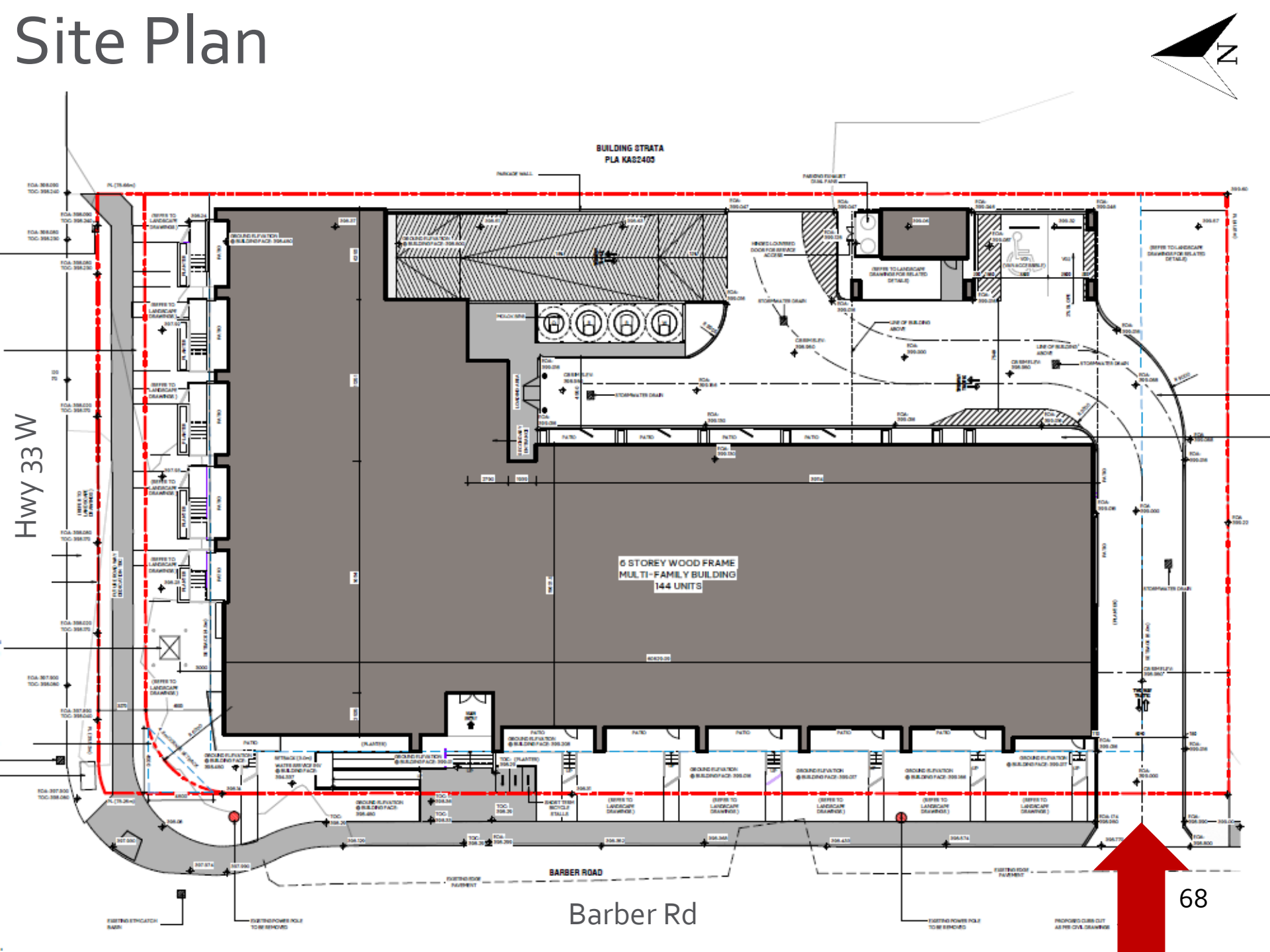
Technical Details

- Uc4r – Rutland Urban Centre Rental Only
  - 144 units
    - 20 Studio
    - 70 One-bedroom
    - 49 Two-bedroom
    - 5 Three-bedroom
  - 6 storeys in height
  - 133 Parking stalls
  - 109 Long-term bicycle stalls
  - 8 Large Trees

Variances

- Section 14.11: To vary the minimum building stepback from the front yard and flanking side yard from 3.0 m required to 0.0 m proposed
- This bylaw change was adopted for Urban Centre zones in January 2024, after the project was instream
- Redesigning would add costs, time and delay construction

Site Plan


N
BUILDING STRATA
PLA KAS2405
6 STOREY WOOD FRAME
MULTI-FAMILY BUILDING
144 UNITS
Hwy 33 W
BARBER ROAD
Barber Rd
68

Elevation – North (Hwy 33 W)



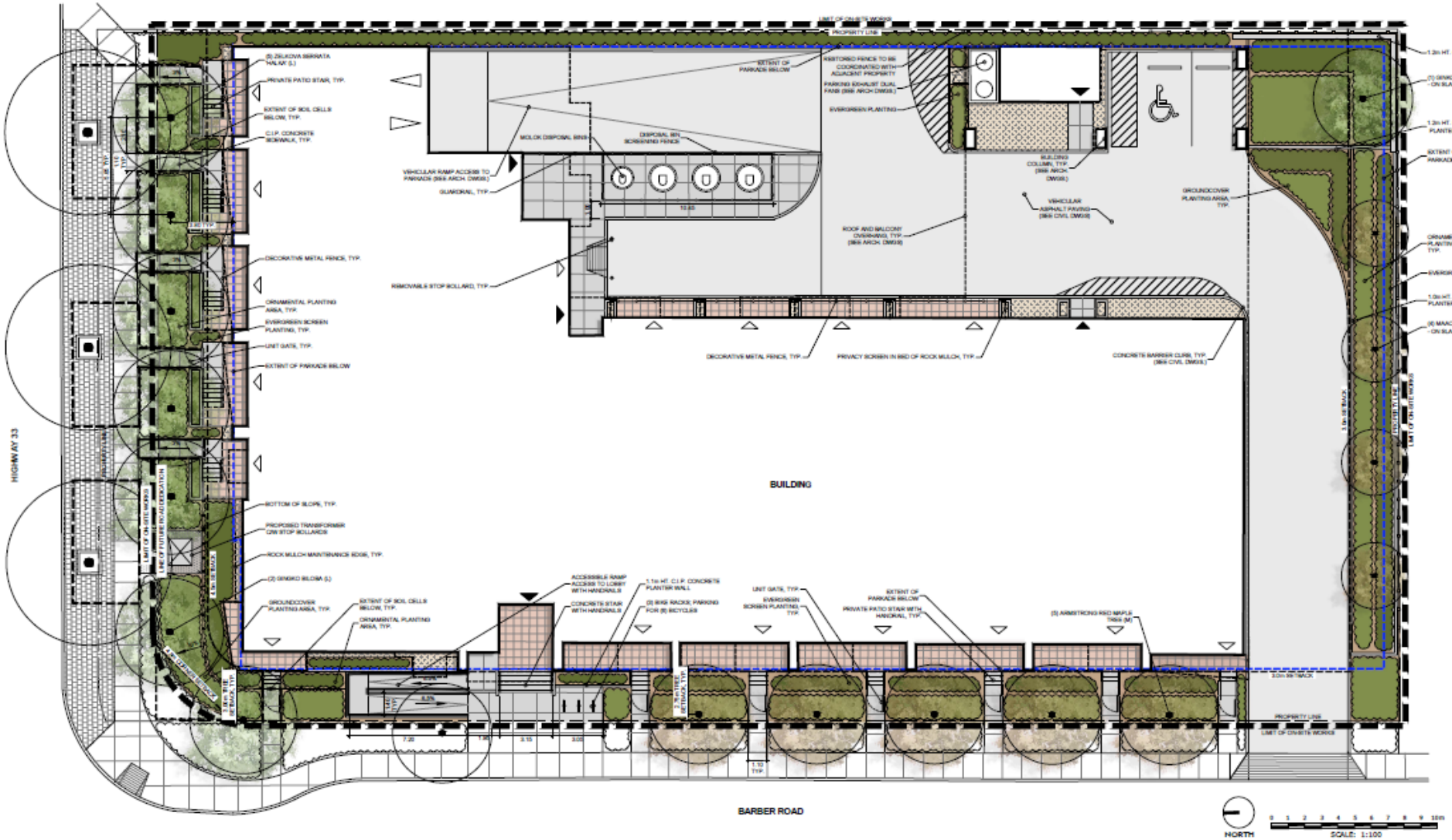
Elevation - Code Legend

1	QUICK PANEL - BONE WHITE
2	TRANSLUCENT GLAZED SCREEN IN ALUMINUM FRAME
3	QUICK PANEL - WHITE
4	QUICK PANEL - GREY
5	QUICK PANEL - BLACK
6	QUICK PANEL - GRAIN
7	BRICK
8	PREFINISHED METAL PLATE FASCIA - ARCTIC WHITE
9	GLAZED GUARD (CLEAR) - SIDE MOUNTED
10	ALUMINIUM RAILING PICKET (CHARCOAL) - SIDE MOUNTED
11	SLIDING DOOR C/W SIDELIGHT - VISION GLASS
12	SEALED GLAZING UNIT C/W CHARCOAL MULLIONS - VISION GLASS
13	SANDSTONE
14	SWING DOOR(S) C/W SIDELIGHT - VISION GLASS
15	CHAIN LINK FENCE

Elevation – West (Barber Rd)



Landscape Plan



Rendering – NW



OCP Design Guidelines

- Orienting the primary building facades and entries to both the Hwy 33 W and Barber Rd
- Locating off-street parking and other 'back of house' uses away from public view
  - Vehicular access from the lower classification road
- Landscaping materials soften development and enhance the public realm
  - Sensitivity to Core Area Neighbourhood to the south (rear yard setback and landscape area requirements met)

Staff Recommendation

- Staff recommend **support** for the proposed development permit and development variance permit as it:
  - Meets majority of OCP Design Guidelines
  - Variances created due to bylaw change when project was already in-stream

REPORT TO COUNCIL - OCP

Date:	April 22nd 2024
To:	Council
From:	City Manager
Address:	Various
File No.:	OCP23-0009

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP23-0009 to amend Map 3.1 by changing the future land use designation of multiple properties within the Kelowna Official Community Plan Bylaw No.12300 as described in Schedule 'A', attached to the report from the Development Planning Department dated April 22, 2024, be considered by Council;

AND THAT the OCP Amendment Bylaw be forward to a Public Hearing for further consideration.

2.0 Purpose

To amend the Official Community Plan Map 3.1 by changing the future land use designation of multiple properties as described in Schedule 'A'.

3.0 Development Planning

Staff compiled a list of properties with necessary OCP mapping adjustments and/or errors at the end of 2023. These minor OCP amendments were paused during the implementation of the Provincial Small-Scale Multi Unit Housing and Transit Oriented Areas legislation. These mapping amendments affect 29 properties. Schedule 'A' defines the specific properties and the specific OCP Future Land Use amendments. The number of properties has been organized into two categories, see Table 3.1 below.

Table 3.1

Number	OCP Mapping Revision Categories	Number of Lots Affected
1.	Park lots missing the correct OCP Future Land Use 'park' category	8
2.	Minor OCP Map boundary adjustments	21
	Total	29

4.0 Technical Comments

Not Applicable

Report prepared by:	Adam Cseke, Planner Specialist
Reviewed by:	Jocelyn Black, Urban Planning Manager
Reviewed by:	Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion by:	Ryan Smith, Divisional Director, Planning, Climate Sustainability & Development Services

Attachments: Schedule 'A': List of Mapping Amendments for various properties and areas

Schedule A - List of Mapping Amendments

Official Community Plan Bylaw #12300

No.	Address	Legal Description	OCP Amendment Details	Reason for Change
Park lots that should have the correct OCP Future Land Use category				
1.	467 Vision Ct.	Lot 34, Section 23, Township 28, SDYD, Plan EPP117728	Amend a portion of the Future Land Use designation from the S-RES - Suburban Residential designation to the NAT - Natural Areas designation as per Map 'A'	This is a City owned lot that is an entrance into Mountainside Park and should have the same designation as the rest of the park.
2.	5523 Mountainside Dr.	Lot B, Section 23, Township 28, SDYD, Plan EPP91489	Amend a portion of the Future Land Use designation from the S-RES - Suburban Residential designation to the NAT - Natural Areas designation as per Map 'B'	This is a City owned lot that is a part of Mountainside Park and should have the same designation as the rest of the park.
3.	792 Kuipers Cr.	Lot A, District Lot 1688S, SDYD, Plan EPP121844 (See Plan as to Limited Access)	Amend a portion of the Future Land Use designation from the S-MU – Suburban Multiple Unit designation to the NAT - Natural Areas designation and amend another portion of the Future Land Use designation from the NAT - Natural Areas designation to the PSU – Public Service Utilities designation as per Map 'C'	This is a City owned lot that is a part of the Kuipers' Peak Mountain Park and the park portion should have the same designation as the rest of the park. The portion of PSU – Public Service Utility amendment is to align the Future Land Use designation with the underlying P4 – Utilities zone.
4.	1500 Hill Spring Pl.	Lot 30, Sections 20 and 29, Township 29, SDYD, Plan EPP126576	Amend the Future Land Use designation from the S-RES - Suburban Residential designation to the Park – Park and Open Space designation	This newly created subdivision included this as a city owned park lot and thus the appropriate Future Land Use designation is Park.

No.	Address	Legal Description	OCP Amendment Details	Reason for Change
5.	4973 Buckhaven Ct.	Lot 1, Sections 20 and 29, Township 29, SDYD, Plan EPP51781, Except Plan EPP55883, EPP60436, EPP78238, and EPP100536	Amend a portion of the Future Land Use designation from the S-RES - Suburban Residential designation to the NAT - Natural Areas designation as per Map 'D'	The property had a successful rezoning for portions of the lot from RR1 – Large Lot Rural Residential to RU2 – Medium Lot Housing on Monday August 28th 2023. However, the remaining portion of the lot will be consolidated with the abutting park land and the OCP Future Land Use category should be the same as the adjacent park.
6.	613 Carnoustie Dr.	Lot A, Section 19, Township 27, ODYD, Plan EPP96165	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as per Map 'E'	This is a City owned lot that is a part of the Carnoustie Open Space park and the entire park should have the same future land use designation.
7.	1652 Carnegie St.	Lot 24, Section 19, Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the S-RES Suburban Residential designation to the NAT-Natural Areas designation and amend another portion of the Future Land Use designation from the PSU – Public Service Utilities designation to the NAT – Natural Areas designation as per Map 'F'	This is a City owned lot that is a part of the Carnoustie Open Space park trail system and the entire park should have the same future land use designation.
8.	490 Windhover Ct.	Lot 7, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as per Map 'G'	This is a City owned park lot and the entire park should have the same future land use designation.
OCP map errors in general				
9.	676-696 Cantina Ct.	Strata Lot 1, Lot 2, Lot 3, Lot 4, Lot 5, and Lot 6, District Lot 1688S,	Amend the Future Land Use designation from the NCOM – Neighbourhood Commercial	The property had a successful rezoning in 2018 which has resulted in a 6 unit townhouse style project. The units are

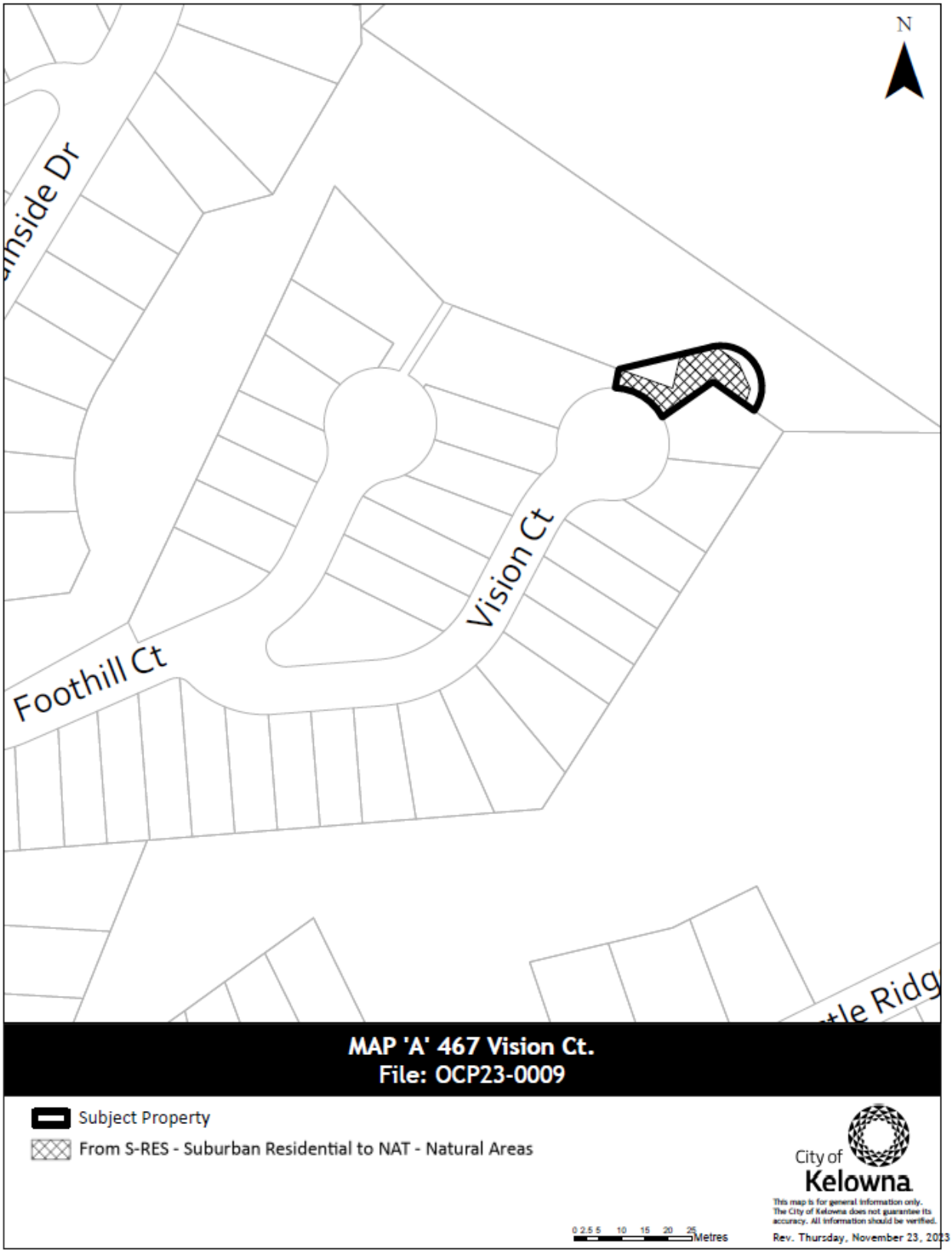
No.	Address	Legal Description	OCP Amendment Details	Reason for Change
		SDYD, Strata Plan EPS6039, Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form V	designation to the S-MU – Suburban Multiple Unit designation	built and the Future Land Use should reflect the existing use not Neighbourhood Commercial.
10.	1951 Cross Rd.	Lot 1, Section 4, Township 23, ODYD, Plan EPP120282	Amend a portion of the Future Land Use designation from the EDINST – Education / Institutional designation to the C-NHD – Core Area Neighbourhood designation as per Map 'H'	The property is owned by the City and currently contains a single family dwelling. The future land use should reflect the existing use of Core Area Neighbourhood as the lot is not used for any institutional purpose.
11.	(W OF) Hwy 97 N	Lot 1, Section 2, Township 23, ODYD, Plan EPP76079	Amend a portion the Future Land Use designation from the S-RES - Suburban Residential designation to the IND – Industrial designation and amend another portion of the NAT – Natural Areas designation to the IND – Industrial designation as per Map 'I'	This portion of property had a successful OCP amendment application for this portion of the lot to Industrial in November 2021. The new OCP was adopted in January 2022 and missed to incorporate this change.
12.	1638 Tower Ranch Blvd.	Lot 1, Section 31, Township 27, ODYD, Plan KAP80993	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the REC- Private Recreational designation as per Map 'J'	The Tower Ranch Golf Course has two small remnant areas from the original subdivision that show S-RES – Suburban Residential but the entire golf course should be REC- Private Recreational.
13.	2781 Saucier Rd.	Lot 2, Section 4, Township 26, ODYD, Plan 17319	Amend the Future Land Use designation from the NCOM – Neighbourhood Commercial designation to the R-AGR – Rural –	This is a mapping error as the property is zoned RR2 – Small Lot Rural Residential and is not being used for any commercial purpose.

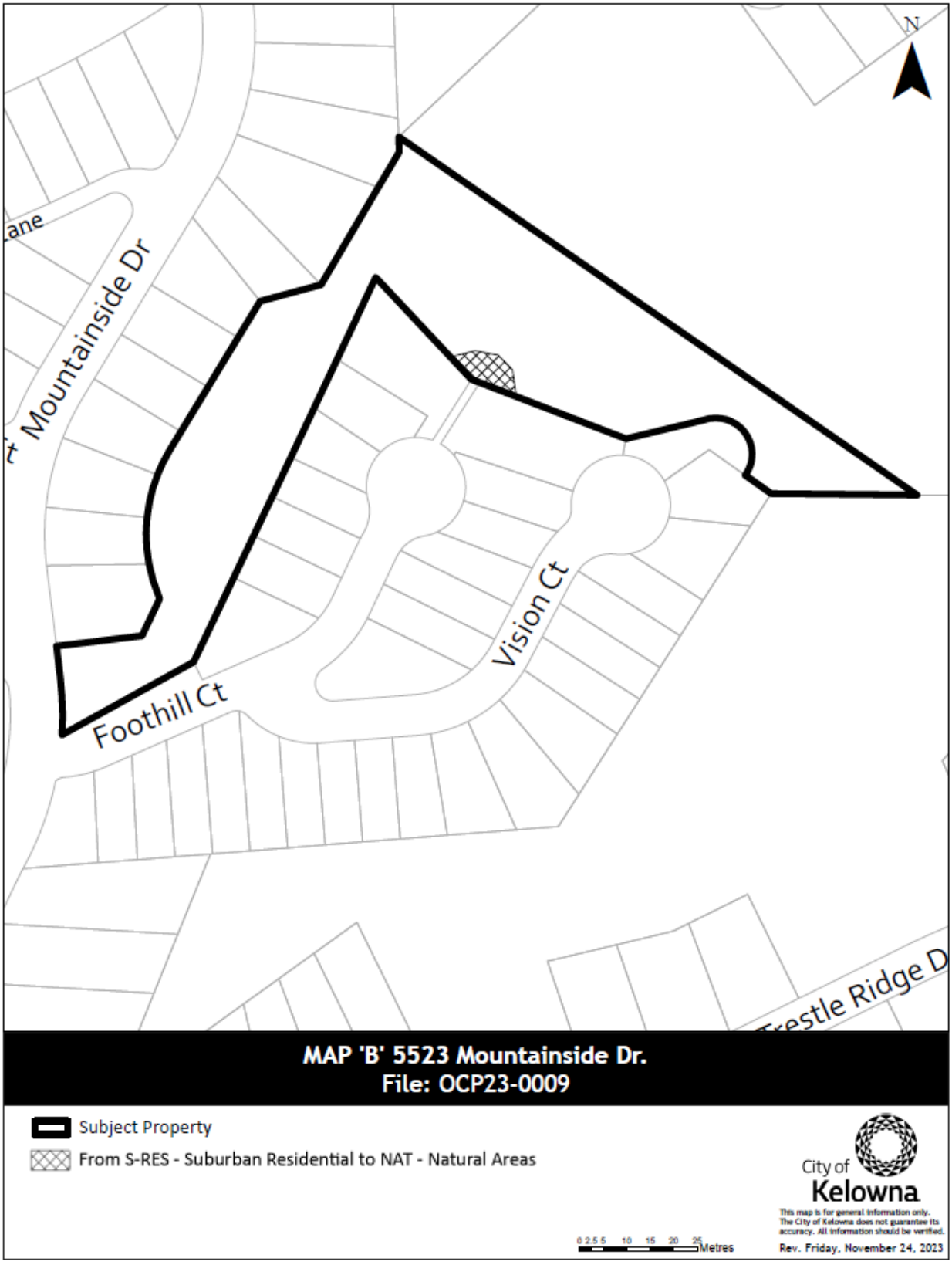
No.	Address	Legal Description	OCP Amendment Details	Reason for Change
			Agricultural & Resource designation	
14.	1950 Munson Rd.	Lot 14, District Lot 130, ODYD, Plan 415, except Plan KAP64154	Amend a portion of the Future Land Use designation from the REC- Private Recreational designation to the AGR – Rural – Agricultural & Resource designation as per Map 'K'	OCP mapping error as the Future Land Use designation should follow the zoning line, especially when a property is within the Agriculture Land Reserve.
15.	757 Carnoustie Dr.	Lot 1, Section 19, Township 27, ODYD, Plan EPP96160	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'L'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
16.	759 Carnoustie Dr.	Lot 9, Section 19, Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'M'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
17.	745 Carnoustie Dr.	Lot 8, Section 19, Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'N'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
18.	760 Carnoustie Dr.	Lot 10, Section 24 Township 26 and Section 19 Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'O'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.

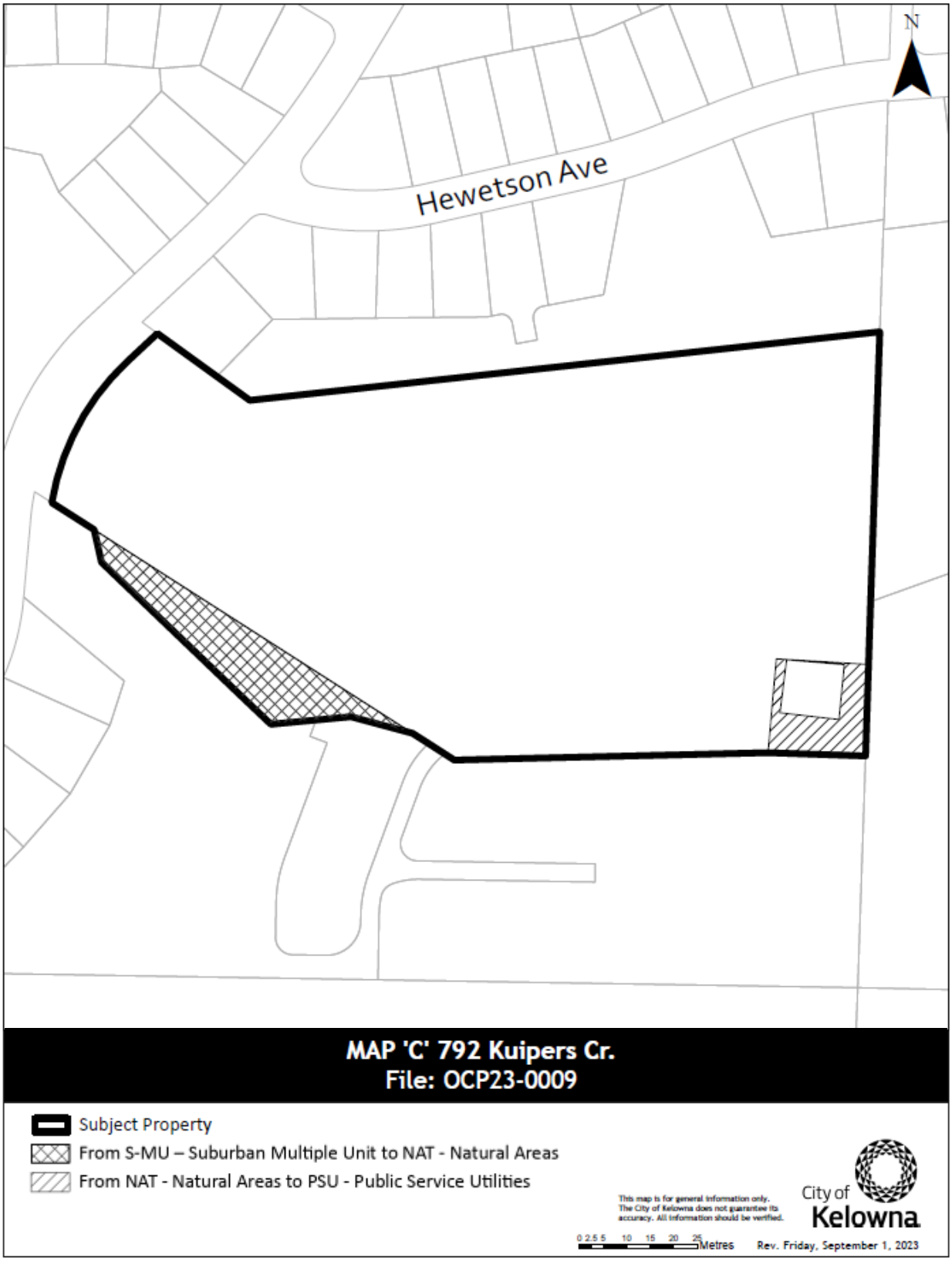
No.	Address	Legal Description	OCP Amendment Details	Reason for Change
19.	746 Carnoustie Dr.	Lot 11, Section 24 Township 26 and Section 19 Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'P'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
20.	(W OF) Carnoustie Dr.	Lot 23, Section 24 Township 26 and Section 19 Township 27, ODYD, Plan EPP75803, Except Part in Plan EPP116512	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'Q'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
21.	1640 Carnegie St.	Lot 21, Section 24 Township 26 and Section 19 Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'R'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
22.	1628 Carnegie St.	Lot 20, Section 24 Township 26 and Section 19 Township 27, ODYD, Plan EPP75803	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'S'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
23.	652 Trumpeter Rd.	Lot 1, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'T'	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.

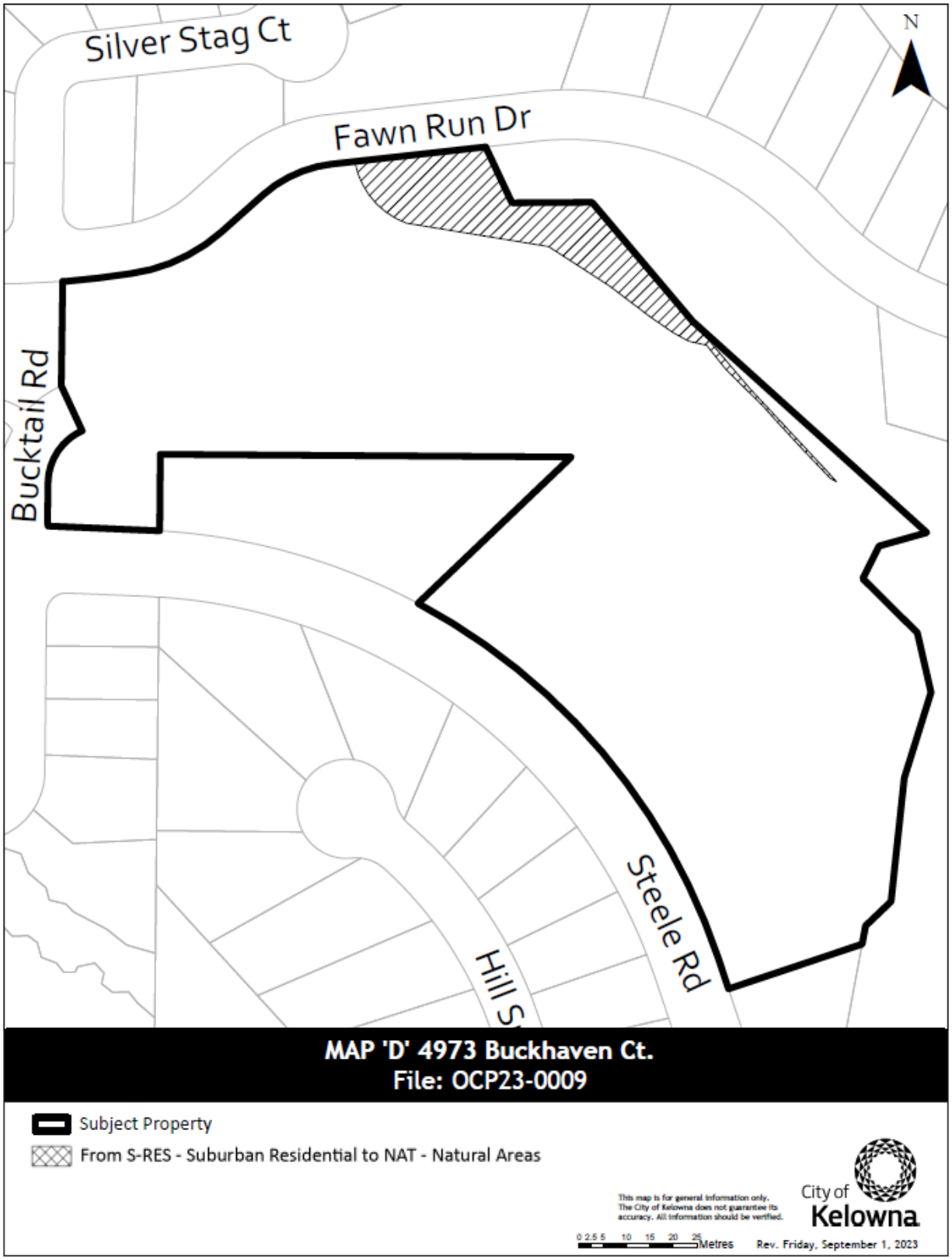
No.	Address	Legal Description	OCP Amendment Details	Reason for Change
24.	642 Trumpeter Rd.	Lot 2, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as per Map 'U'.	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
25.	632 Trumpeter Rd.	Lot 3, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as per Map 'V'.	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
26.	622 Trumpeter Rd.	Lot 4, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and amend another portion of the Future Land Use designation from NAT-Natural Areas designation to the S-RES - Suburban Residential designation as per Map 'W'.	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
27.	612 Trumpeter Rd.	Lot 5, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'X'.	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.
28.	602 Trumpeter Rd.	Lot 6, Section 24, Township 28, SDYD, Plan EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and amend another portion of the Future Land Use designation from the NAT –	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.

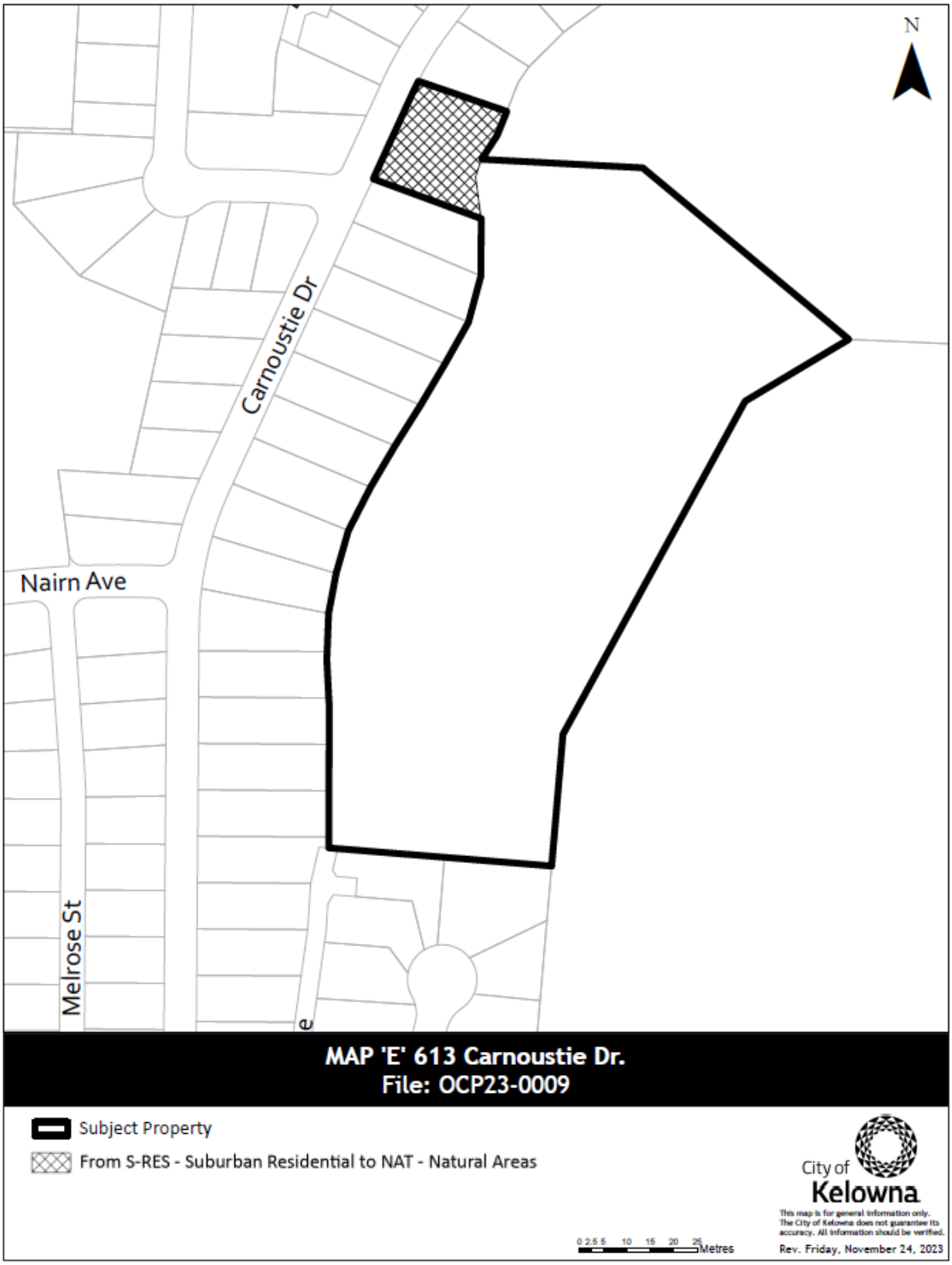
No.	Address	Legal Description	OCP Amendment Details	Reason for Change
			Natural Areas designation to the S-RES – Suburban Residential designation as per Map 'Y'.	
29.	600 Trumpeter Rd.	Lot 1, Section 24, Township 28, SDYD, Plan 5485 Except Plans 18646, KAP49406, KAP50989, KAP64523, KAP87908, KAP90635, and EPP88650	Amend a portion of the Future Land Use designation from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and amend another portion of the Future Land Use designation from the NAT – Natural Areas designation to the S-RES – Suburban designation as per Map 'Z'.	OCP mapping error as the Future Land Use designation does not match the single-family zoning and the approved subdivision layouts.

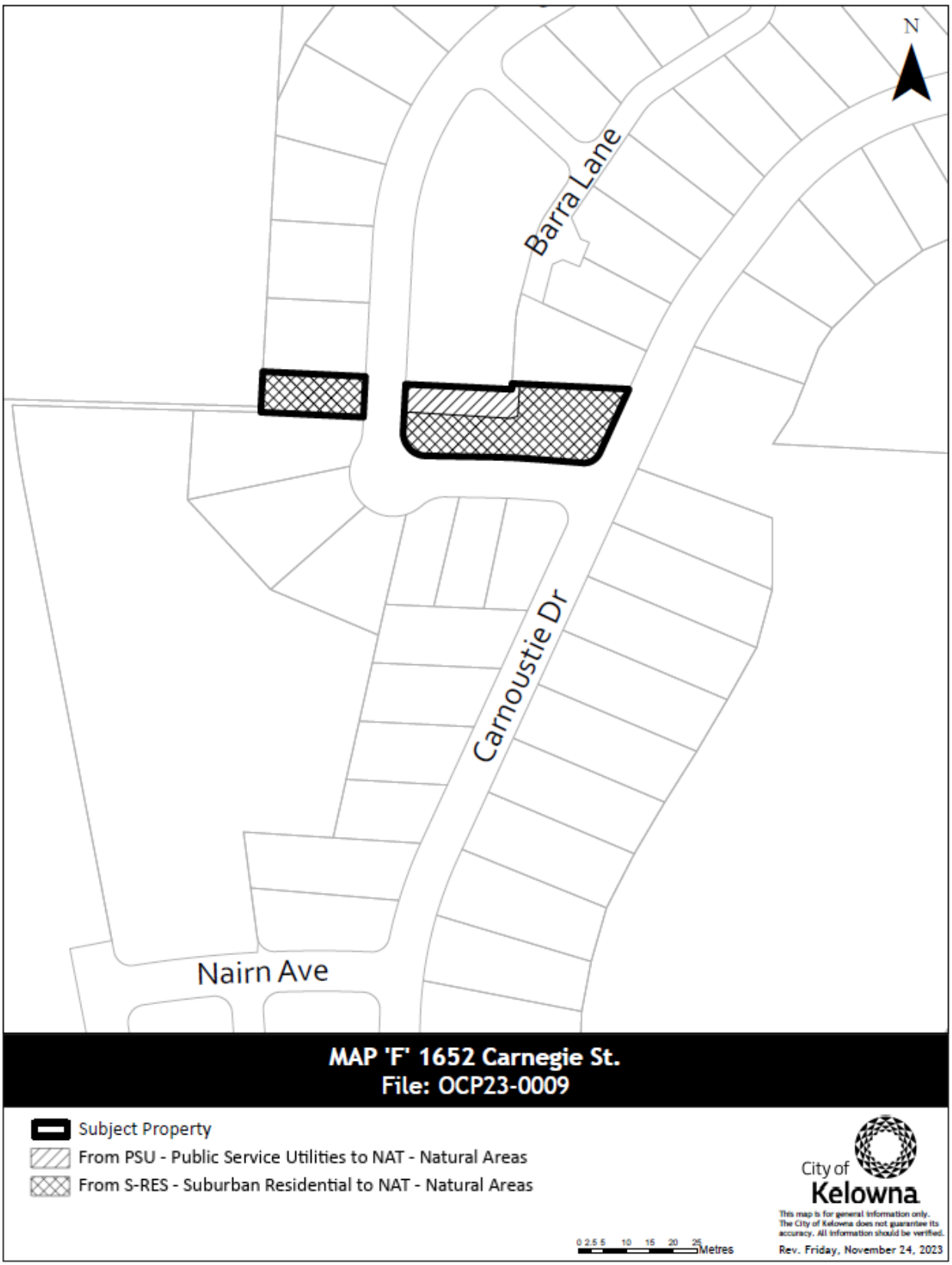

N
Foothill Ct
Vision Ct
MAP 'A' 467 Vision Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Thursday, November 23, 2023
0 2.5 5 10 15 20 25 Metres

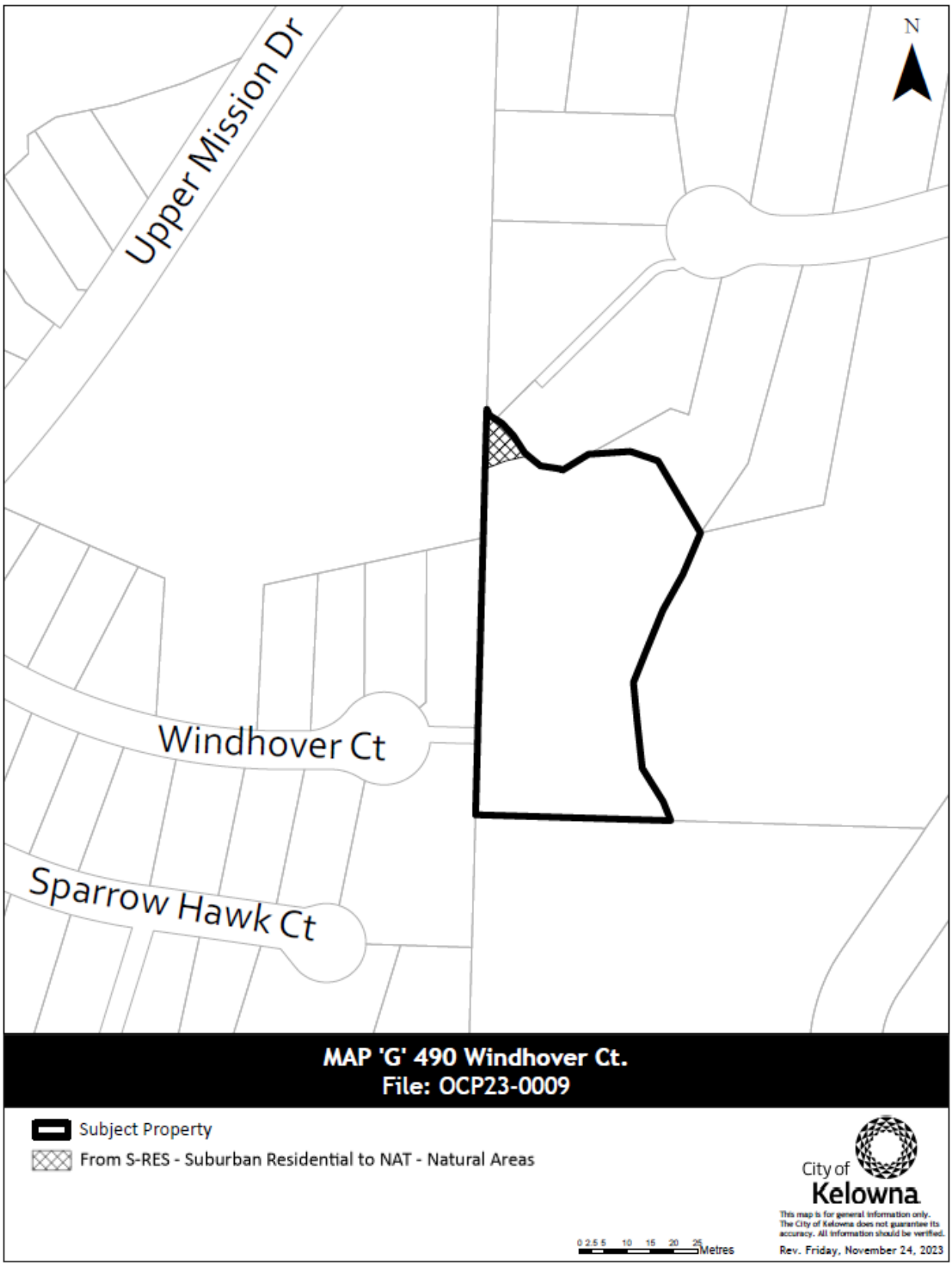

N
Mountainside Dr
Foothill Ct
Vision Ct
MAP 'B' 5523 Mountainside Dr.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, November 24, 2023

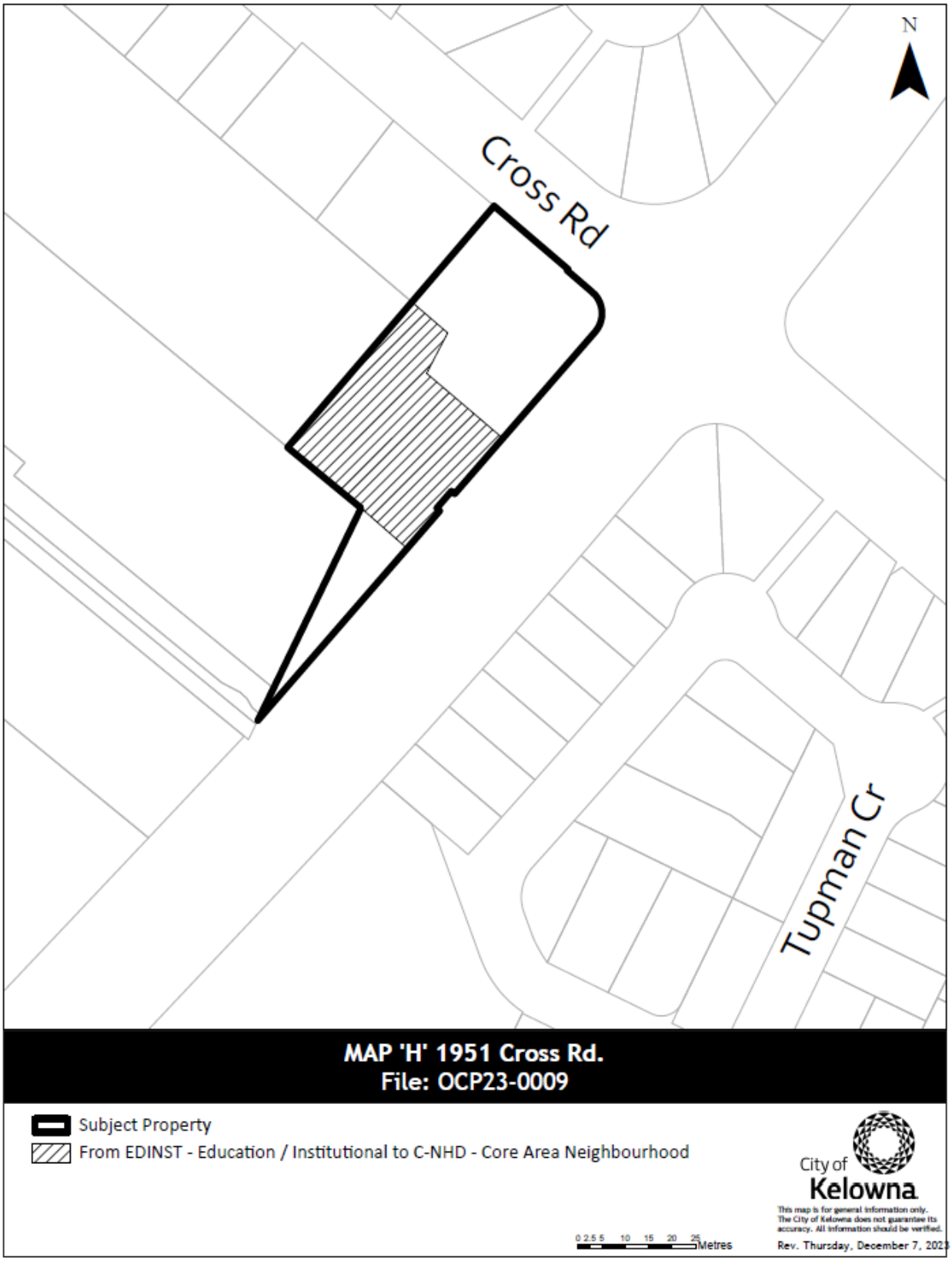

N
Hewetson Ave
MAP 'C' 792 Kuipers Cr.
File: OCP23-0009
Subject Property
From S-MU – Suburban Multiple Unit to NAT - Natural Areas
From NAT - Natural Areas to PSU - Public Service Utilities
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
City of Kelowna
Rev. Friday, September 1, 2023

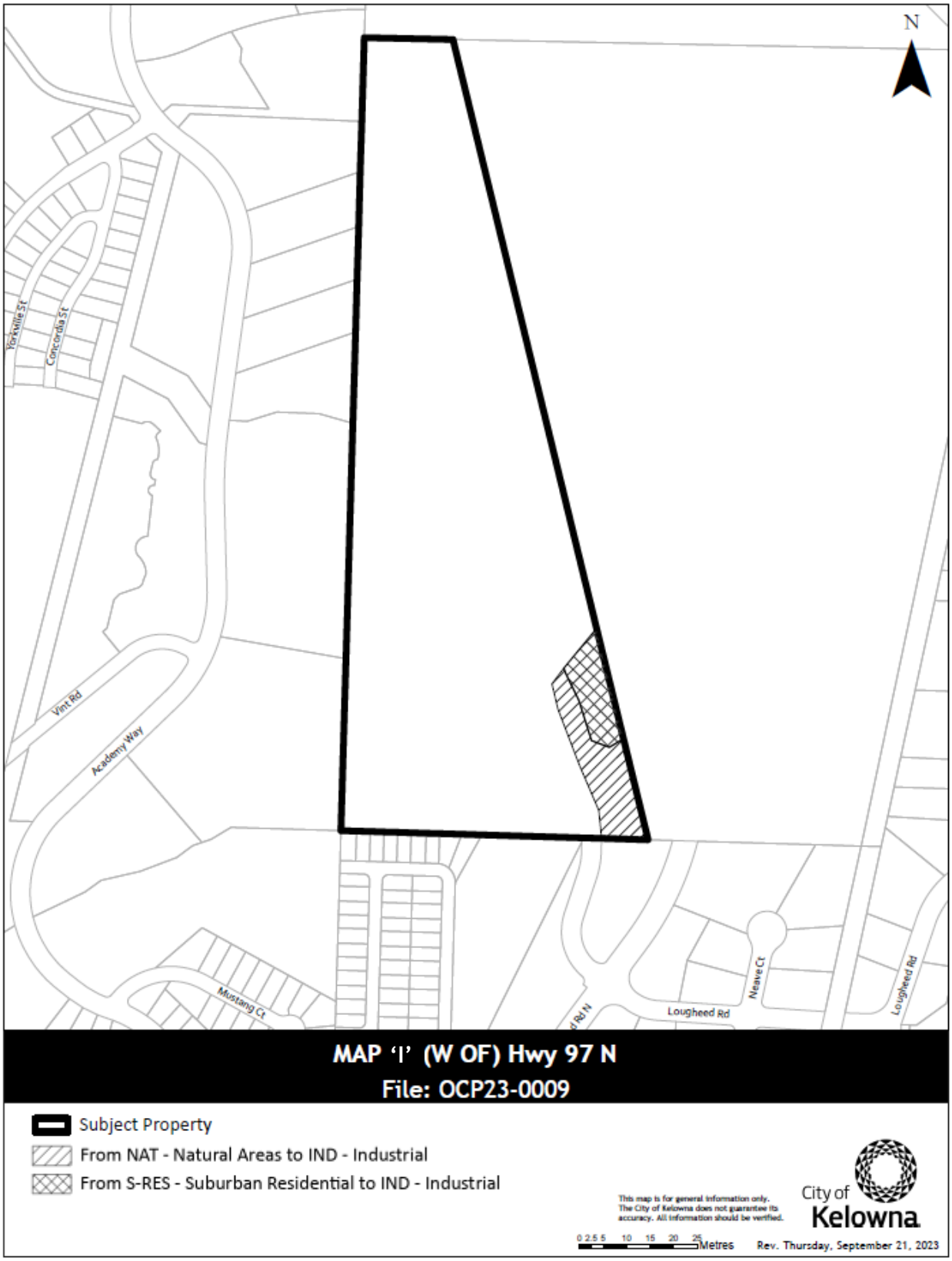

Silver Stag Ct
Fawn Run Dr
Bucktail Rd
Steele Rd
Hill S
N
MAP 'D' 4973 Buckhaven Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25
Metres
Rev. Friday, September 1, 2023

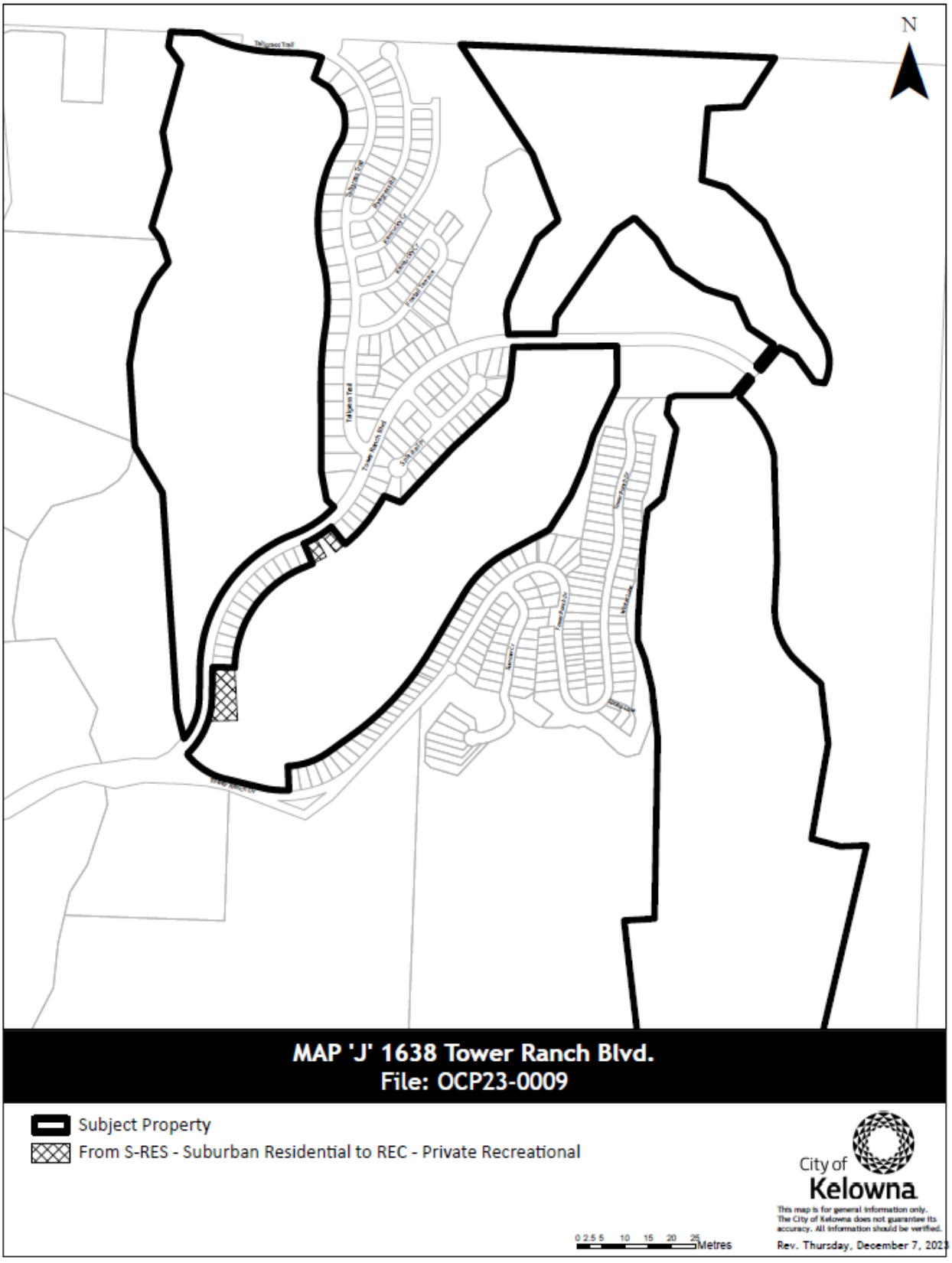

N
Carnoustie Dr
Nairn Ave
Melrose St
MAP 'E' 613 Carnoustie Dr.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, November 24, 2023

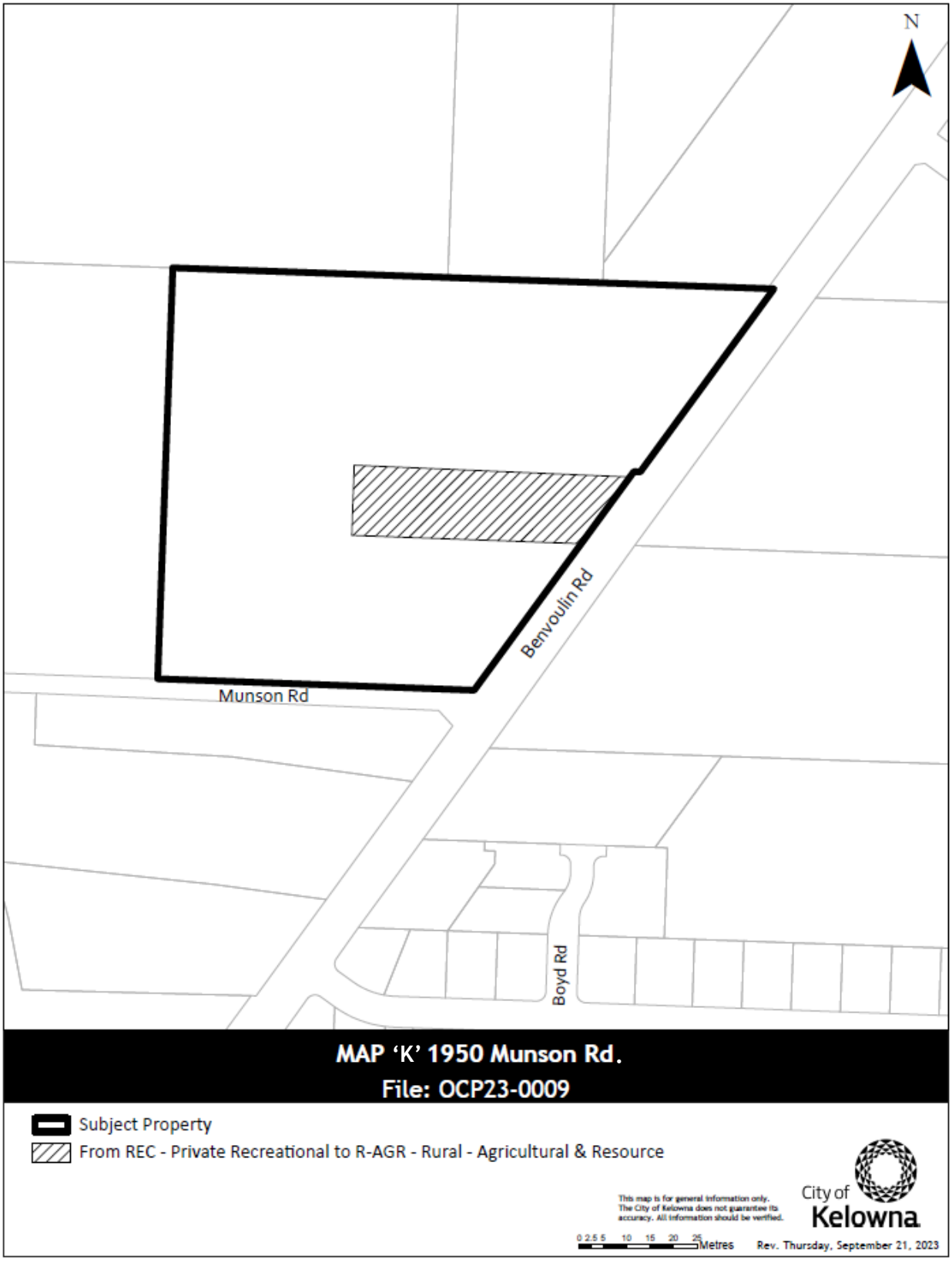

N
Barra Lane
Carnoustie Dr
Nairn Ave
MAP 'F' 1652 Carnegie St.
File: OCP23-0009
Subject Property
From PSU - Public Service Utilities to NAT - Natural Areas
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, November 24, 2023

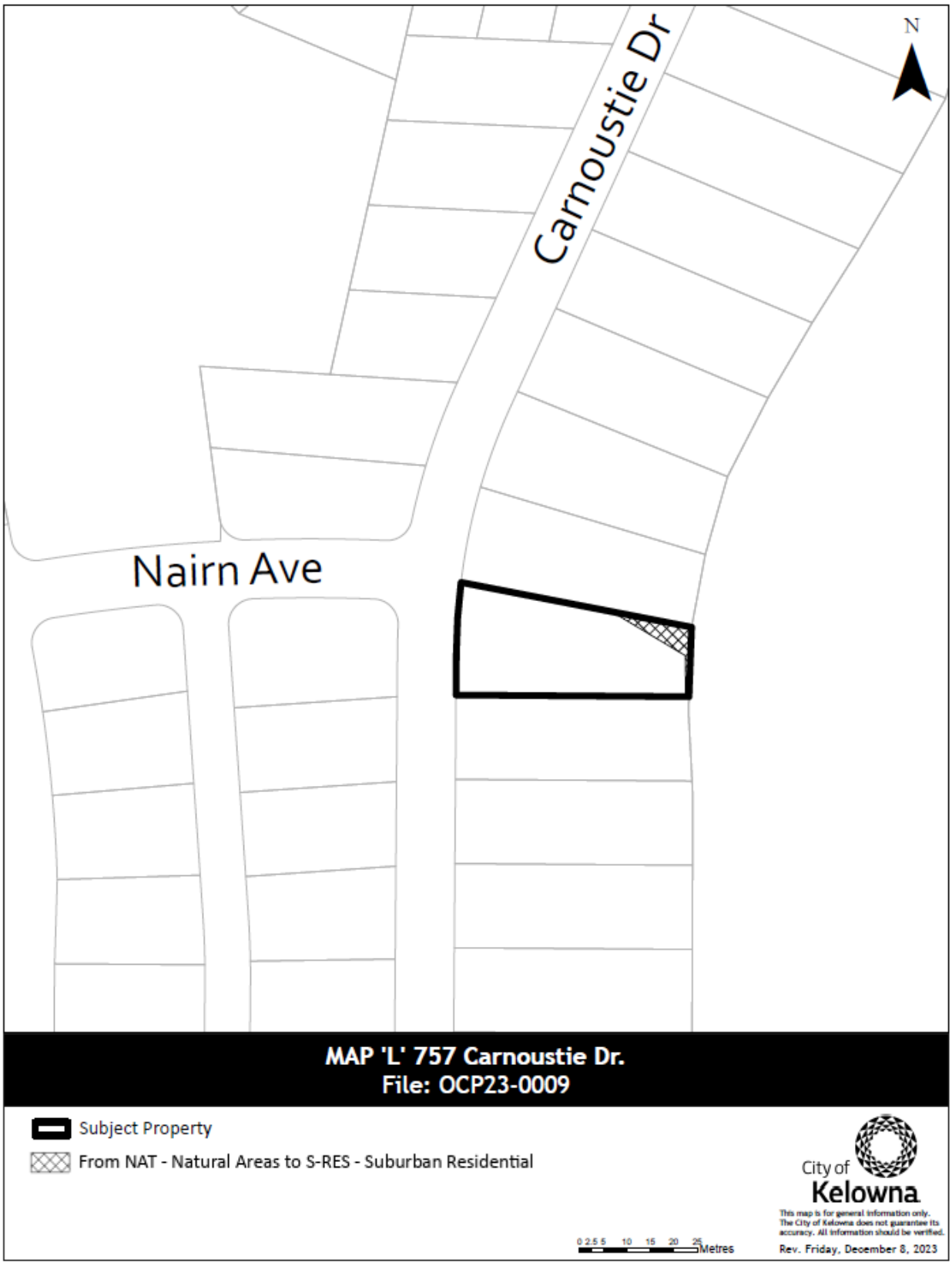

N
Upper Mission Dr
Windhover Ct
Sparrow Hawk Ct
MAP 'G' 490 Windhover Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
0 2.5 5 10 15 20 25 Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, November 24, 2023


N
Cross Rd
Tupman Cr
MAP 'H' 1951 Cross Rd.
File: OCP23-0009
Subject Property
From EDINST - Education / Institutional to C-NHD - Core Area Neighbourhood
0 2.5 5 10 15 20 25
Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Thursday, December 7, 2023

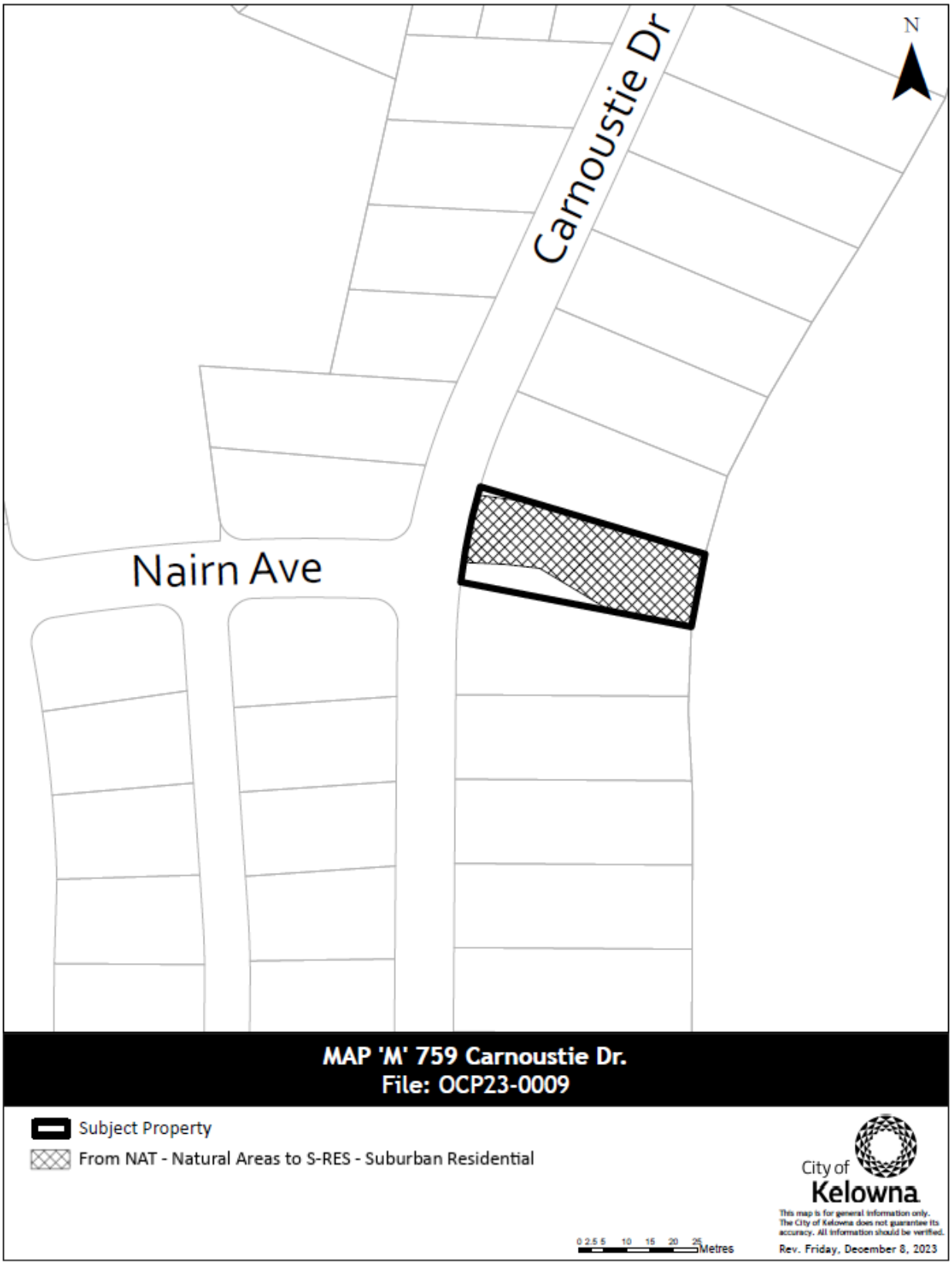

N
Yorkville St
Concordia St
Vint Rd
Academy Way
Mustang Ct
Lougheed Rd
Neave Ct
Lougheed Rd
MAP 'I' (W OF) Hwy 97 N
File: OCP23-0009
Subject Property
From NAT - Natural Areas to IND - Industrial
From S-RES - Suburban Residential to IND - Industrial
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25
Metres
Rev. Thursday, September 21, 2023

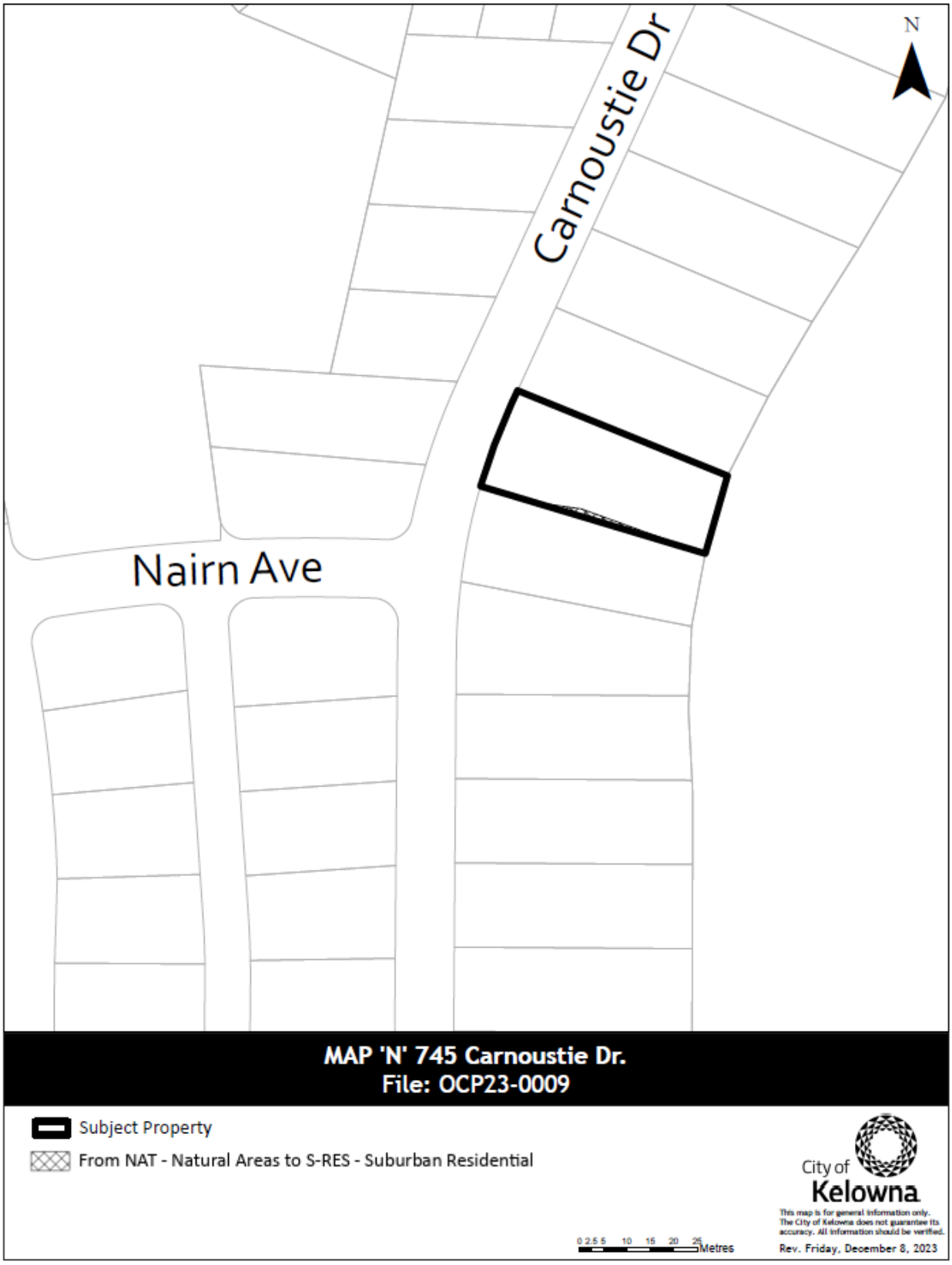

N
MAP 'J' 1638 Tower Ranch Blvd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to REC - Private Recreational
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, December 7, 2023


N
Benvoulin Rd
Munson Rd
Boyd Rd
MAP 'K' 1950 Munson Rd.
File: OCP23-0009
Subject Property
From REC - Private Recreational to R-AGR - Rural - Agricultural & Resource
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25
Metres
Rev. Thursday, September 21, 2023

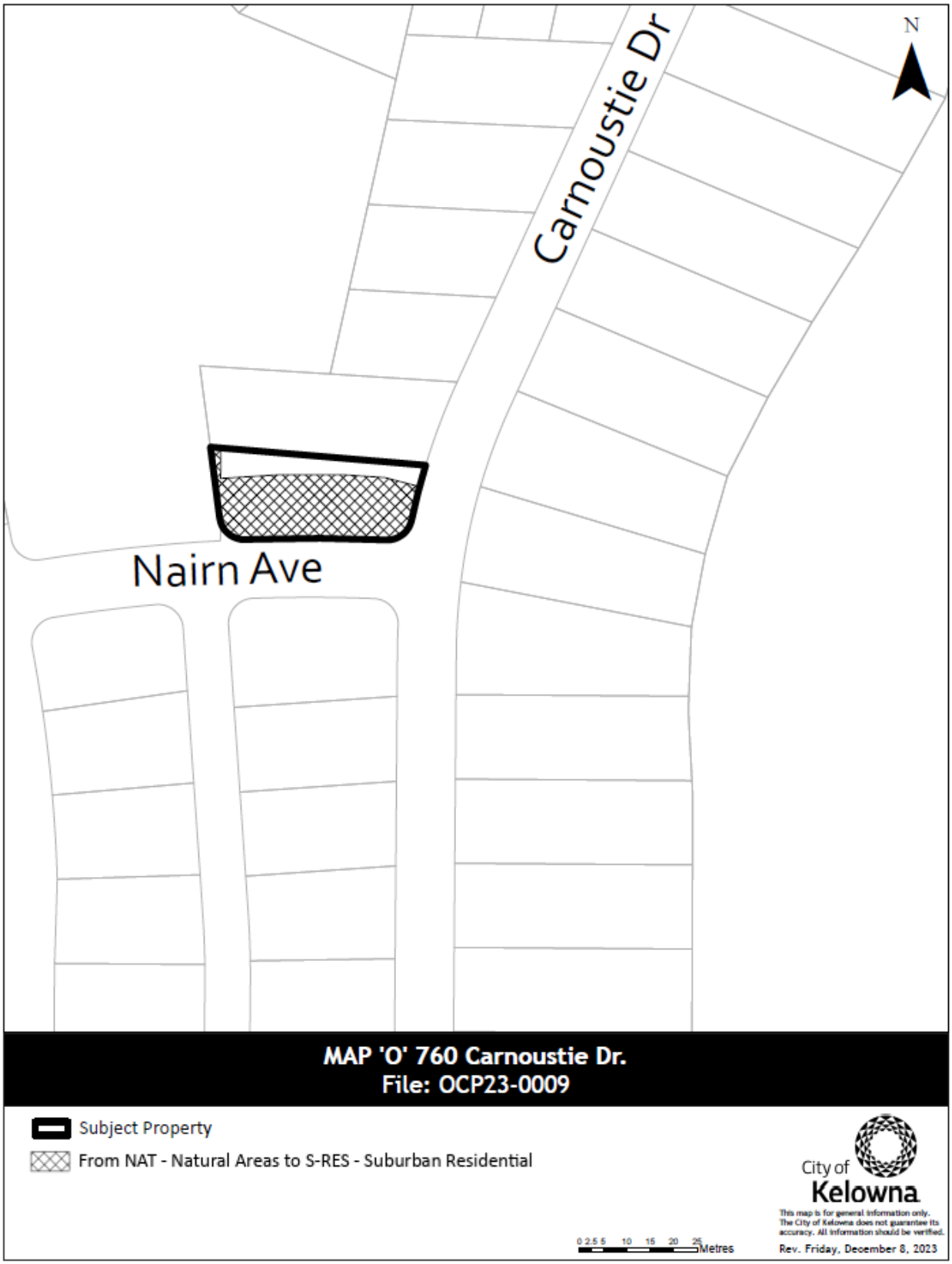


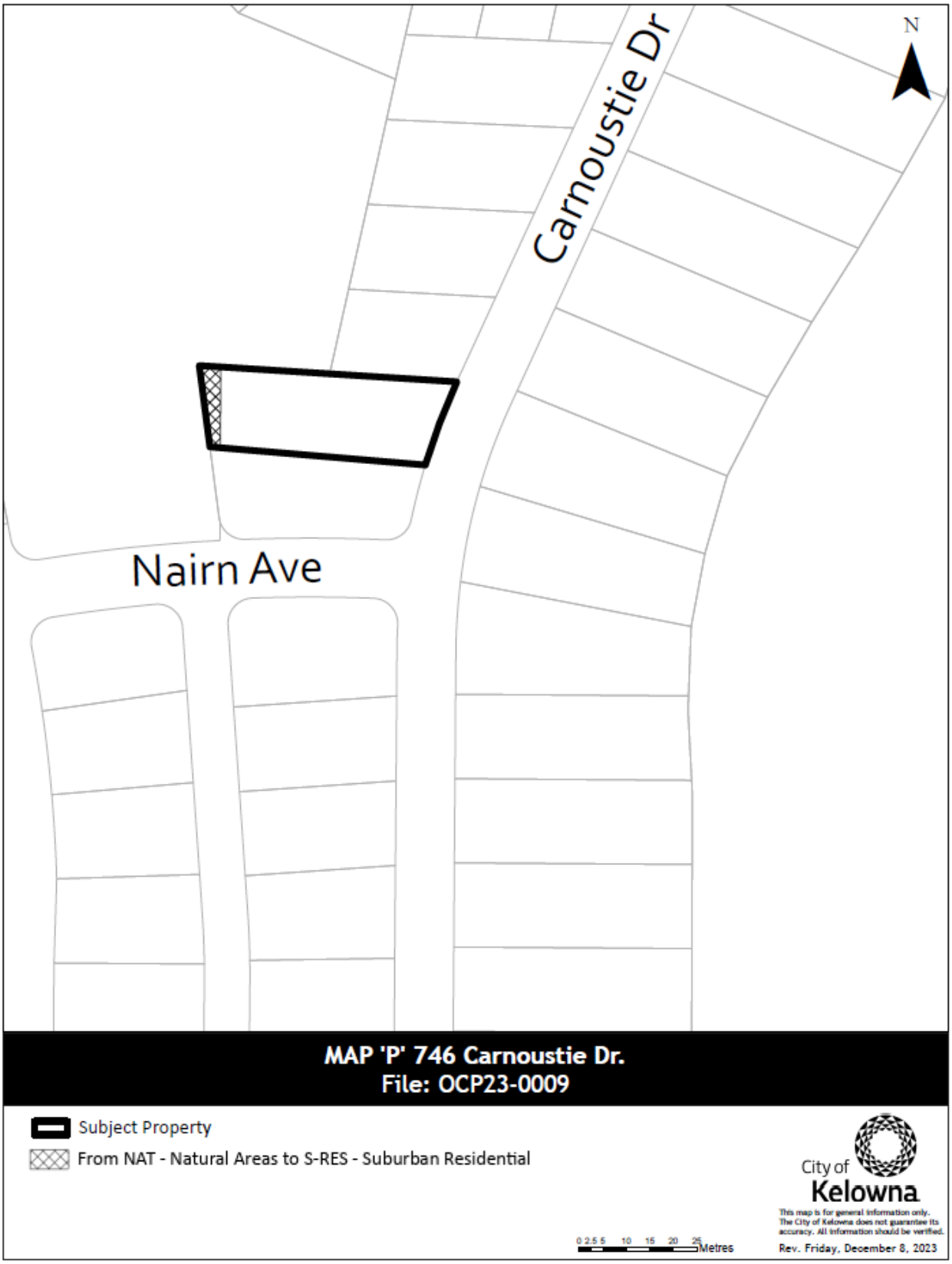
Schedule A – Official Community Plan No. 12300


N
Carnoustie Dr
Nairn Ave
MAP 'M' 759 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25
Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, December 8, 2023

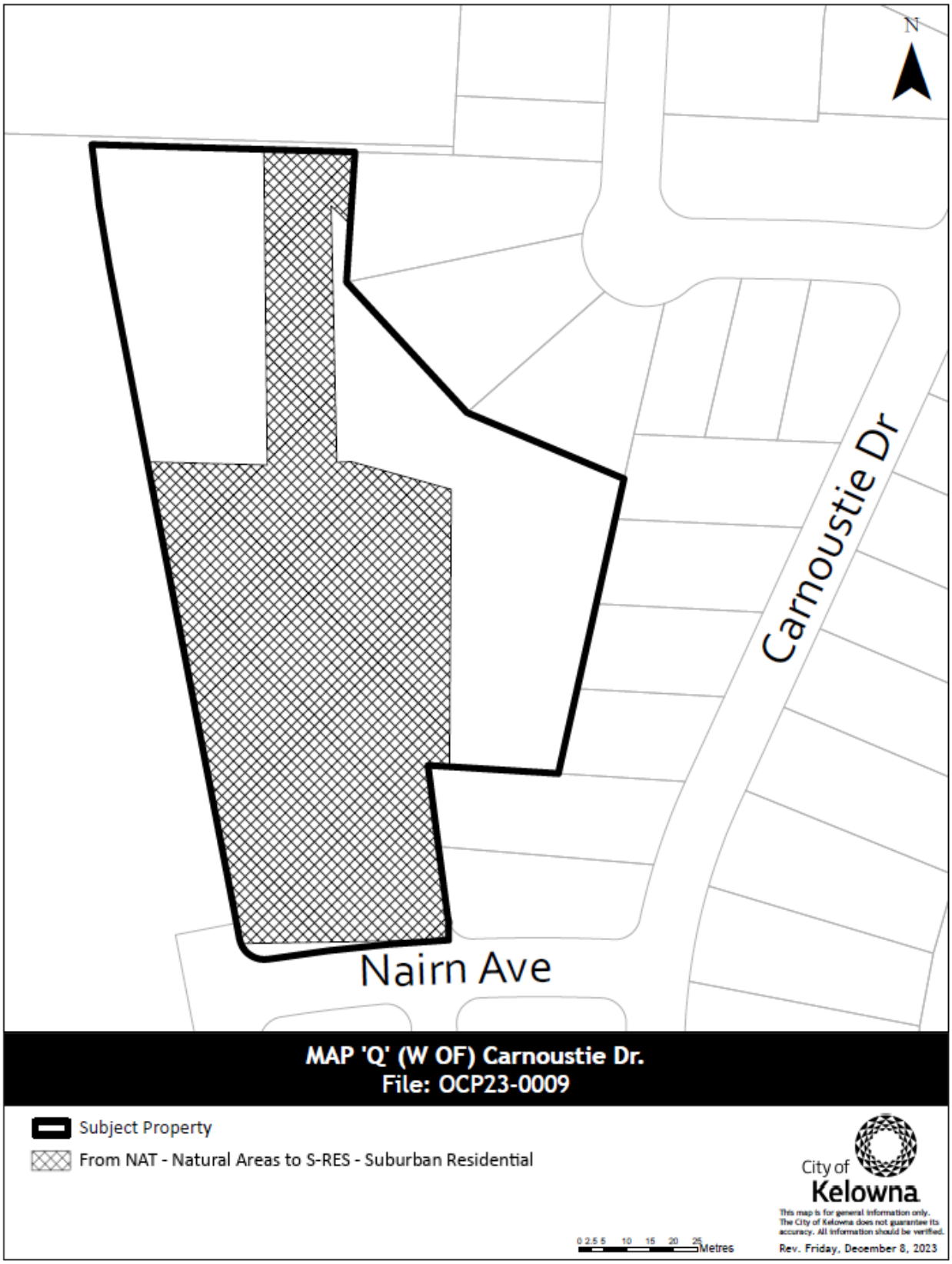


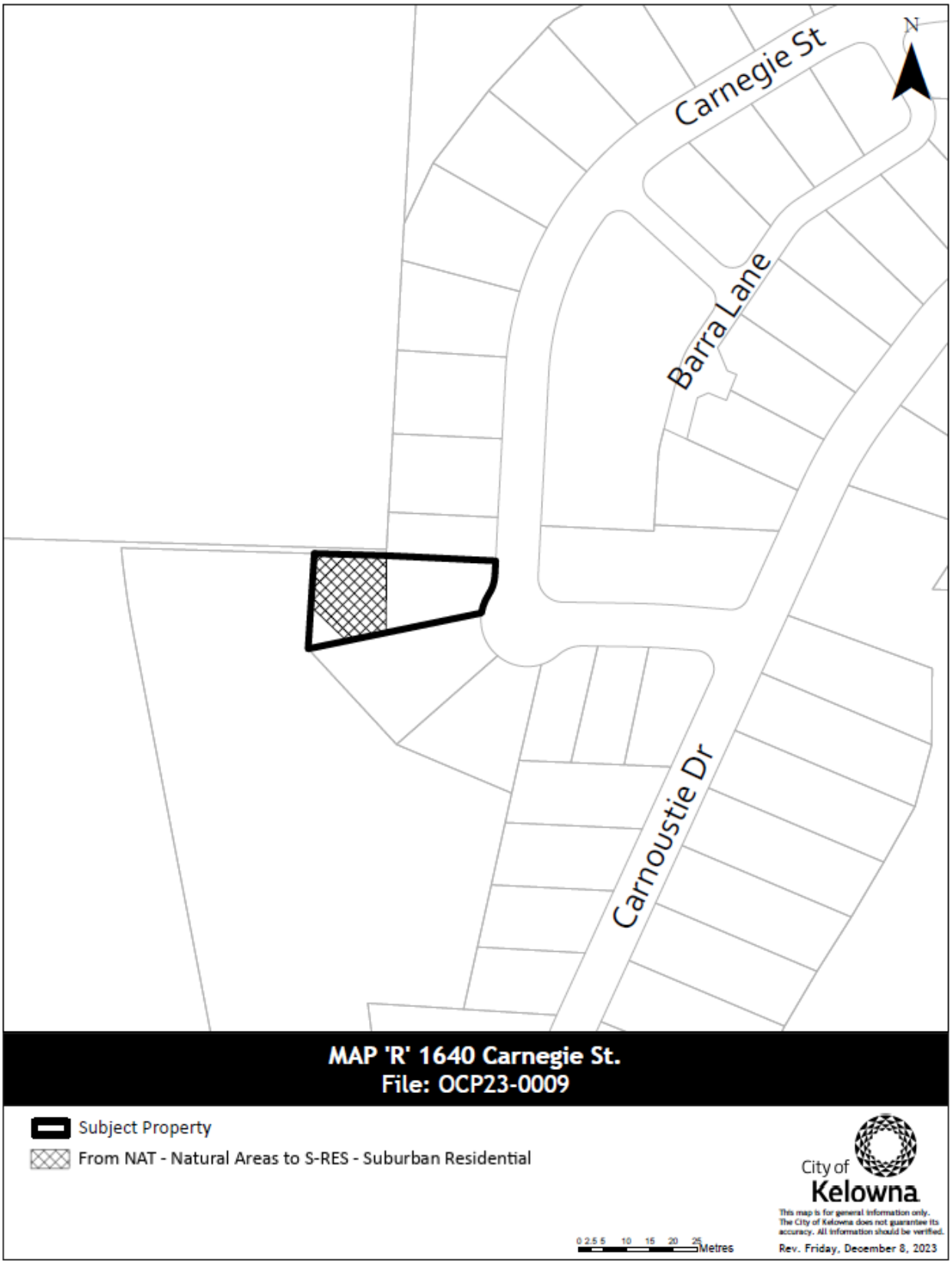
Schedule A – Official Community Plan No. 12300

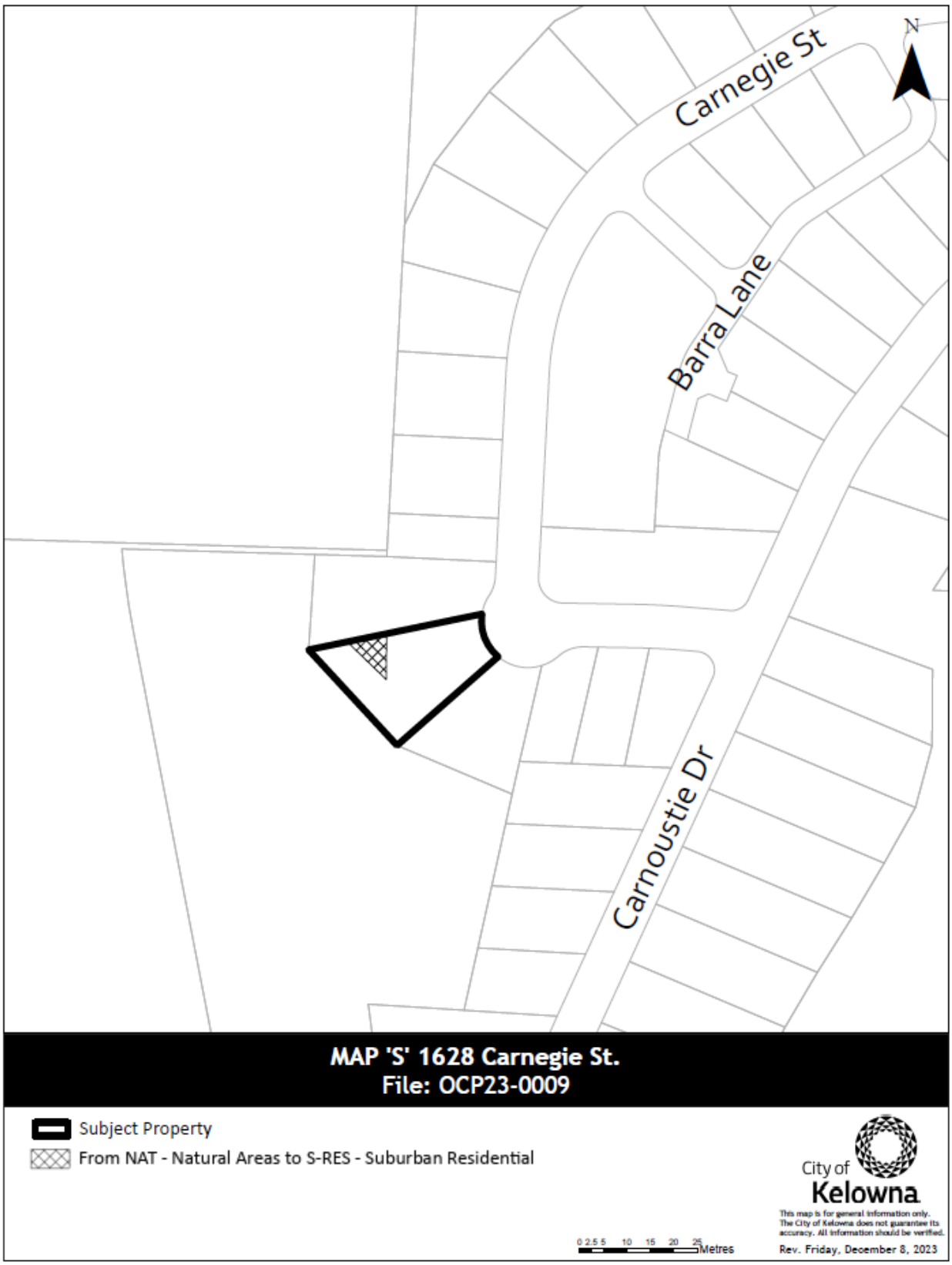

N
Carnoustie Dr
Nairn Ave
MAP 'O' 760 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25 Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, December 8, 2023

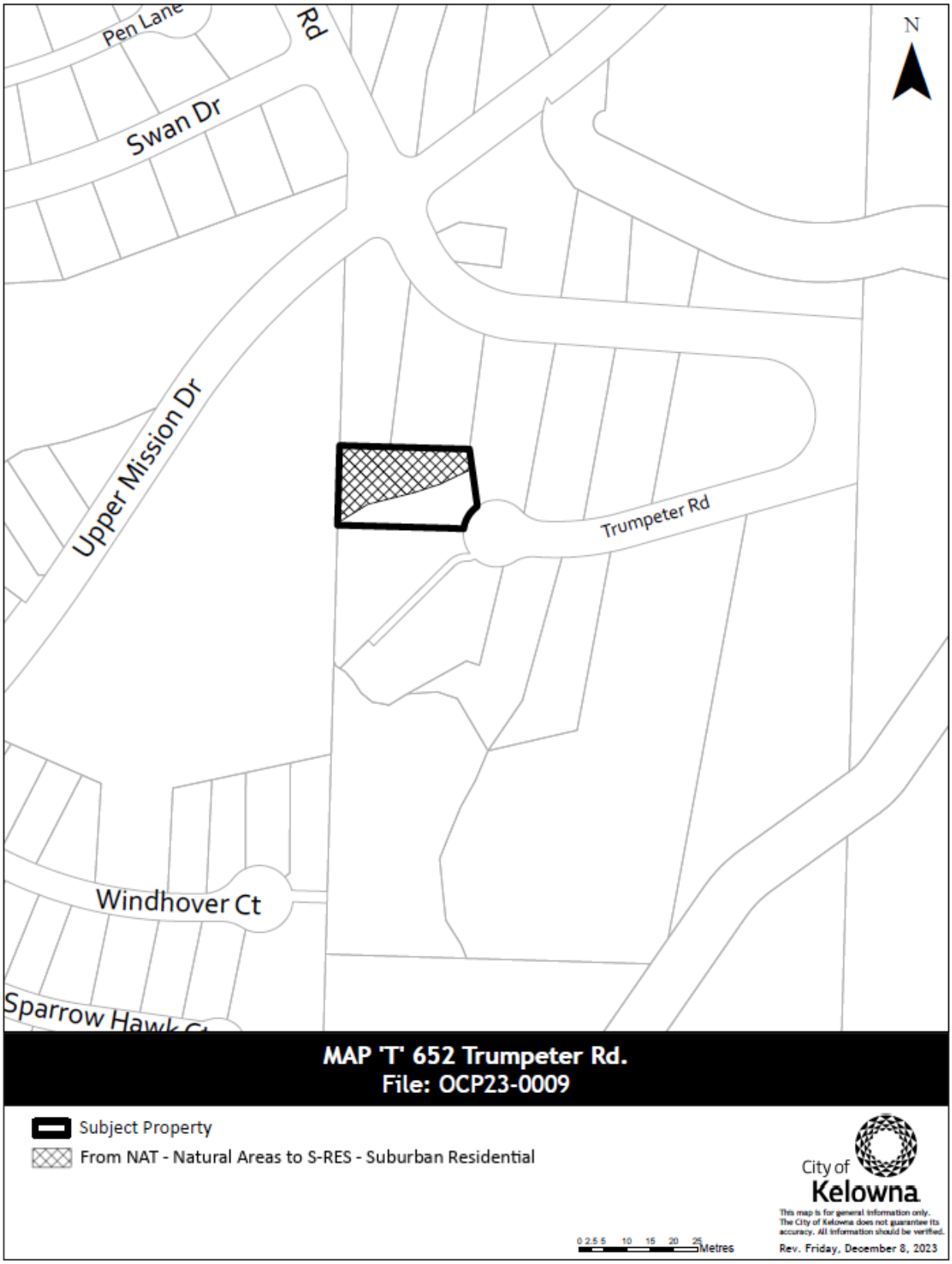


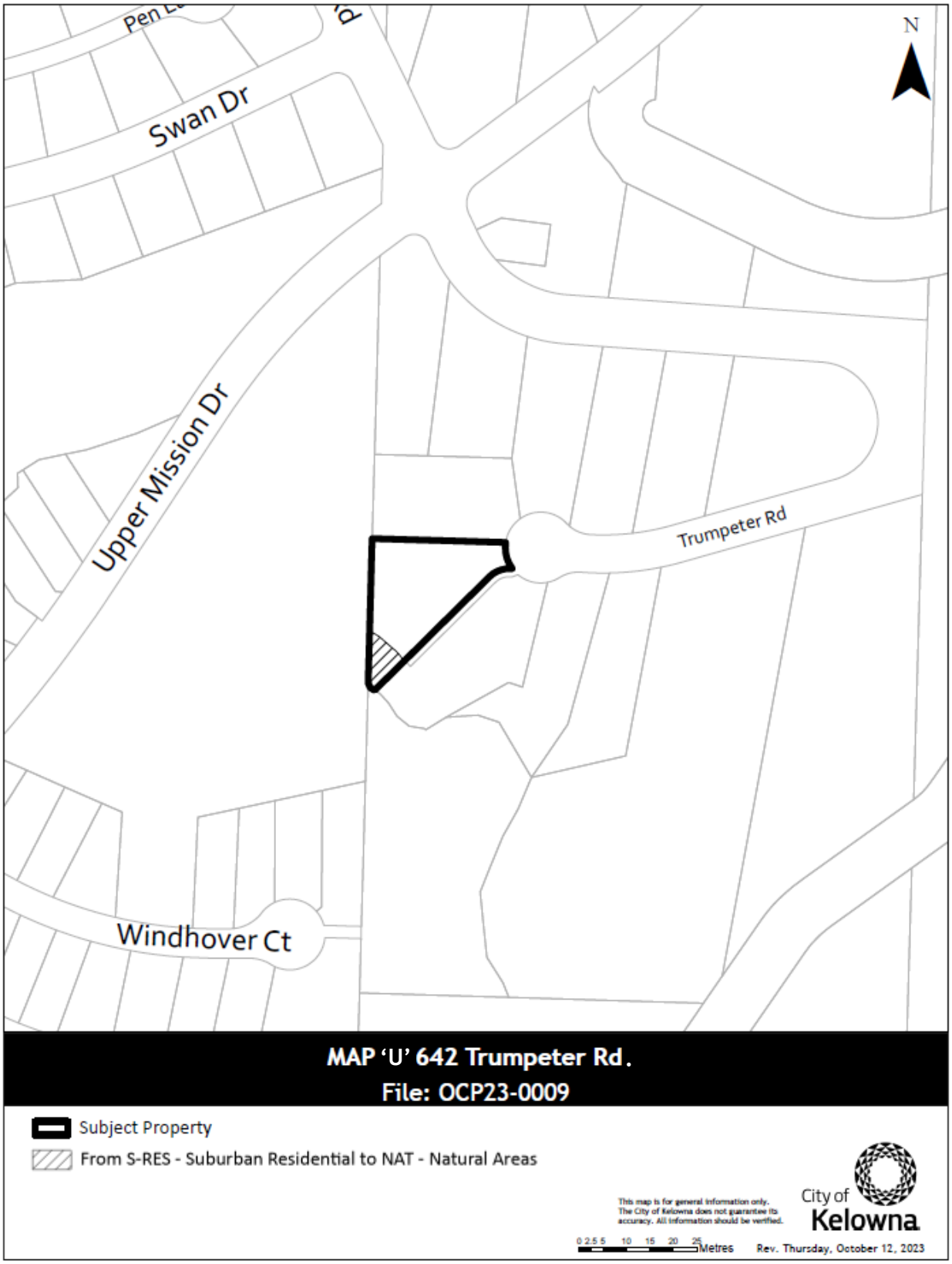
Schedule A – Official Community Plan No. 12300

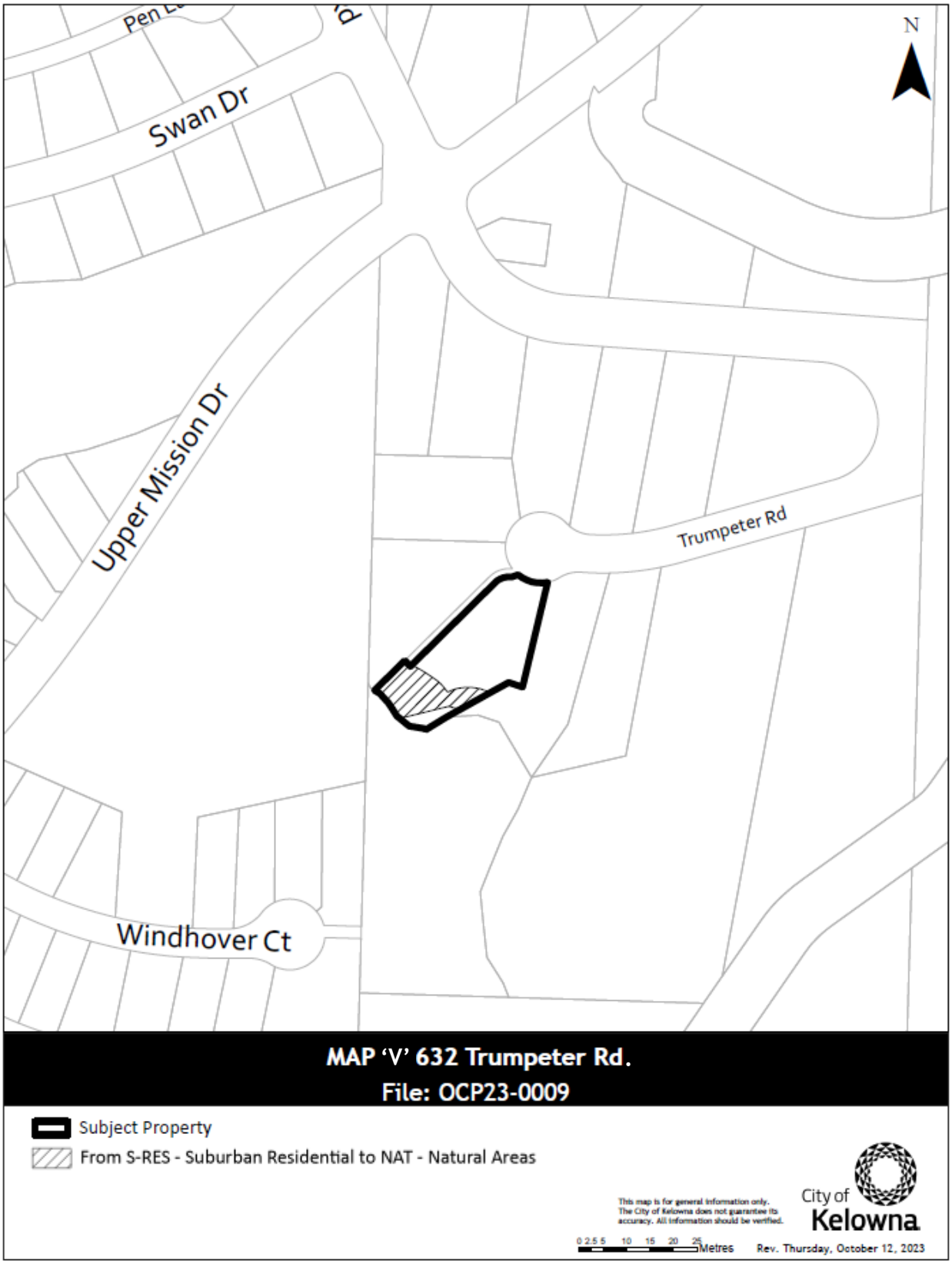

N
Carnoustie Dr
Nairn Ave
MAP 'Q' (W OF) Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25
Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, December 8, 2023

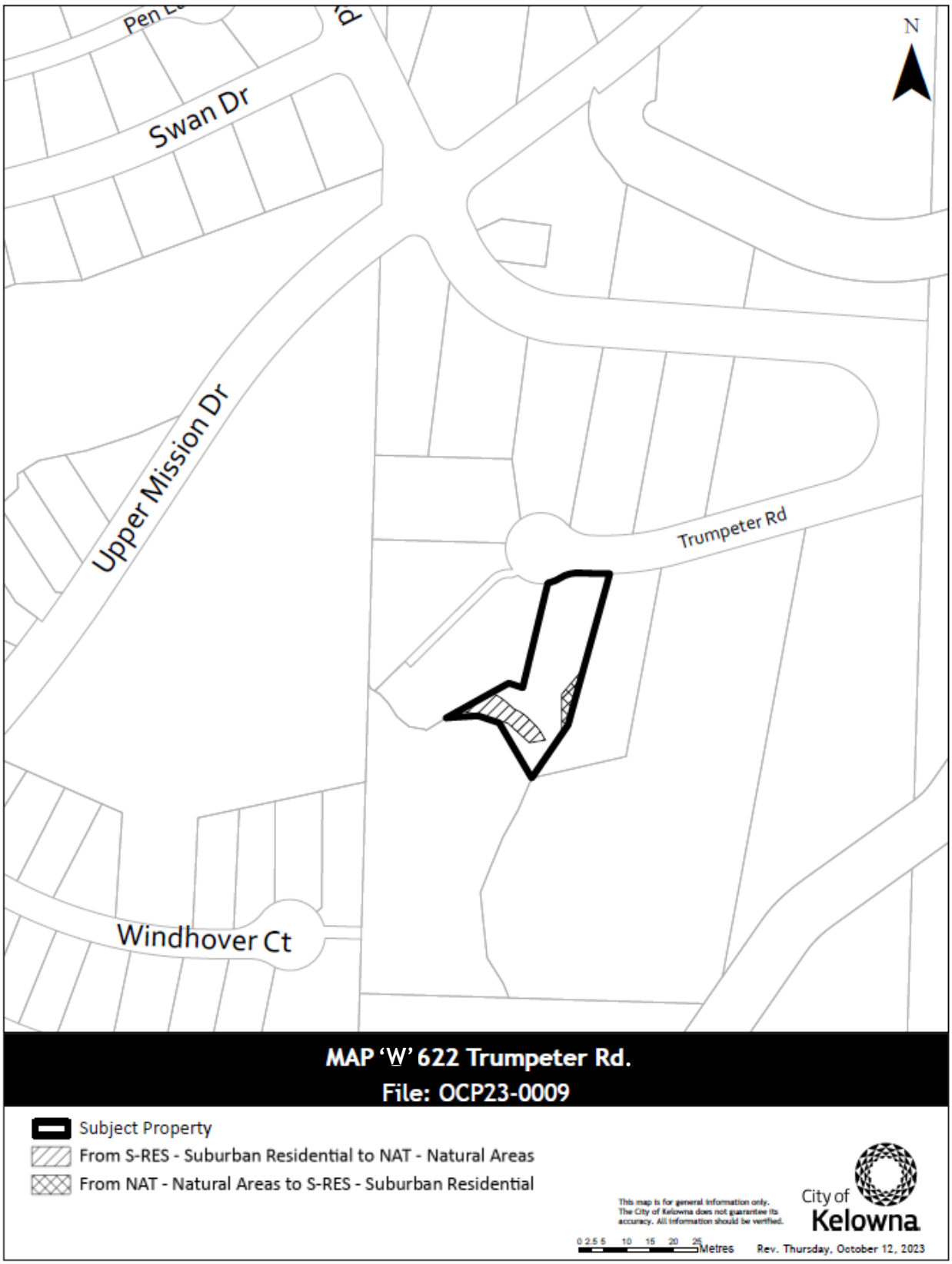

N
Carnegie St
Barra Lane
Carnoustie Dr
MAP 'R' 1640 Carnegie St.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25 Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, December 8, 2023

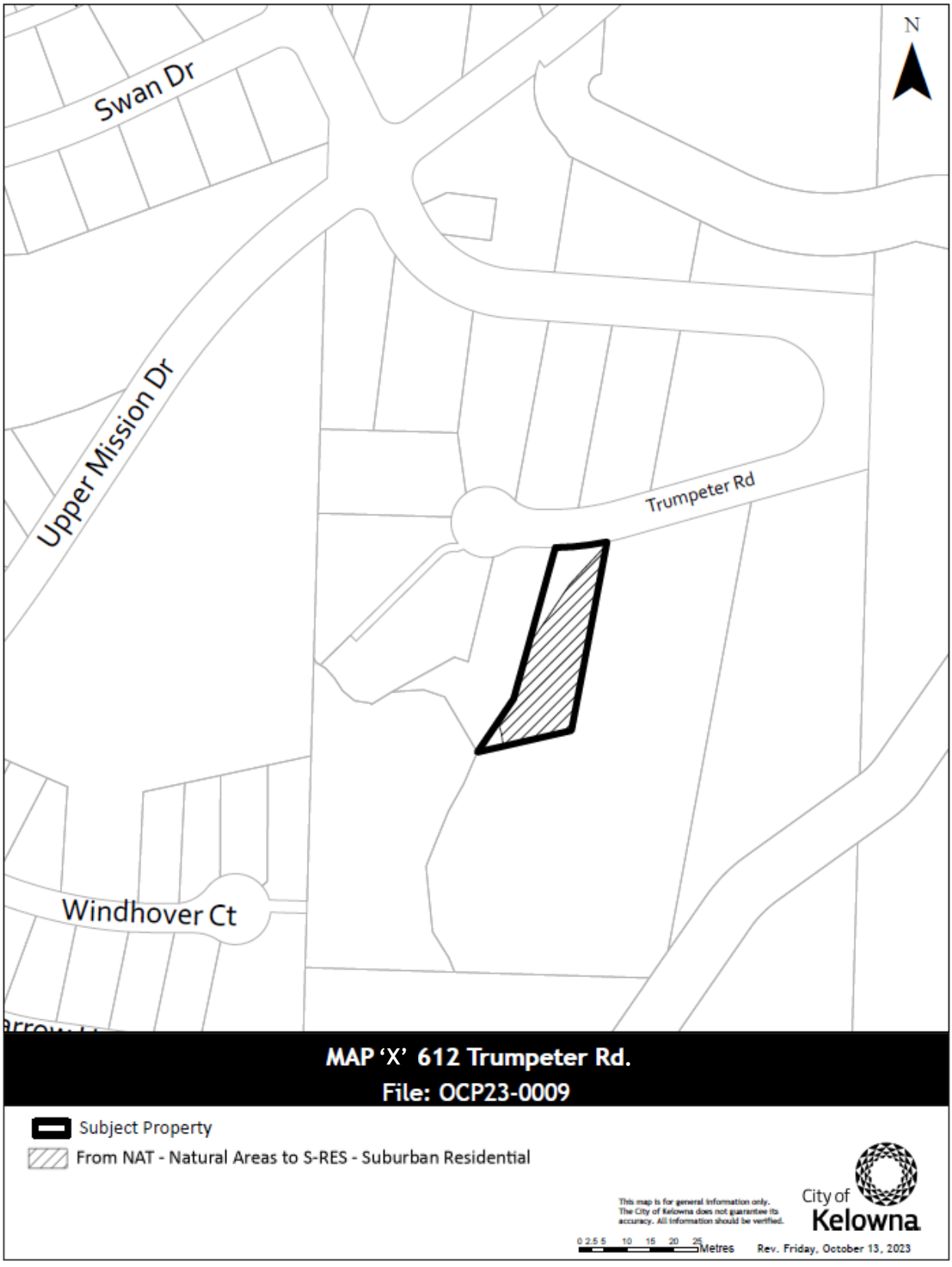

N
Carnegie St
Barra Lane
Carnoustie Dr
MAP 'S' 1628 Carnegie St.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25
Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, December 8, 2023

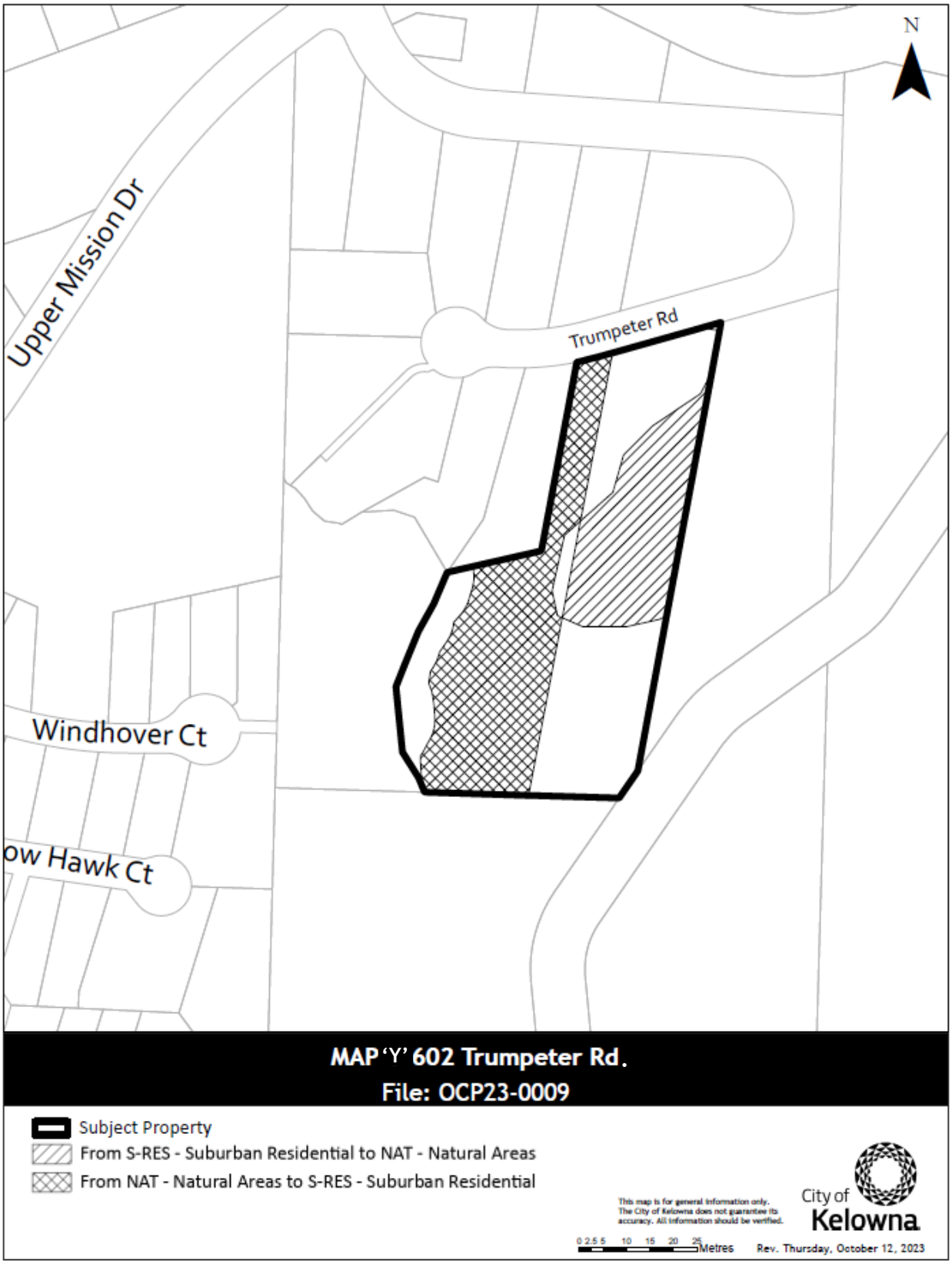

Pen Lane
Rd
Swan Dr
N
Upper Mission Dr
Trumpeter Rd
Windhover Ct
Sparrow Hawk Ct
MAP 'T' 652 Trumpeter Rd.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, December 8, 2023

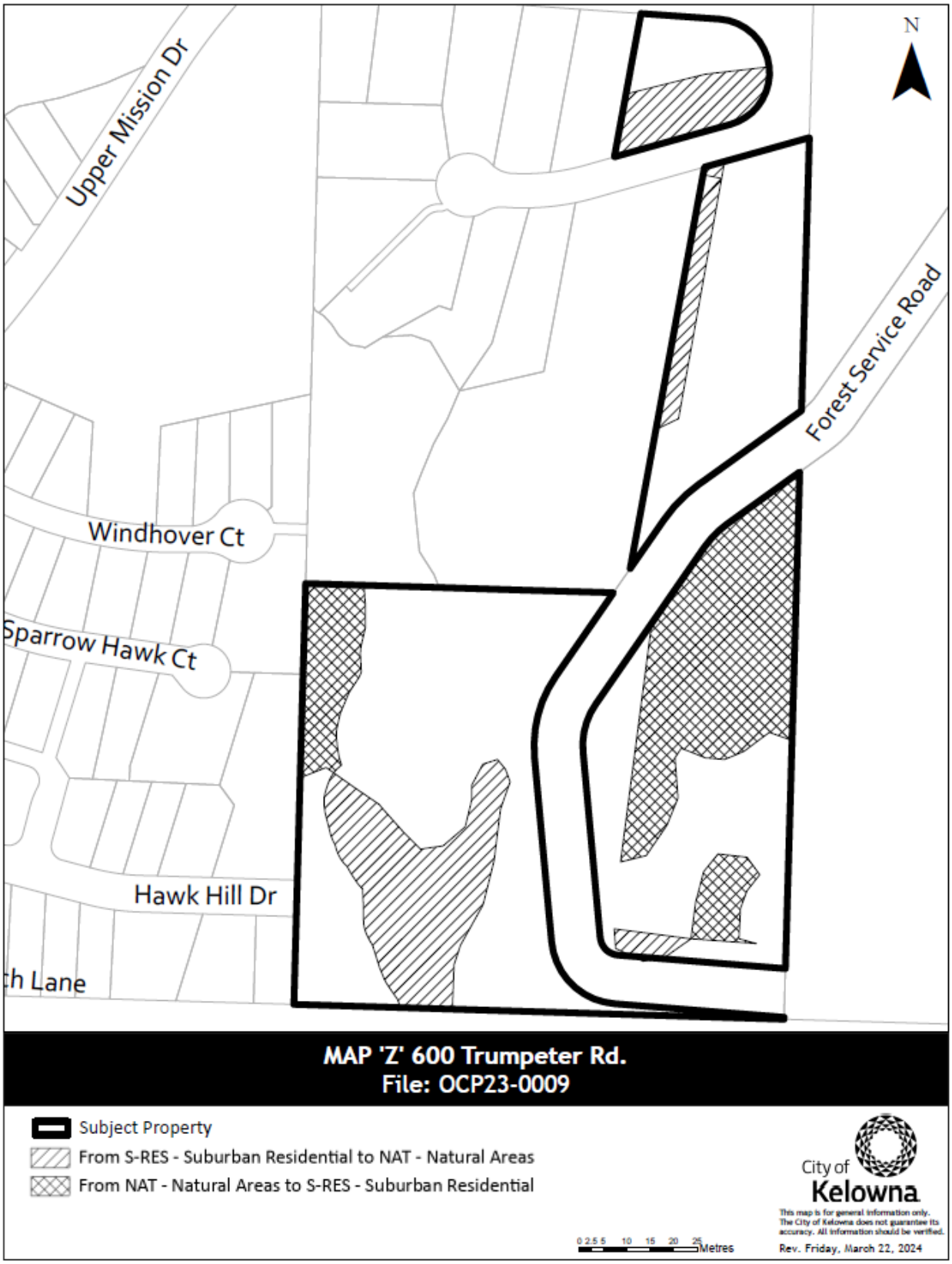

N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'U' 642 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, October 12, 2023


N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'V' 632 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25
Metres
Rev. Thursday, October 12, 2023


N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'W' 622 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25
Metres
Rev. Thursday, October 12, 2023


N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'X' 612 Trumpeter Rd.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Friday, October 13, 2023


N
Upper Mission Dr
Trumpeter Rd
Windhover Ct
ow Hawk Ct
MAP 'Y' 602 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, October 12, 2023


N
Upper Mission Dr
Forest Service Road
Windhover Ct
Sparrow Hawk Ct
Hawk Hill Dr
MAP 'Z' 600 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential
0 2.5 5 10 15 20 25 Metres
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
Rev. Friday, March 22, 2024



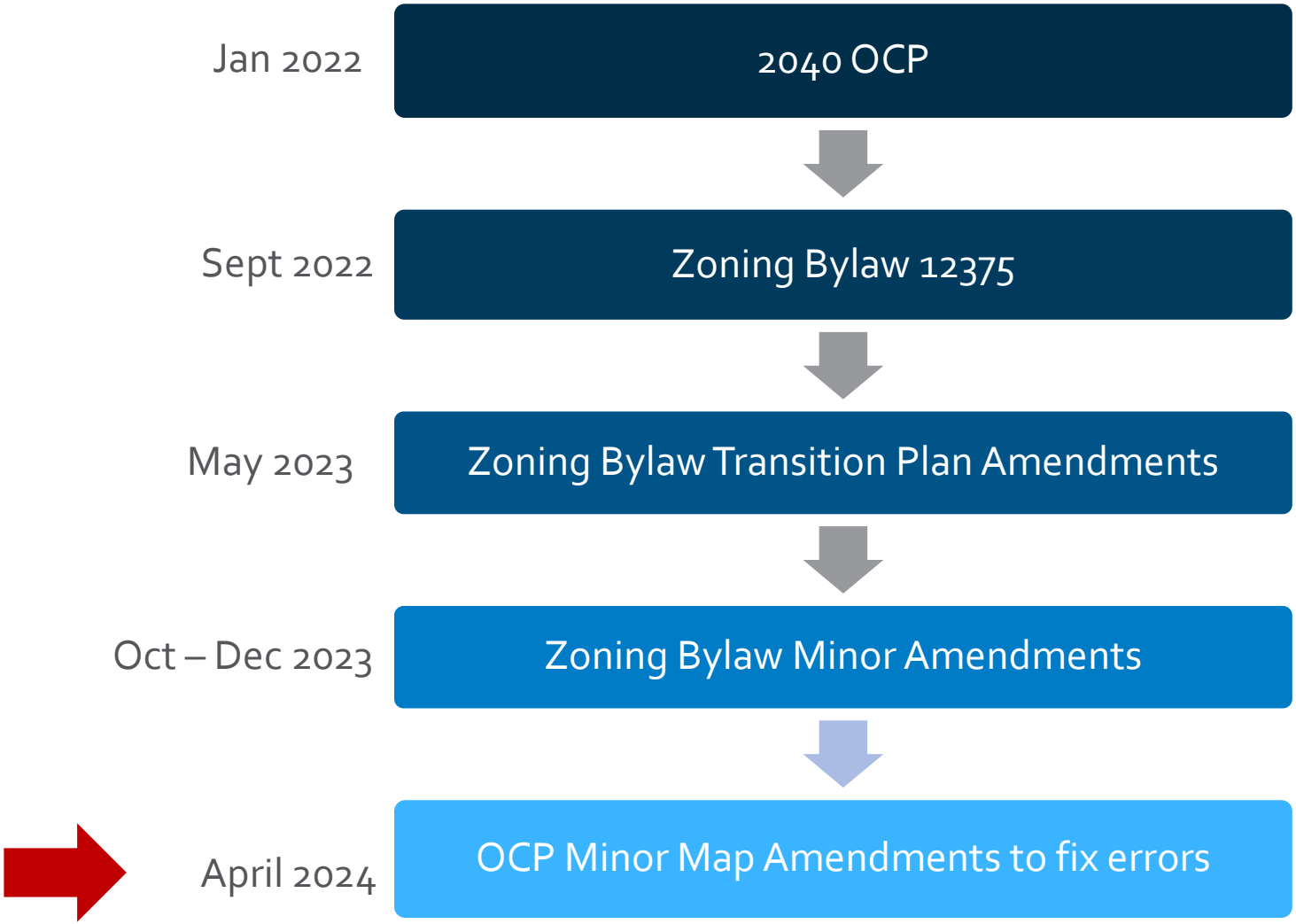
OCP23-0009
Multiple Addresses

OCP Mapping Amendments

Purpose

- To amend the Official Community Plan Map 3.1 by changing the future land use classification of 29 parcels as described in Schedule 'A'

New Zoning Bylaw History



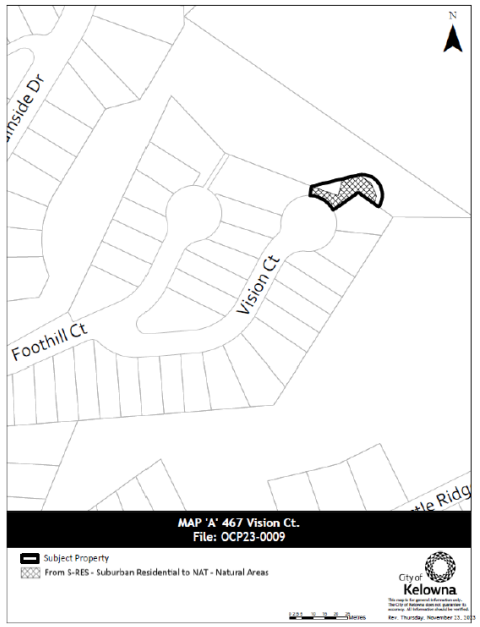
OCP Categories

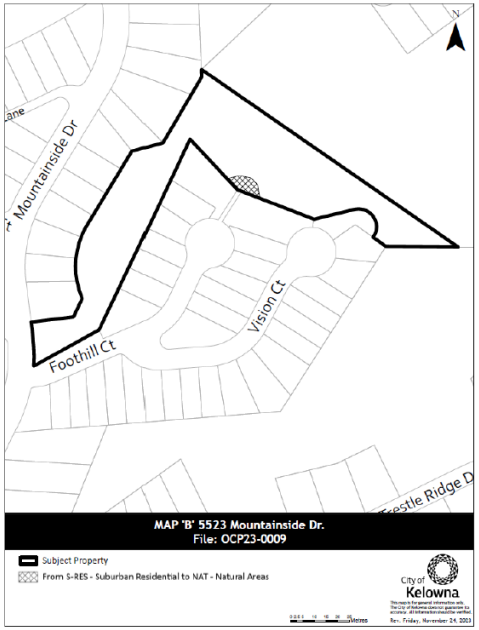
Table 3.1		
Number	**OCP Mapping Error Categories**	**Number of Lots Affected**
1.	Park lots that should have the correct OCP Future Land Use category	8
2.	OCP Map errors in general	21
	Total	29

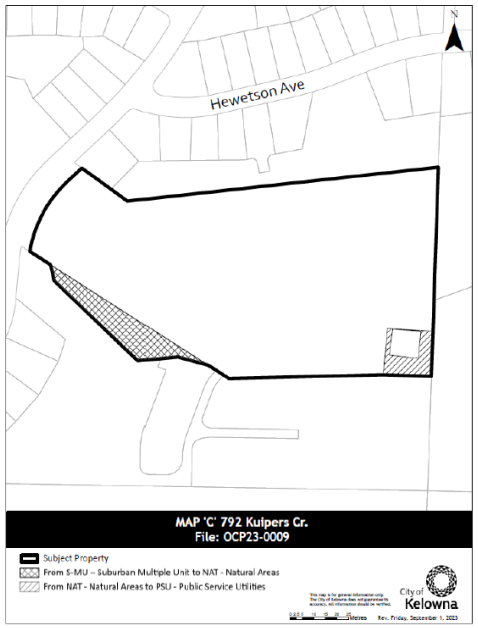
Correcting OCP
Future Land Use of Park Lots

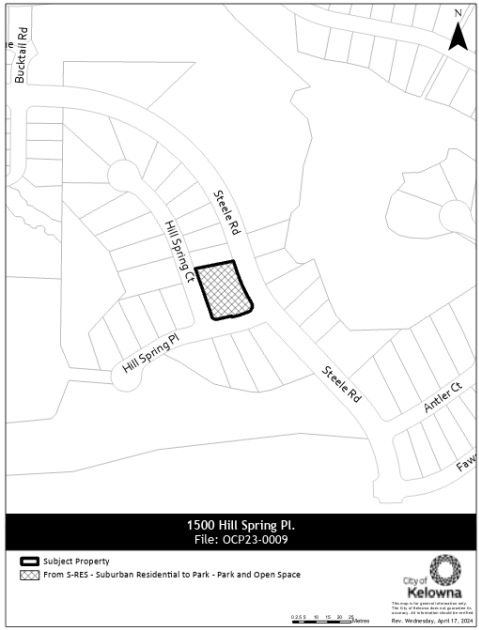
1) 467 Vision Ct.
2) 5523 Mountainside Dr.
3) 792 Kuipers Cr.
4) 1500 Hill Spring Pl.
5) 4973 Buckhaven Ct.
6) 613 Carnoustie Dr.
7) 1652 Carnegies St.
8) 490 Windhover Ct.

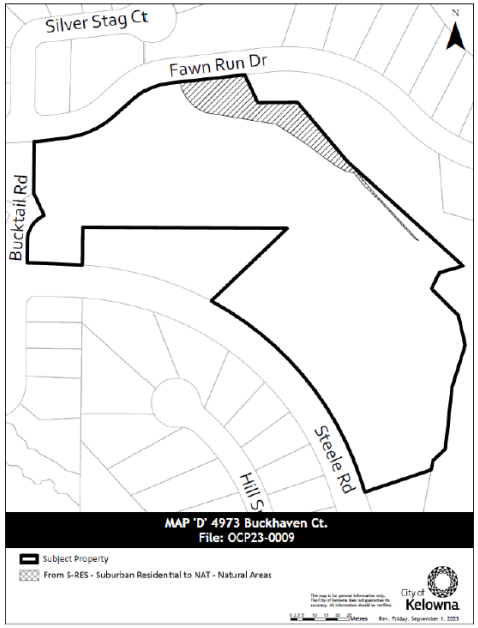
Correcting FLU of Park Lots

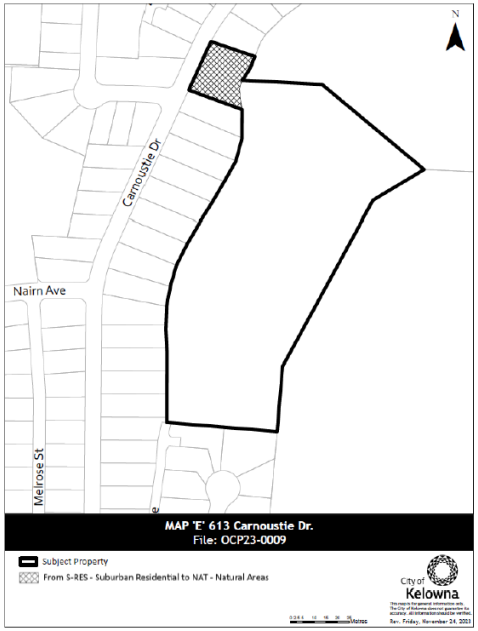


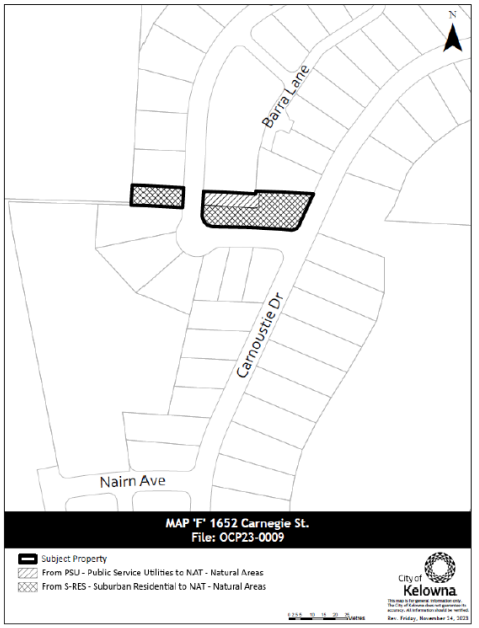


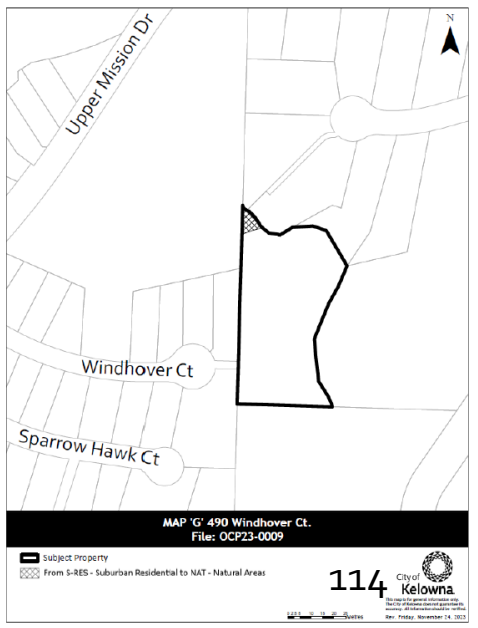






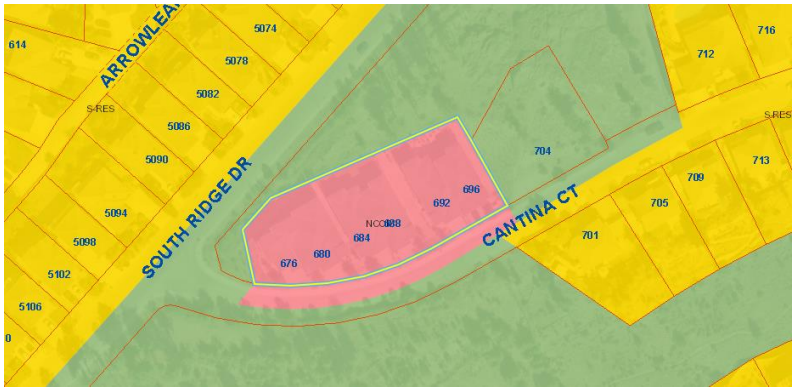






OCP map errors in general

9) 676-696 Cantina Ct.



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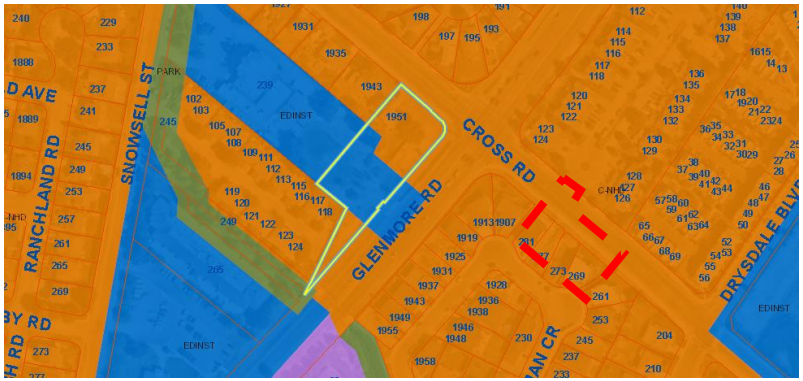
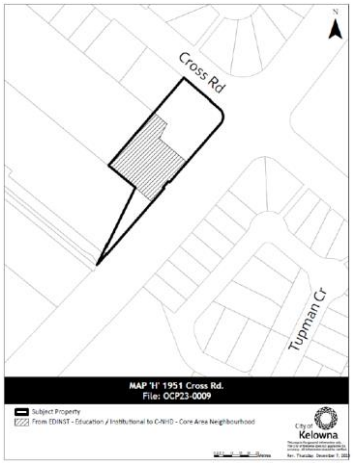
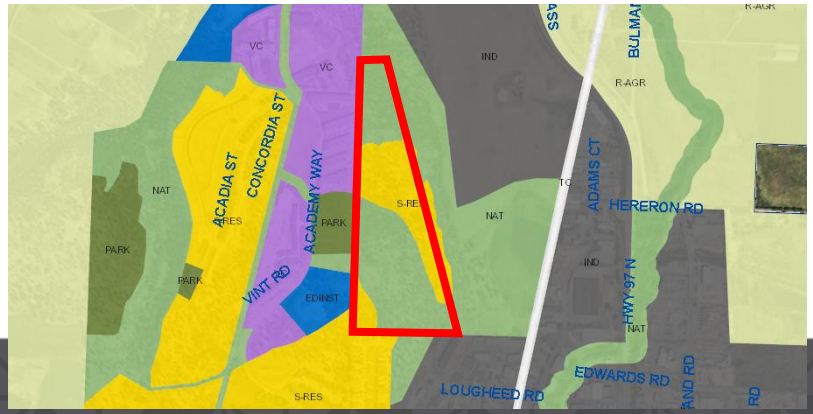
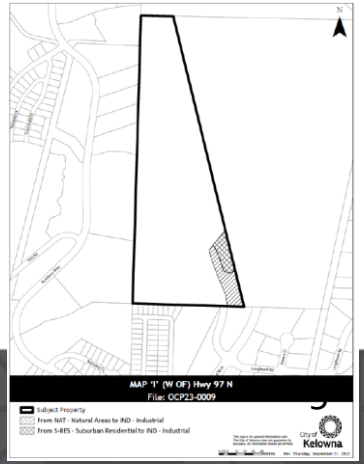




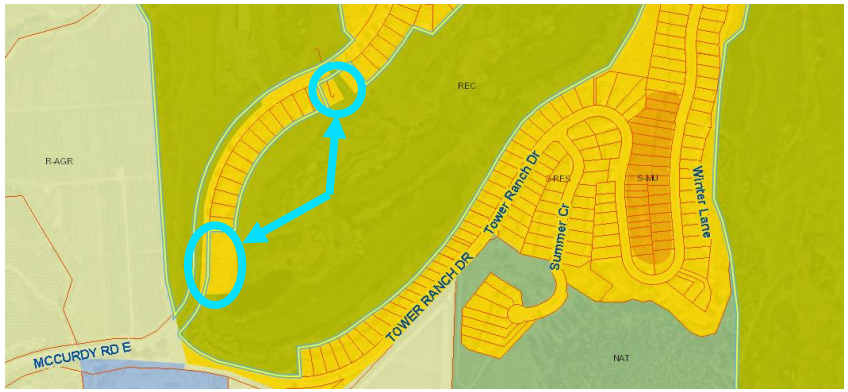
11) (W OF) Highway 97 N





OCP map errors in general

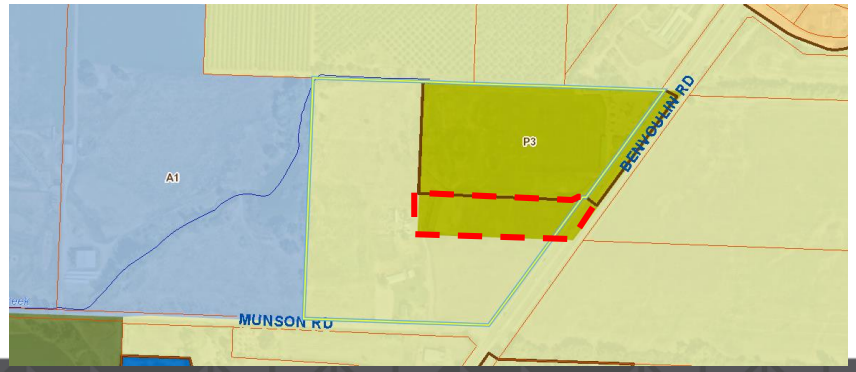
12) 1638 Tower Ranch Blvd.



13) 2781 Saucier Rd.



14) 1950 Munson Rd.



OCP map errors in general

15) 757 Carnoustie Dr.



16) 759 Carnoustie Dr.



17) 745 Carnoustie Dr.



OCP map errors in general

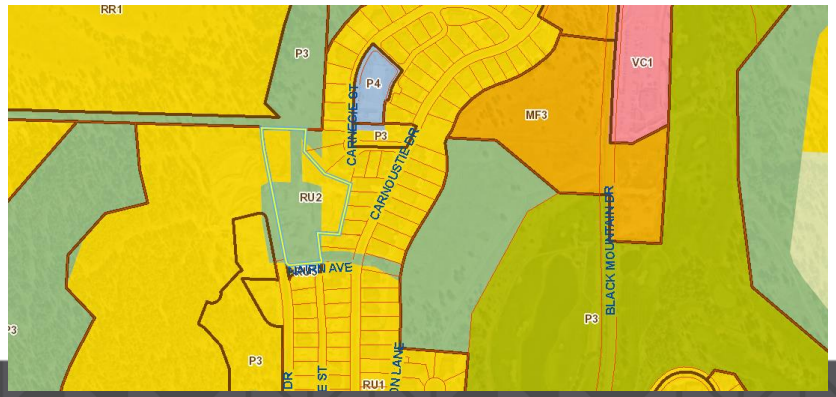
18) 760 Carnoustie Dr.



19) 746 Carnoustie Dr.



20) (W OF) Carnoustie Dr.

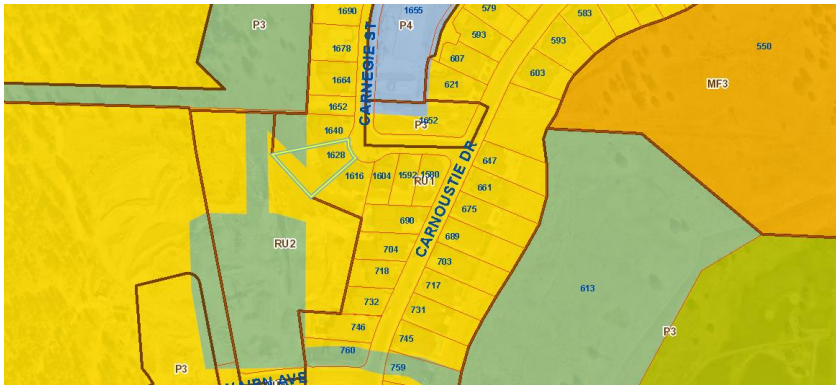


OCP map errors in general

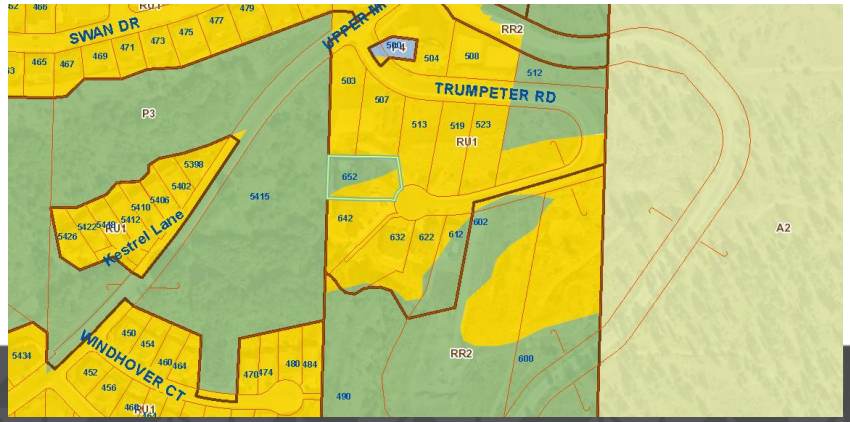
21) 1640
Carnegie St.



22) 1628
Carnegie St.

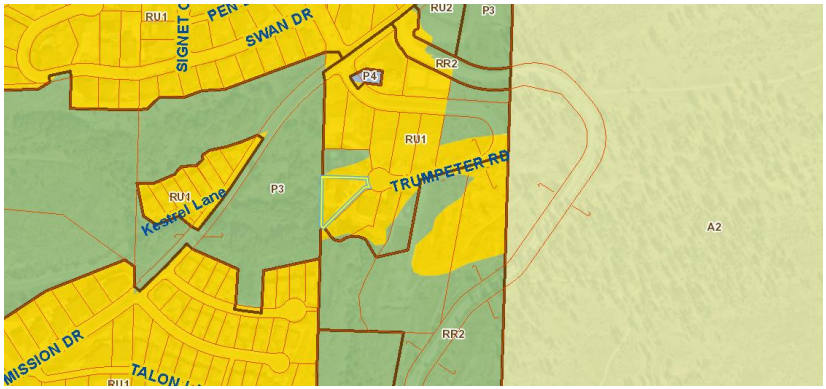


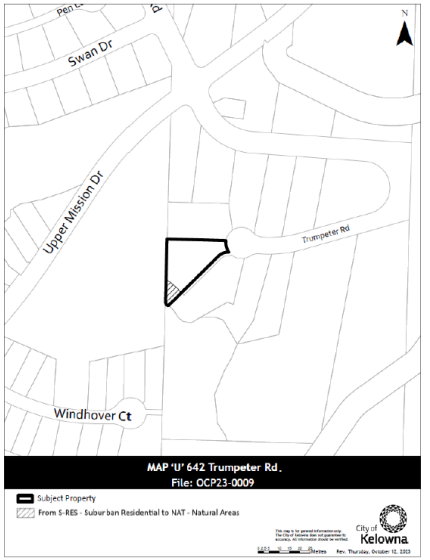
23) 652
Trumpeter
Rd.



OCP map errors in general

24) 642 Trumpeter Rd.





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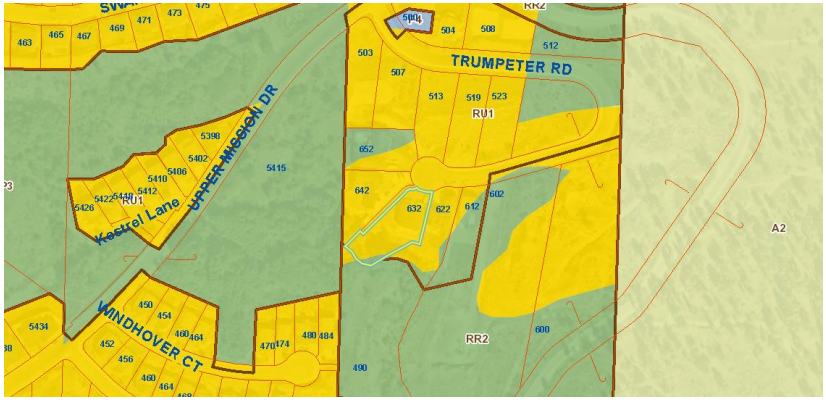
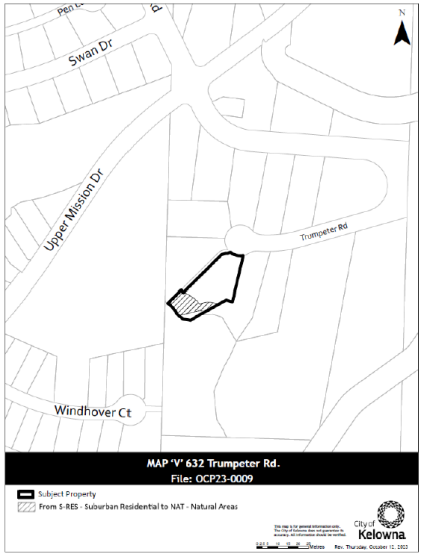
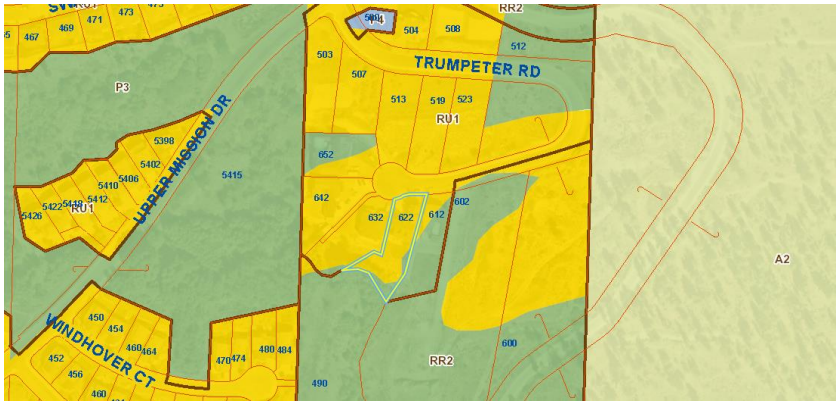
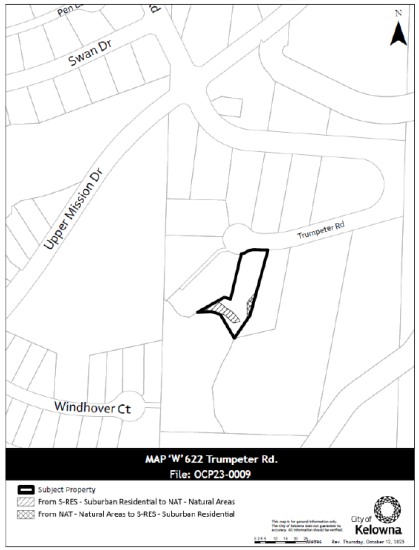




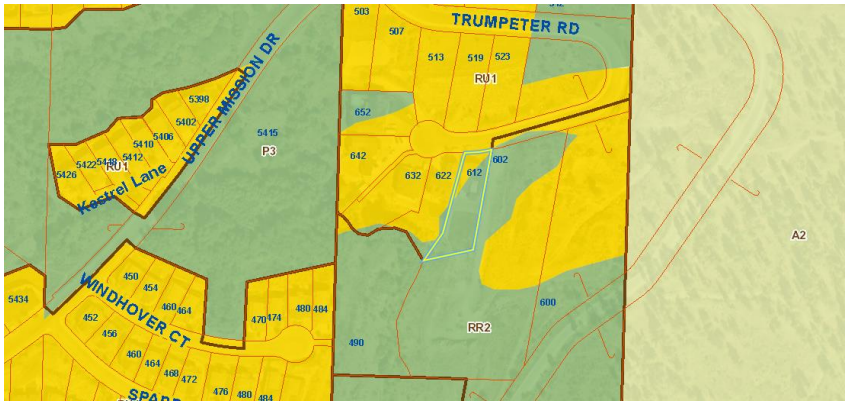
OCP map errors in general

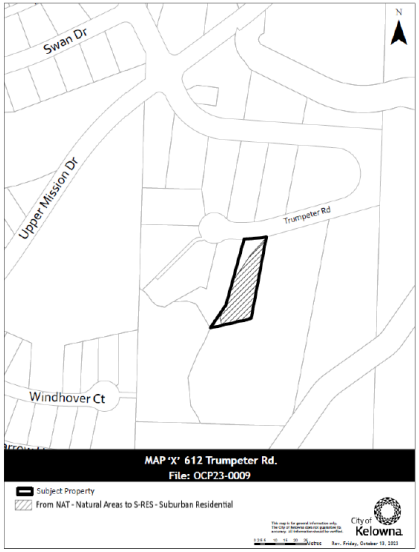
26) 622 Trumpeter Rd.





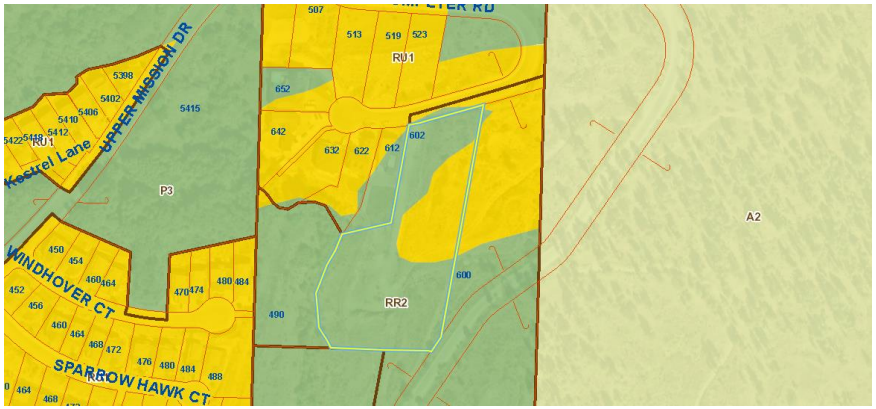
27) 612 Trumpeter Rd.

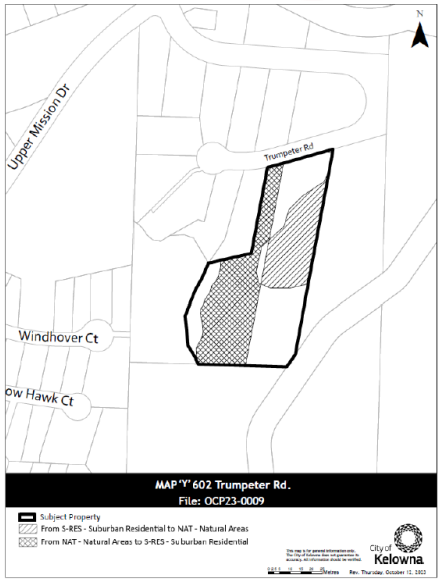




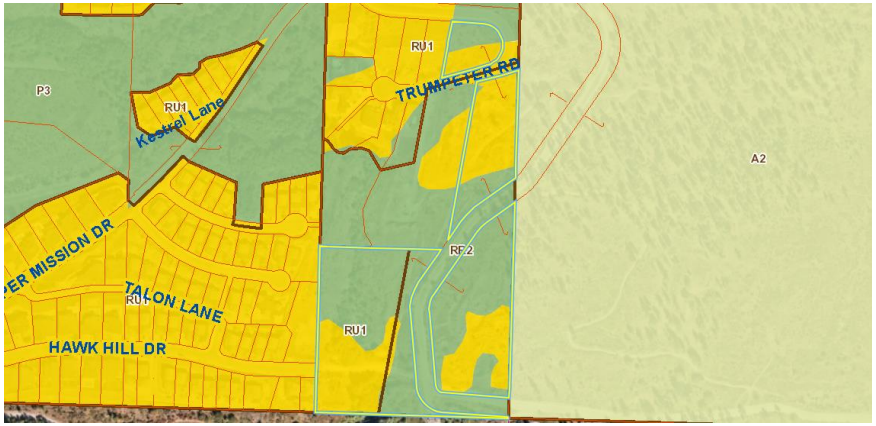
OCP map errors in general

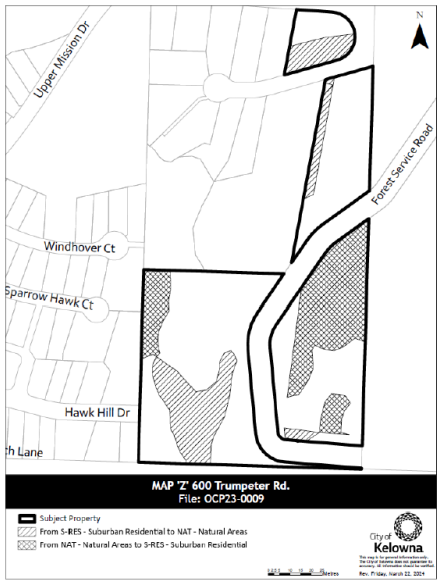
28) 602 Trumpeter Rd.





29) 600 Trumpeter Rd.





Staff Recommendation

- Staff recommend **support** for the proposed OCP Amendments and recommend the bylaw be forwarded to public hearing
  - These OCP Amendments are more minor in nature resulting from:
    - Park lots that should have a Park designation;
    - OCP map errors in general.

CITY OF KELOWNA

BYLAW NO. 12595

Official Community Plan Amendment No. OCP23-0009
Multiple Addresses

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

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

1. THAT Map 3.1 – **Future Land Use** of "*Kelowna 2040* – Official Community Plan Bylaw No. 12300" be amended by changing the Future Land Use designation of:

   a) A portion of Lot 34 Section 23 Township 28 SDYD Plan EPP117728, located on Vision Court, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "A" attached to and forming part of this bylaw;

   b) A portion of Lot B Section 23 Township 28 SDYD Plan EPP91489, located on Mountainside Drive, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "B" attached to and forming part of this bylaw;

   c) Portions of Lot A District Lot 1688S SDYD Plan EPP121844 (See Plan as to Limited Access), located on Kuipers Crescent, Kelowna, BC from the S-MU – Suburban Multiple Unit designation to the NAT – Natural Areas designation and from the NAT – Natural Areas designation to the PSU – Public Service Utilities designation as shown on Map "C" attached to and forming part of this bylaw;

   d) Lot 30 Sections 20 and 29 Township 29 SDYD Plan EPP126576, located on Hill Spring Place, Kelowna, BC from the S-RES – Suburban Residential designation to the PARK – Park and Open Space designation;

   e) A portion of Lot 1 Sections 20 and 29 Township 29 SDYD Plan EPP51781 Except Plan EPP55883, EPP60436, EPP78238, and EPP100536, located on Buckhaven Court, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "D" attached to and forming part of this bylaw;

   f) A portion of Lot A Section 19 Township 27 ODYD Plan EPP96165, located on Carnoustie Drive, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "E" attached to and forming part of this bylaw;

   g) Portions of Lot 24 Section 19 Township 27 ODYD Plan EPP75803, located on Carnegie Street, Kelowna, BC from the PSU – Public Service Utilities designation to the NAT – Natural Areas designation and from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "F" attached to and forming part of this bylaw;

   h) A portion of Lot 7 Section 24 Township 28 SDYD Plan EPP88650, located on Windhover Court, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "G" attached to and forming part of this bylaw;

   i) Strata Lot 1, Strata Lot 2, Strata Lot 3, Strata Lot 4, Strata Lot 5, and Strata Lot 6 District Lot 1688S SDYD Strata Plan EPS6039 Together with an Interest in the Common Property in

Proportion to the Unit Entitlement of the Strata Lot as shown on Form V, located on Cantina Court, Kelowna, BC from the NCOM – Neighbourhood Commercial designation to the S-MU – Suburban Multiple Unit designation;

j) A portion of Lot 1 Section 4 Township 23 ODYD Plan EPP120282, located on Cross Road, Kelowna, BC from the EDINST – Education / Institutional designation to the C-NHD – Core Area Neighbourhood designation as shown on Map "H" attached to and forming part of this bylaw;

k) Portions of Lot 1 Section 2 Township 23 ODYD Plan EPP76079, located on Hwy 97 N, Kelowna, BC from the from the NAT – Natural Areas designation to the IND – Industrial designation and from the S-RES - Suburban Residential designation to the IND – Industrial designation as shown on Map "I" attached to and forming part of this bylaw;

l) Portions of Lot 1 Section 31 Township 27 ODYD Plan KAP80993, located on Tower Ranch Boulevard, Kelowna, BC from the S-RES – Suburban Residential designation to the REC – Private Recreational designation as shown on Map "J" attached to and forming part of this bylaw;

m) Lot 2 Section 4 Township 26 ODYD Plan 17319, located on Saucier Road, Kelowna, BC from the NCOM – Neighbourhood Commercial designation to the R-AGR – Rural - Agricultural & Resource designation;

n) A portion of Lot 14 District Lot 130 ODYD Plan 415 Except Plan KAP64154, located on Munson Road, Kelowna, BC from the REC – Private Recreational designation to the R-AGR – Rural - Agricultural & Resource designation as shown on Map "K" attached to and forming part of this bylaw;

o) A portion of Lot 1 Section 19 Township 27 ODYD Plan EPP96160, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "L" attached to and forming part of this bylaw;

p) A portion of Lot 9 Section 19 Township 27 ODYD Plan EPP75803, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "M" attached to and forming part of this bylaw;

q) A portion of Lot 8 Section 19 Township 27 ODYD Plan EPP75803, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "N" attached to and forming part of this bylaw;

r) A portion of Lot 10 Section 24 Township 26 and Section 19 Township 27 ODYD Plan EPP75803, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "O" attached to and forming part of this bylaw;

s) A portion of Lot 11 Section 24 Township 26 and Section 19 Township 27 ODYD Plan EPP75803, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "P" attached to and forming part of this bylaw;

t) A portion of Lot 23 Section 24 Township 26 and Section 19 Township 27 ODYD Plan EPP75803 Except Part in Plan EPP116512, located on Carnoustie Drive, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "Q" attached to and forming part of this bylaw;

u) A portion of Lot 21 Section 24 Township 26 and Section 19 Township 27 ODYD Plan EPP75803, located on Carnegie Street, Kelowna, BC from the NAT – Natural Areas

designation to the S-RES – Suburban Residential designation as shown on Map "R" attached to and forming part of this bylaw;

v) A portion of Lot 20 Section 24 Township 26 and Section 19 Township 27 ODYD Plan EPP75803, located on Carnegie Street, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "S" attached to and forming part of this bylaw;

w) A portion of Lot 1 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "T" attached to and forming part of this bylaw;

x) A portion of Lot 2 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "U" attached to and forming part of this bylaw;

y) A portion of Lot 3 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation as shown on Map "V" attached to and forming part of this bylaw;

z) Portions of Lot 4 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "W" attached to and forming part of this bylaw;

aa) A portion of Lot 5 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "X" attached to and forming part of this bylaw;

bb) Portions of Lot 6 Section 24 Township 28 SDYD Plan EPP88650, located on Trumpeter Road, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "Y" attached to and forming part of this bylaw;

cc) Portions of Lot 1 Section 24 Township 28 SDYD Plan 5485 Except Plans 18646, KAP49406, KAP50989, KAP64523, KAP87908, KAP90635 and EPP88650, located on Trumpeter Road, Kelowna, BC from the S-RES – Suburban Residential designation to the NAT – Natural Areas designation and from the NAT – Natural Areas designation to the S-RES – Suburban Residential designation as shown on Map "Z" attached to and forming part of this bylaw;

2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 22nd day of April, 2024.

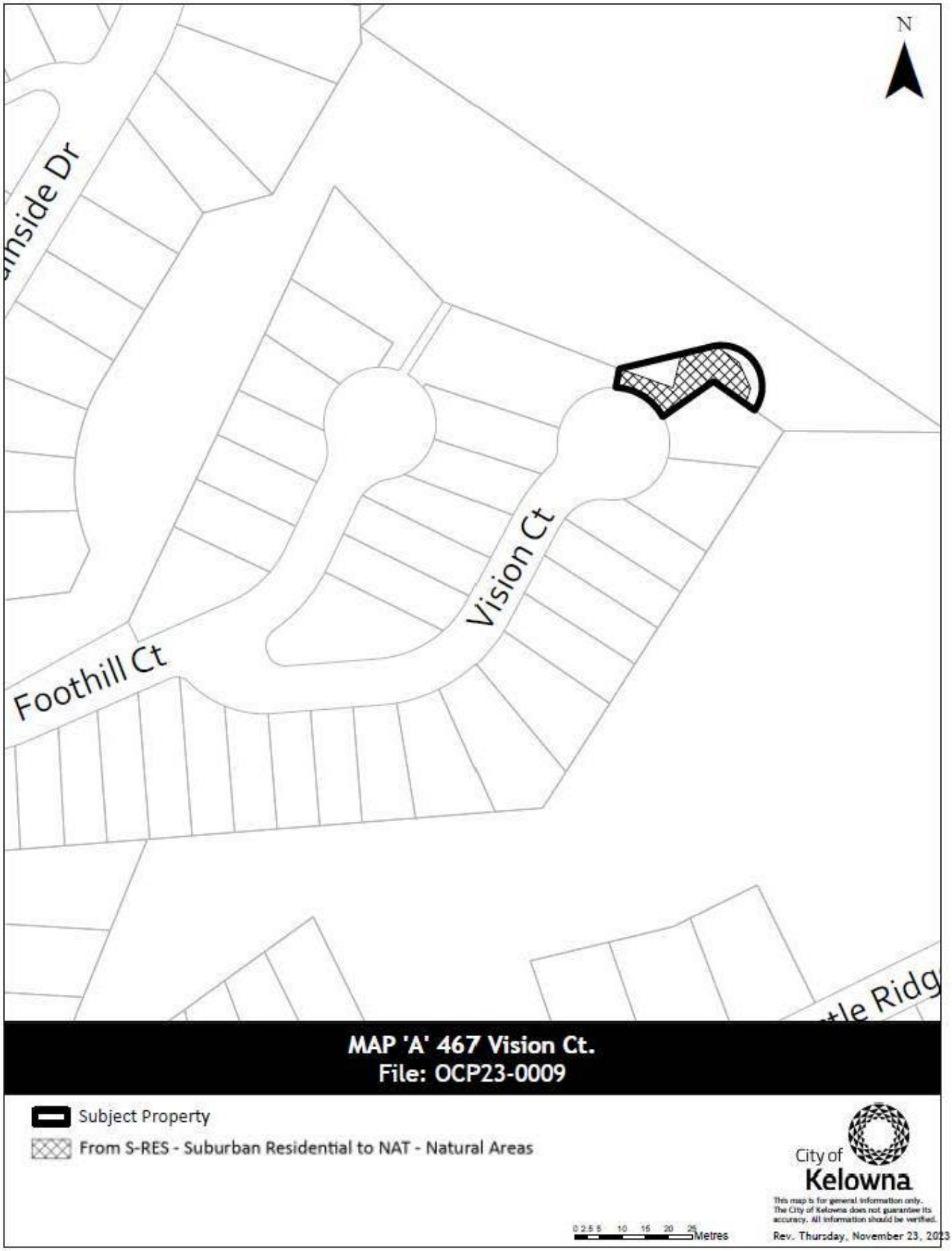
Considered at a Public Hearing on the

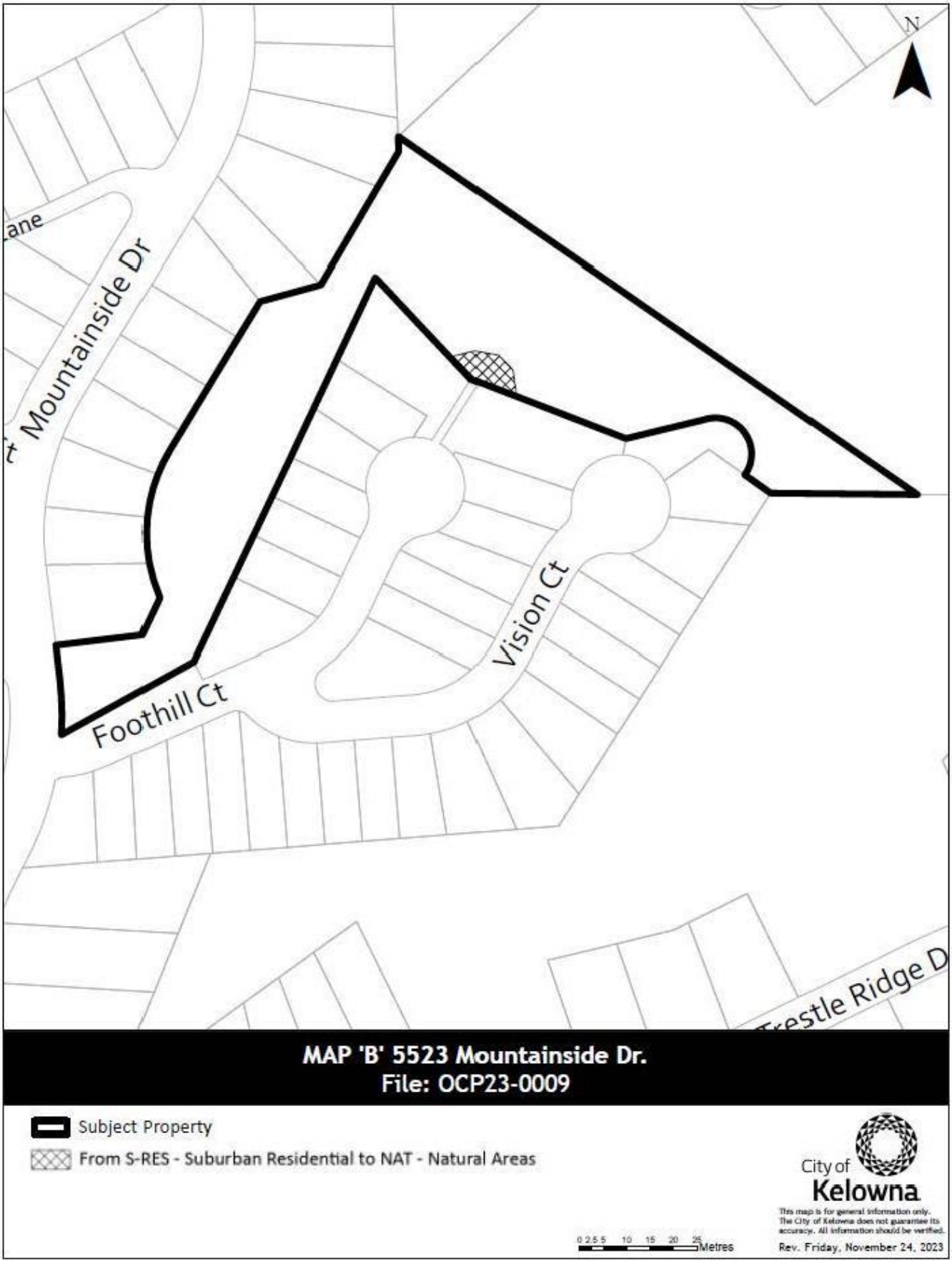
Read a second and third time by the Municipal Council this

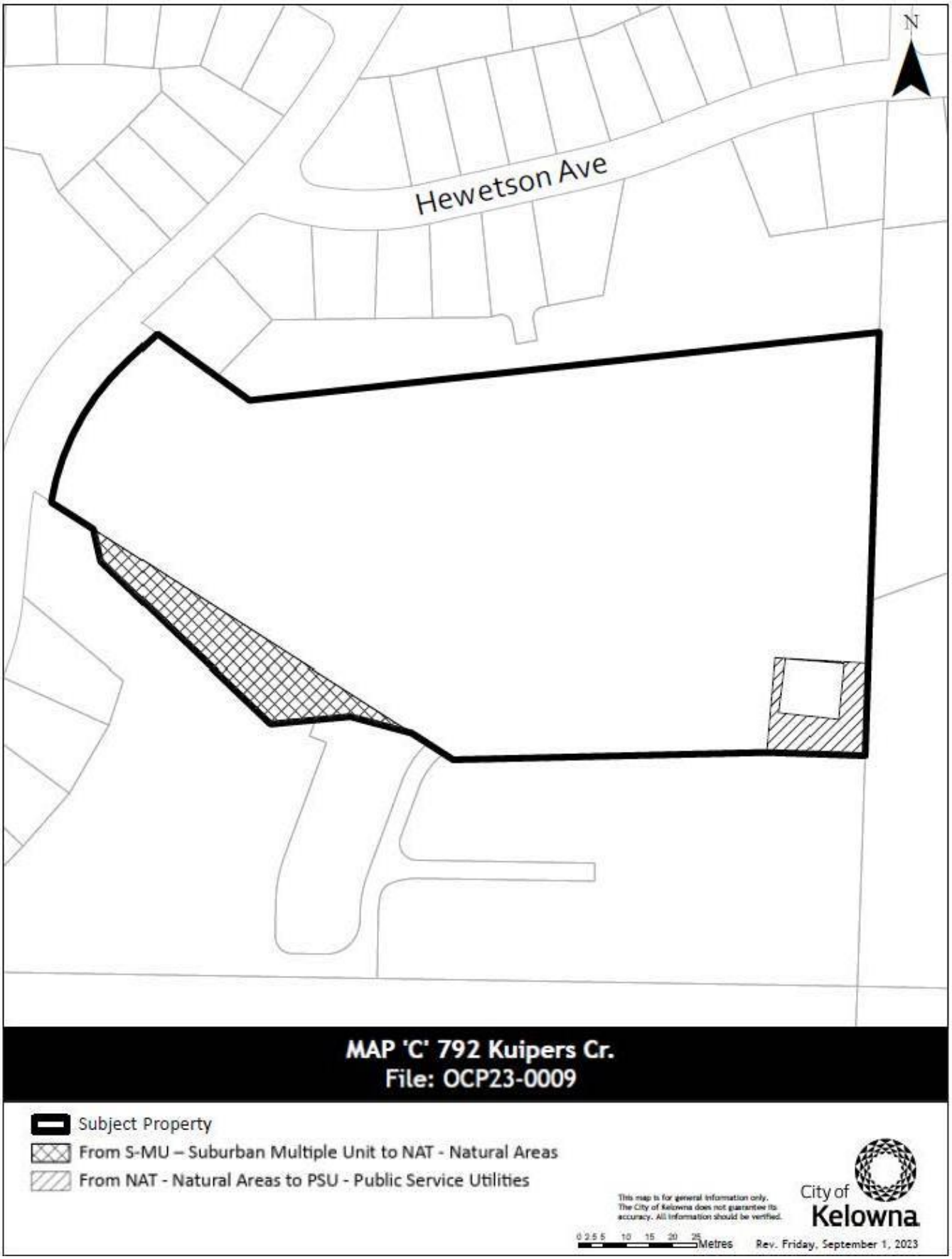
Adopted by the Municipal Council of the City of Kelowna this

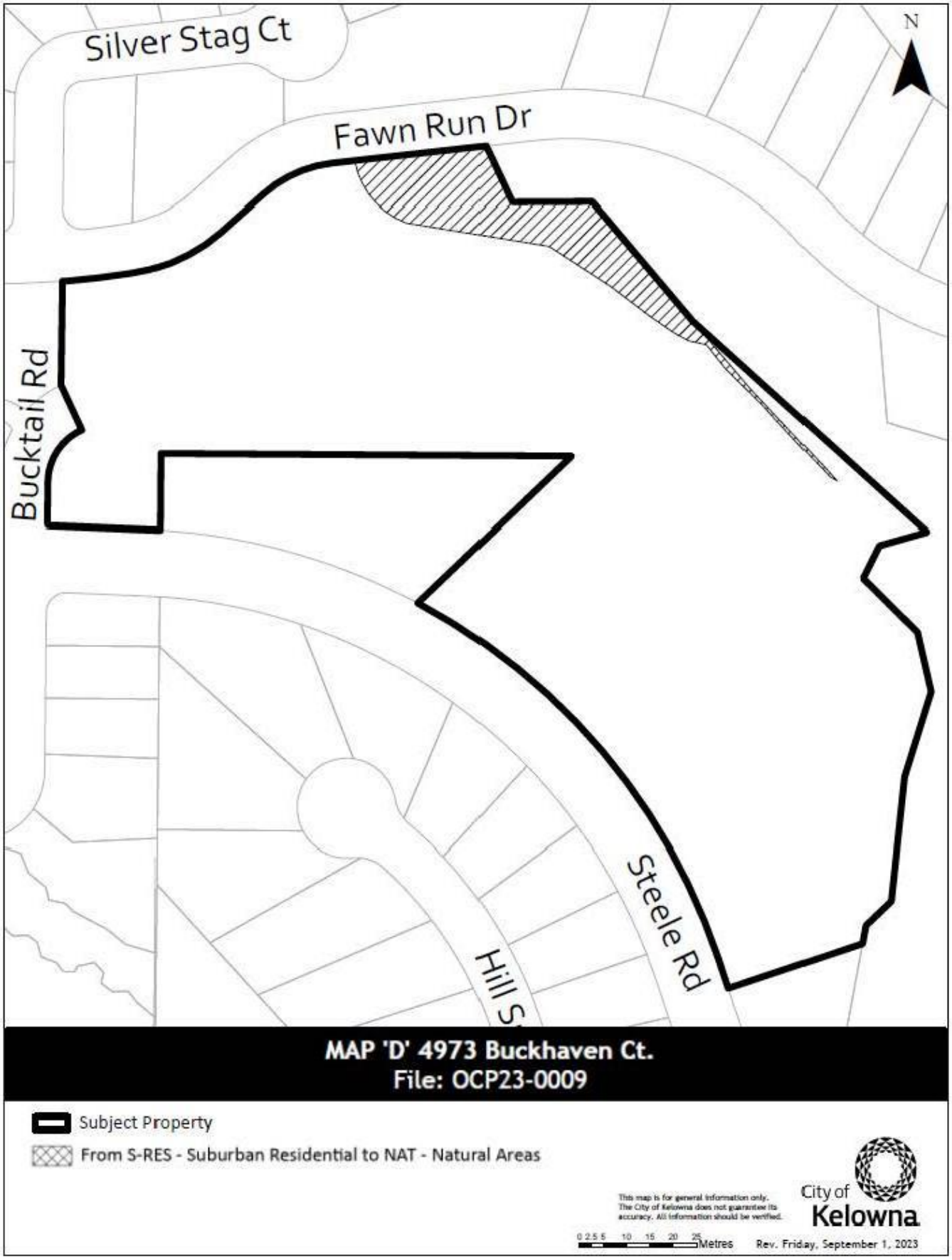
Mayor

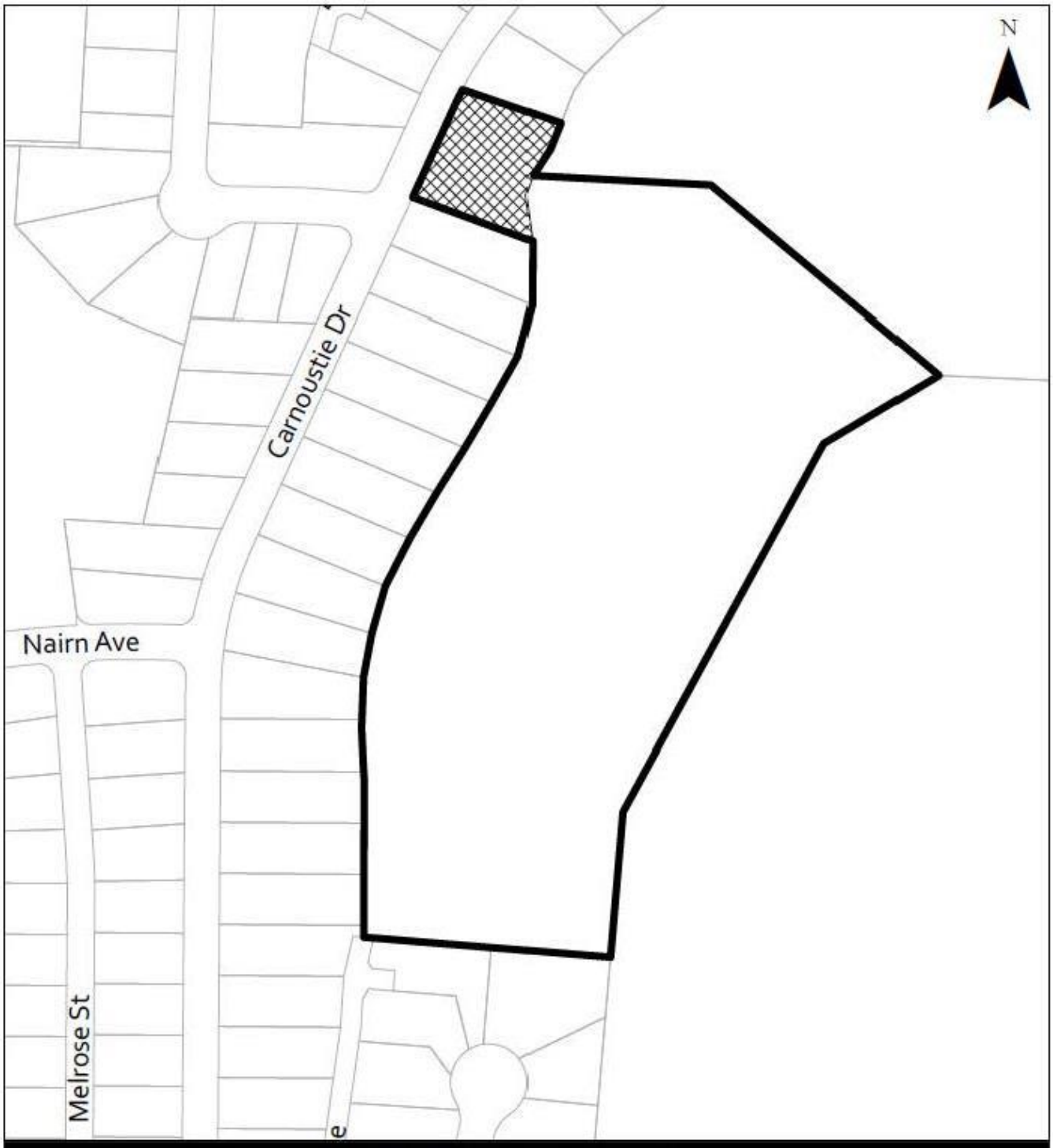
City Clerk


N
Foothill Ct
Vision Ct
MAP 'A' 467 Vision Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, November 23, 2023


N
Mountainside Dr
Foothill Ct
Vision Ct
Trestle Ridge D
MAP 'B' 5523 Mountainside Dr.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, November 24, 2023


N
Hewetson Ave
MAP 'C' 792 Kuipers Cr.
File: OCP23-0009
Subject Property
From S-MU – Suburban Multiple Unit to NAT - Natural Areas
From NAT - Natural Areas to PSU - Public Service Utilities
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Friday, September 1, 2023


Silver Stag Ct
Fawn Run Dr
Bucktail Rd
Steele Rd
Hill S
N
MAP 'D' 4973 Buckhaven Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Friday, September 1, 2023



MAP 'E' 613 Carnoustie Dr.
File: OCP23-0009

Subject Property

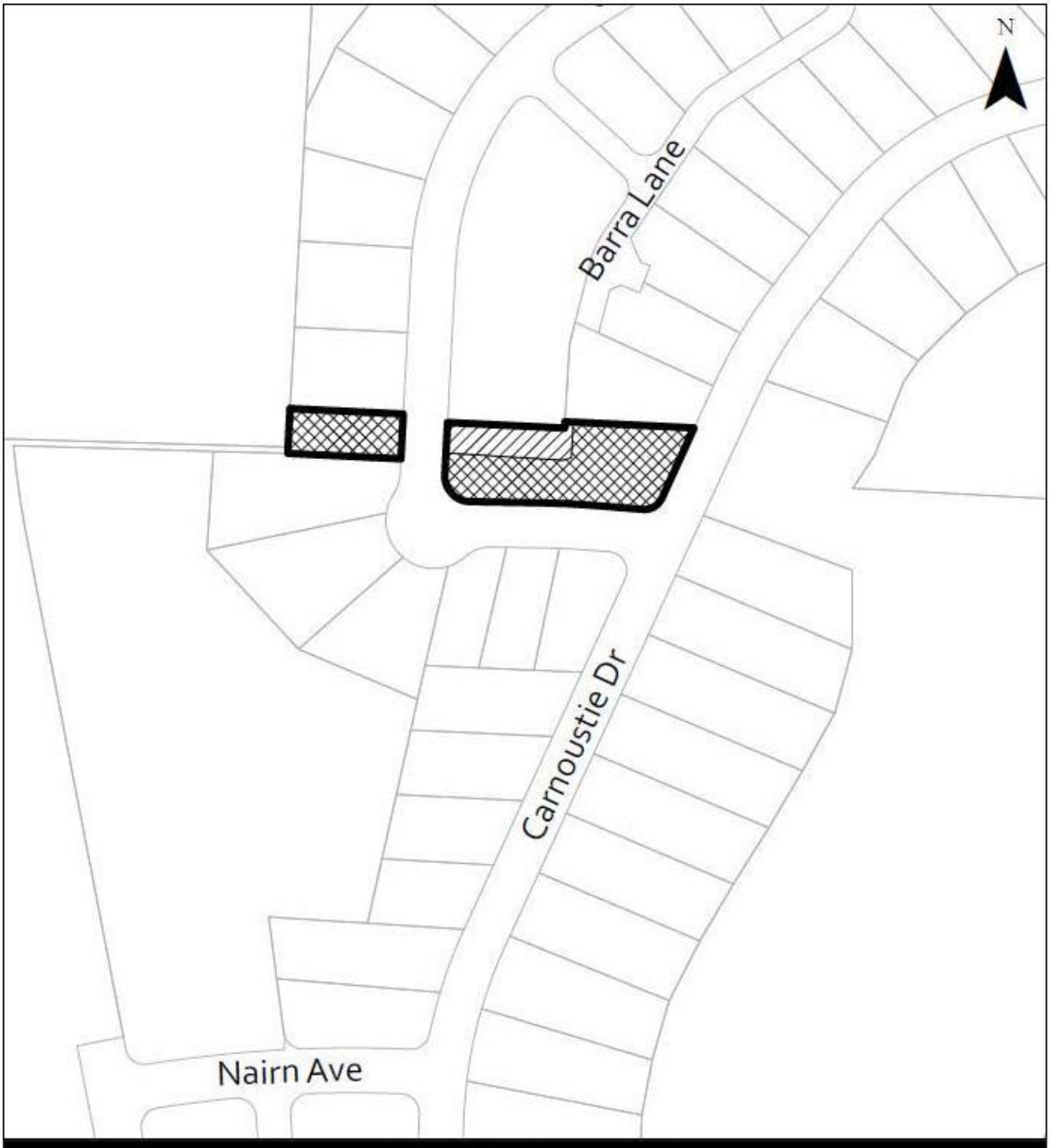
From S-RES - Suburban Residential to NAT - Natural Areas

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, November 24, 2023



MAP 'F' 1652 Carnegie St.
File: OCP23-0009

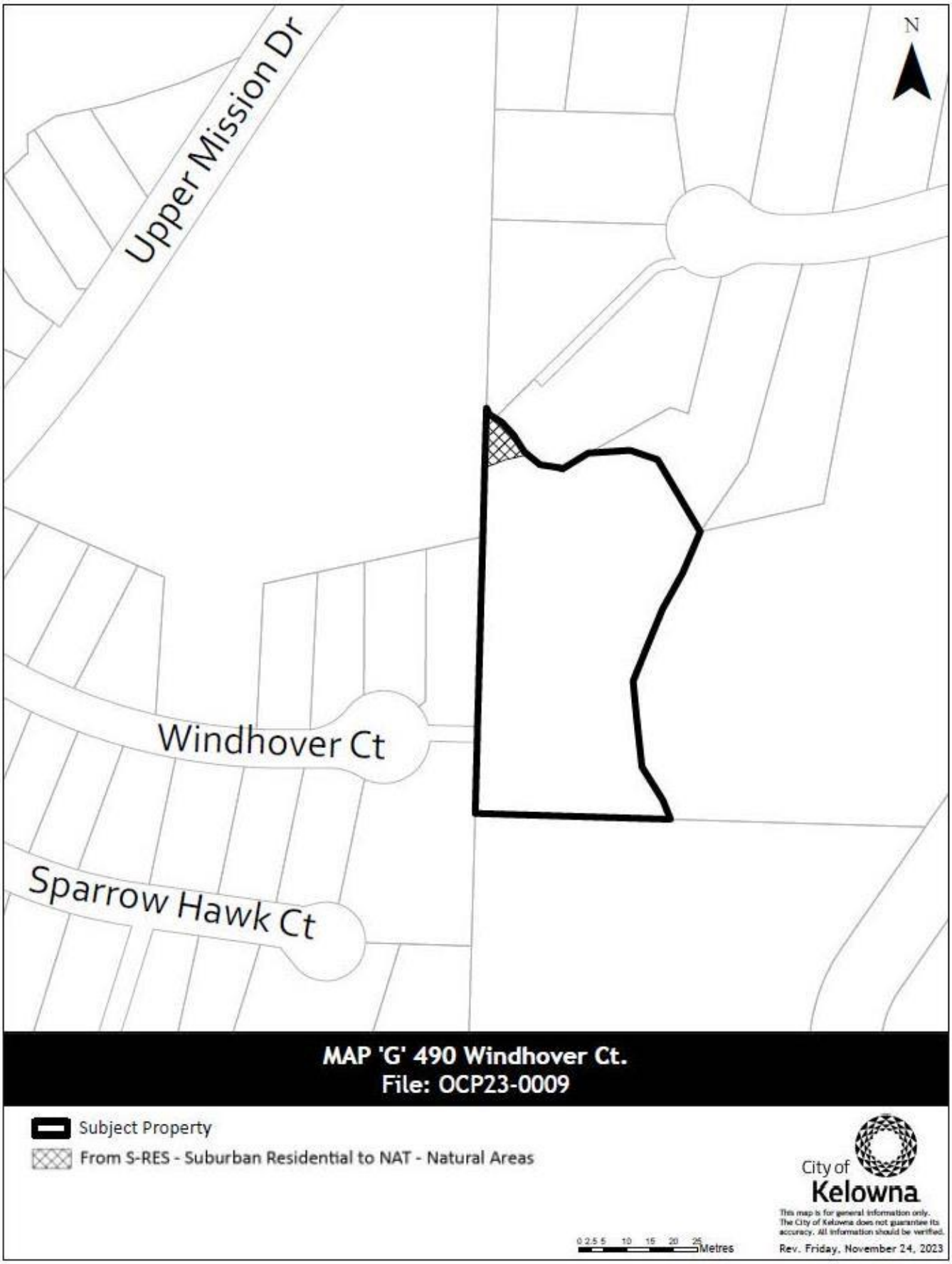
Subject Property
From PSU - Public Service Utilities to NAT - Natural Areas
From S-RES - Suburban Residential to NAT - Natural Areas

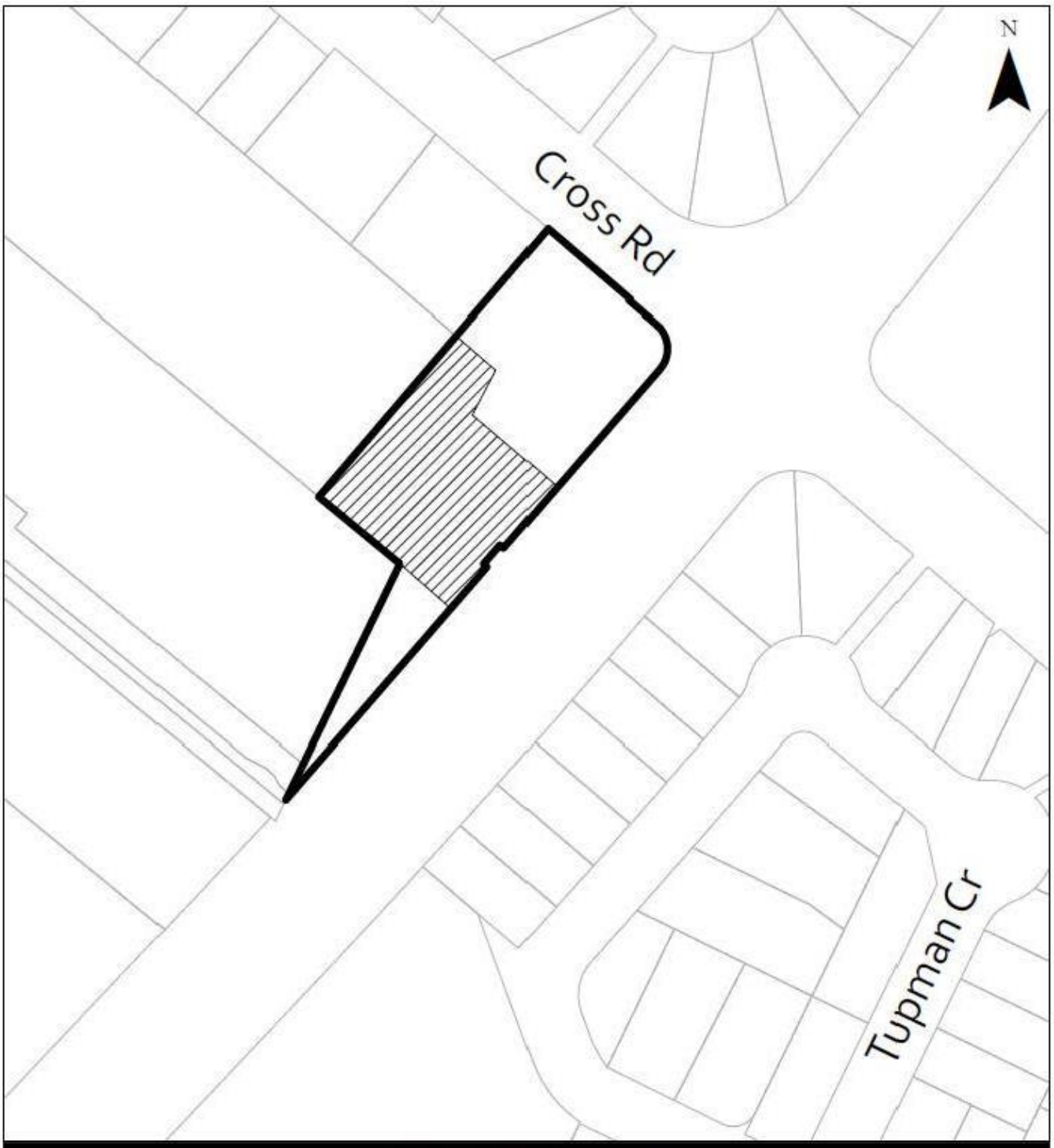
City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, November 24, 2023


N
Upper Mission Dr
Windhover Ct
Sparrow Hawk Ct
MAP 'G' 490 Windhover Ct.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, November 24, 2023



MAP 'H' 1951 Cross Rd.
File: OCP23-0009

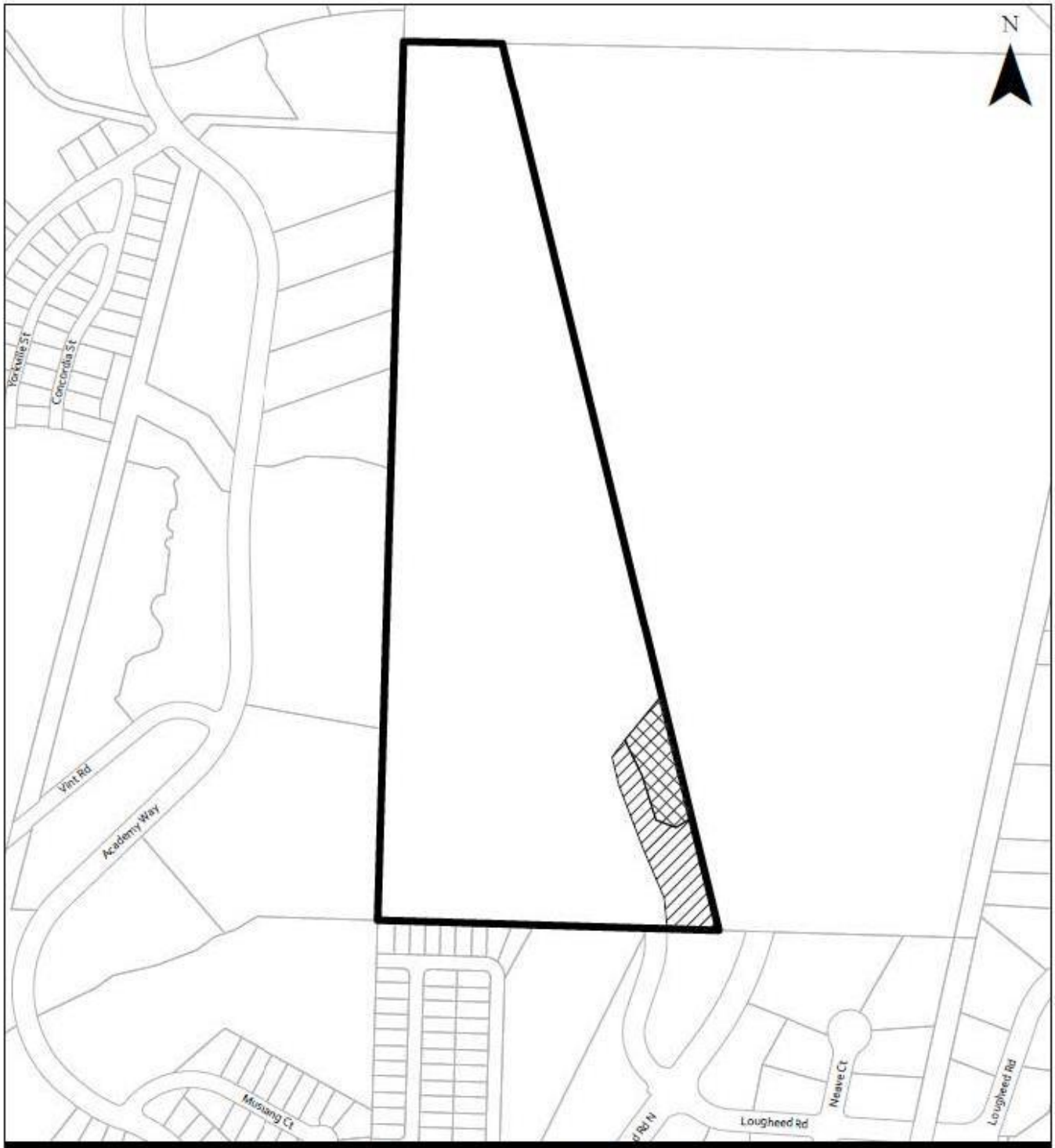
Subject Property
From EDINST - Education / Institutional to C-NHD - Core Area Neighbourhood

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Thursday, December 7, 2023



MAP 'I' (W OF) Hwy 97 N

File: OCP23-0009

Subject Property

From NAT - Natural Areas to IND - Industrial

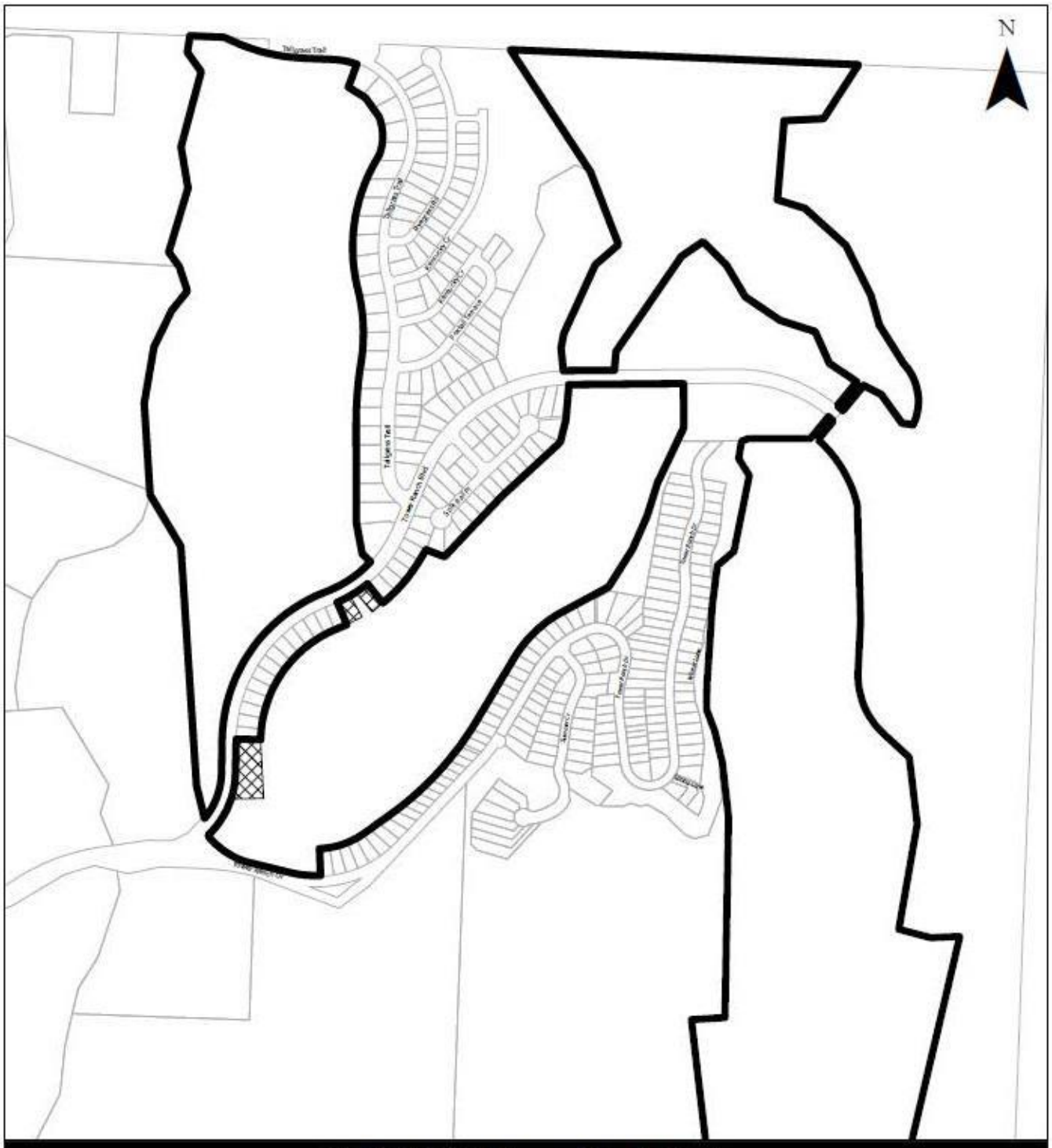
From S-RES - Suburban Residential to IND - Industrial

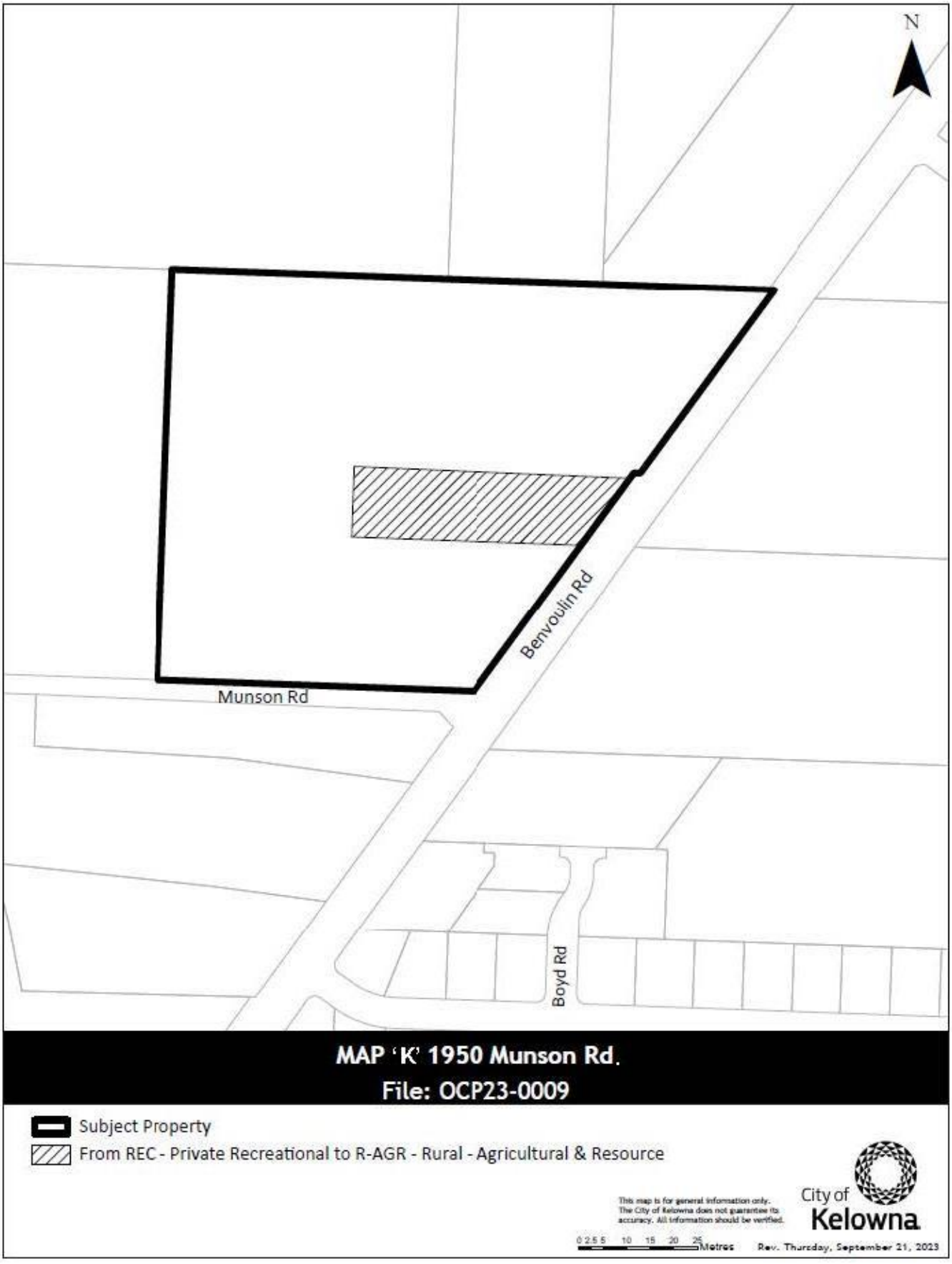
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

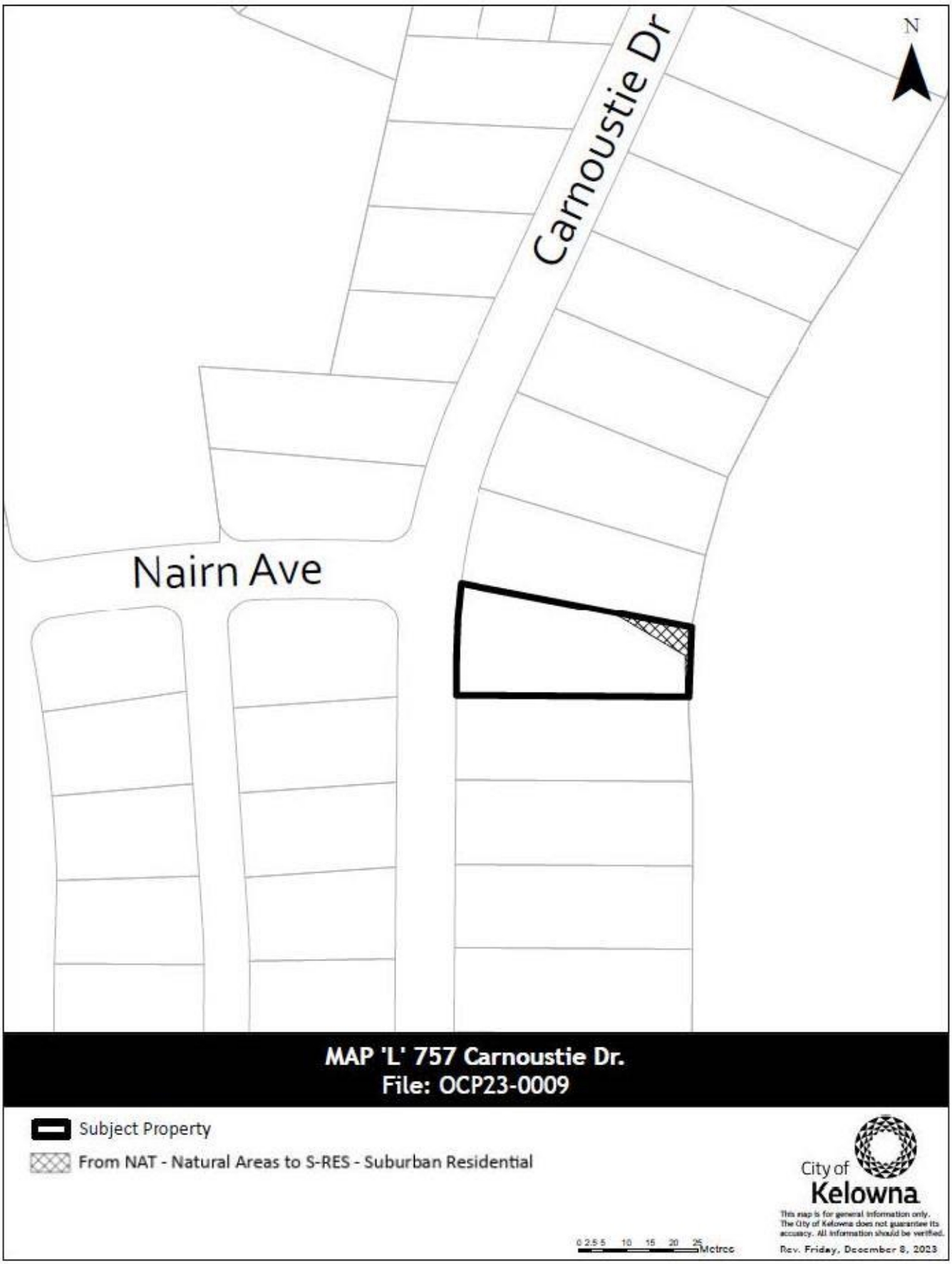
City of Kelowna

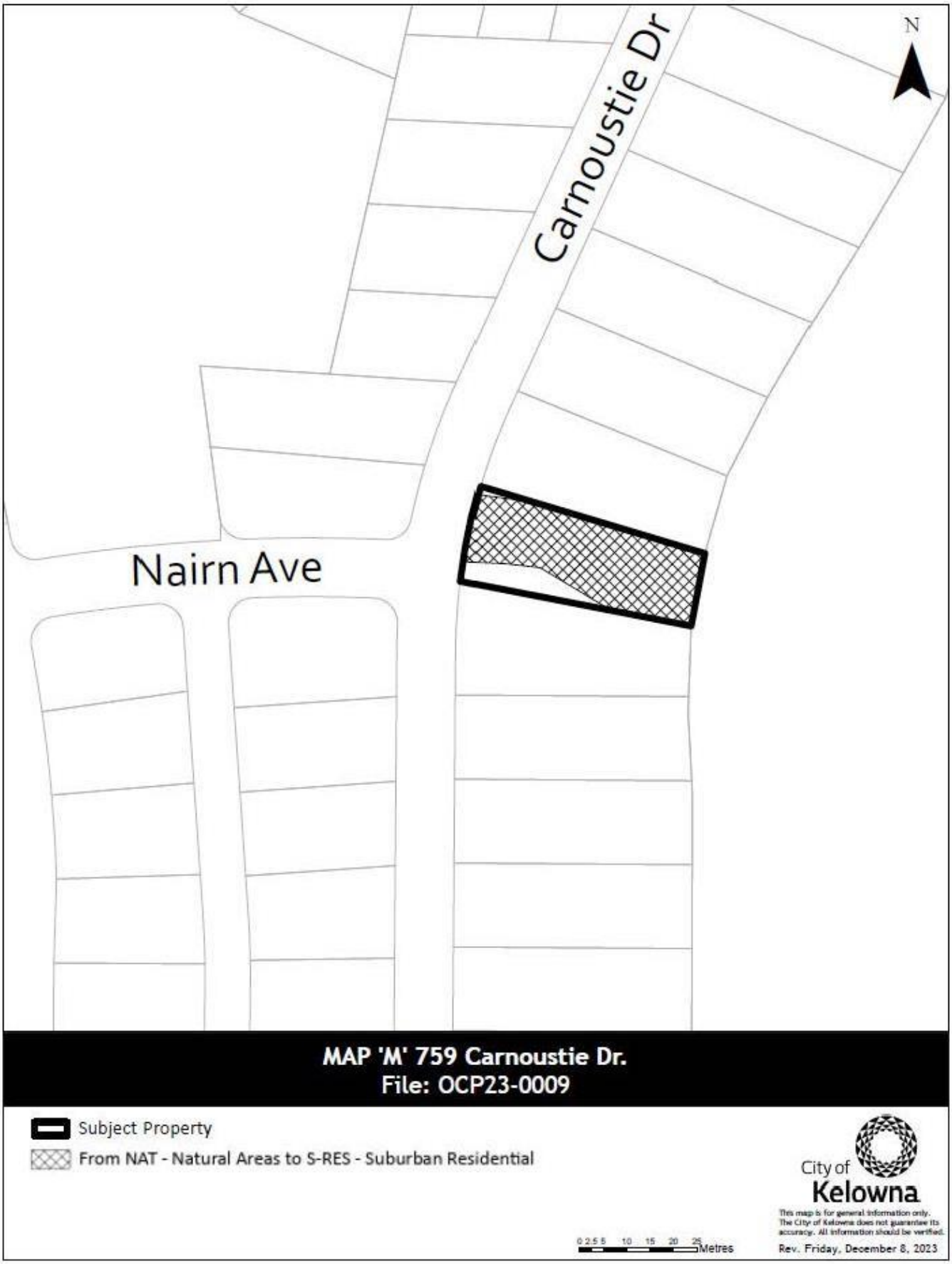
0 2.5 5 10 15 20 25 Metres

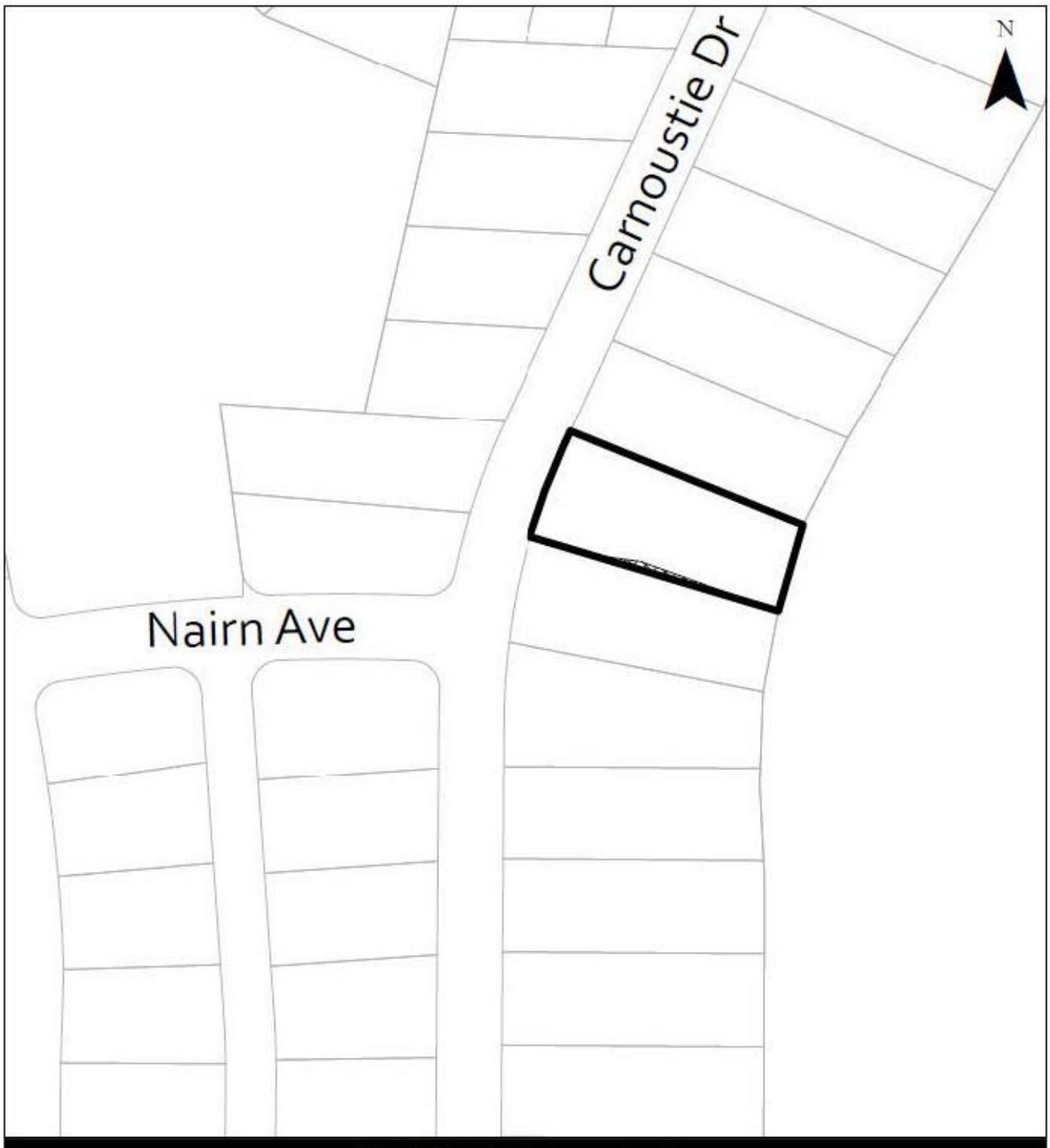
Rev. Thursday, September 21, 2023


N
Tallgrass Trail
Tower Ranch Blvd
Tower Ranch Blvd
Tower Ranch Blvd


N
Benvoulin Rd
Munson Rd
Boyd Rd
MAP 'K' 1950 Munson Rd.
File: OCP23-0009
Subject Property
From REC - Private Recreational to R-AGR - Rural - Agricultural & Resource
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, September 21, 2023


N
Carnoustie Dr
Nairn Ave
MAP 'L' 757 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, December 8, 2023


N
Carnoustie Dr
Nairn Ave
MAP 'M' 759 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, December 8, 2023



MAP 'N' 745 Carnoustie Dr.
File: OCP23-0009

Subject Property

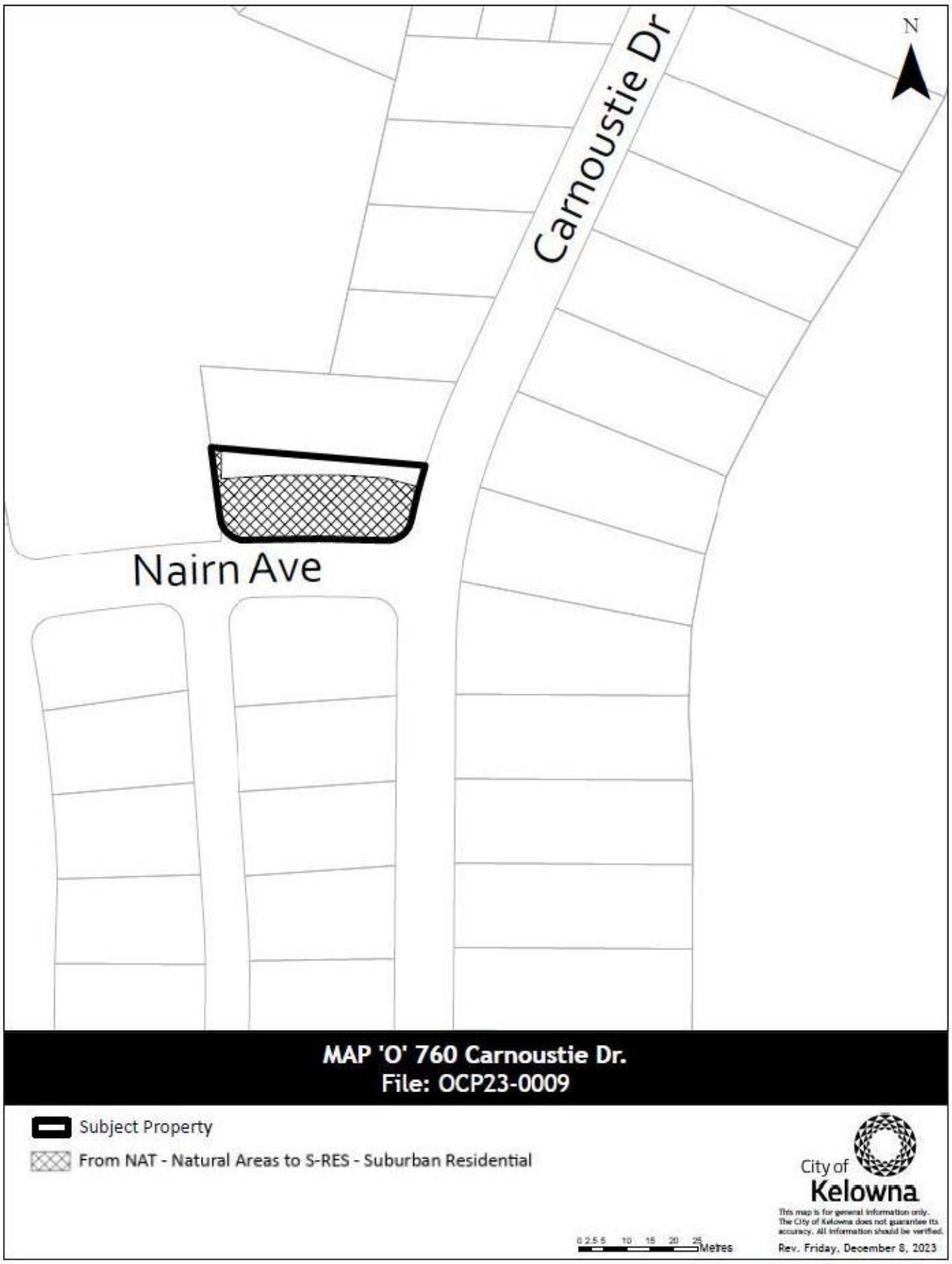
From NAT - Natural Areas to S-RES - Suburban Residential

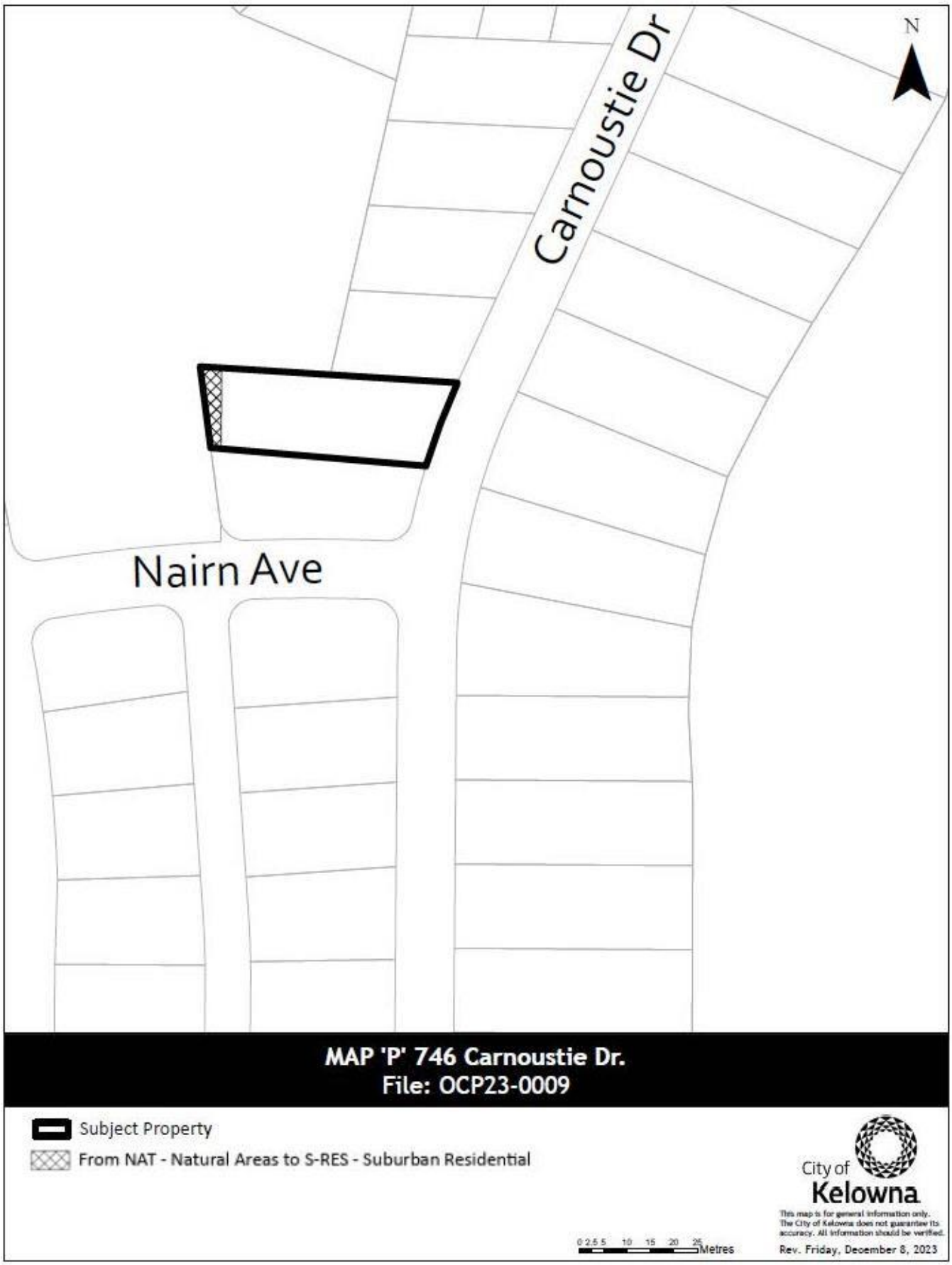
City of Kelowna

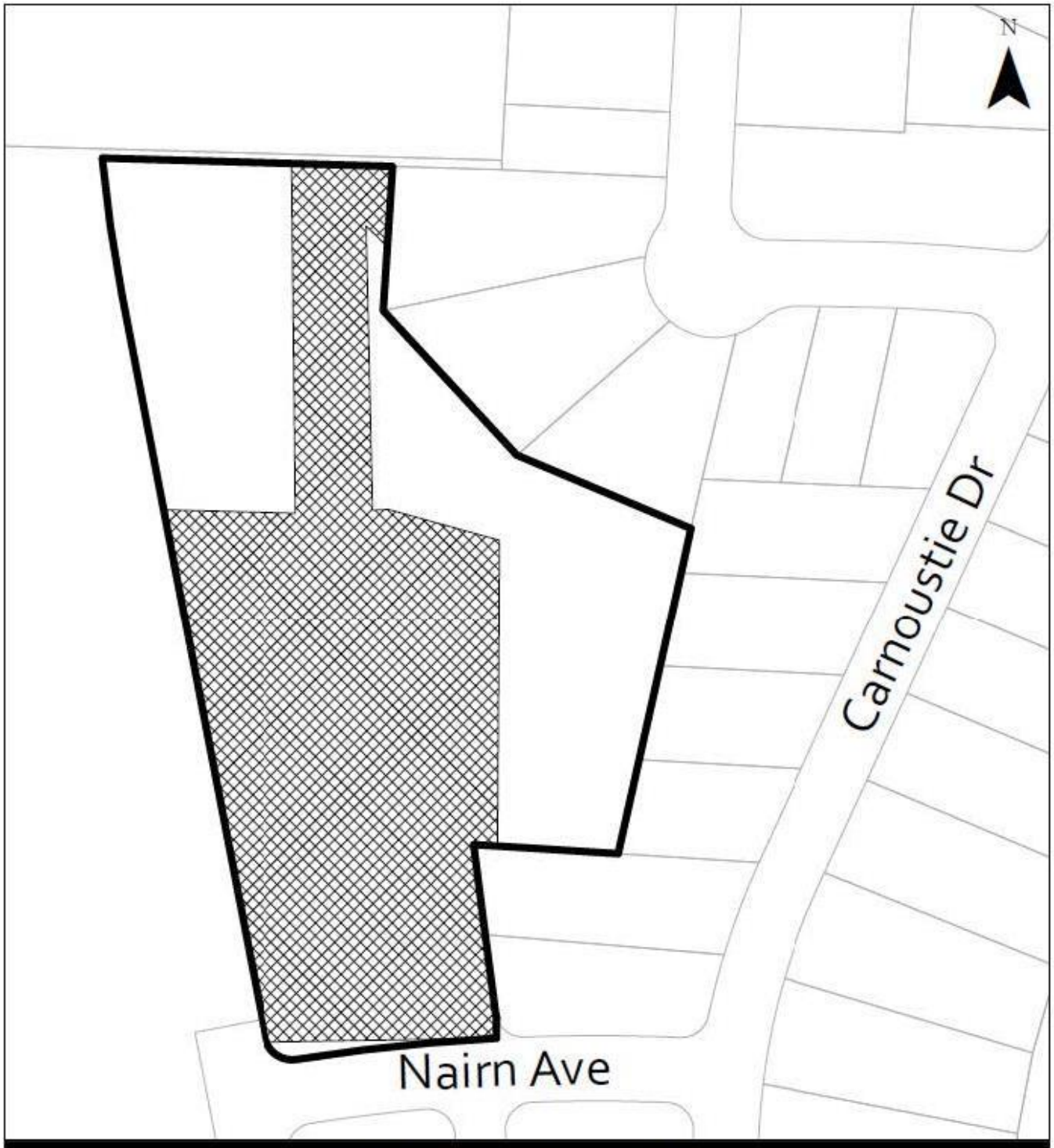
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 2.5 5 10 15 20 25 Metres

Rev. Friday, December 8, 2023


N
Carnoustie Dr
Nairn Ave
MAP 'O' 760 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, December 8, 2023


N
Carnoustie Dr
Nairn Ave
MAP 'P' 746 Carnoustie Dr.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
City of Kelowna
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 2.5 5 10 15 20 25 Metres
Rev. Friday, December 8, 2023



MAP 'Q' (W OF) Carnoustie Dr.
File: OCP23-0009

Subject Property

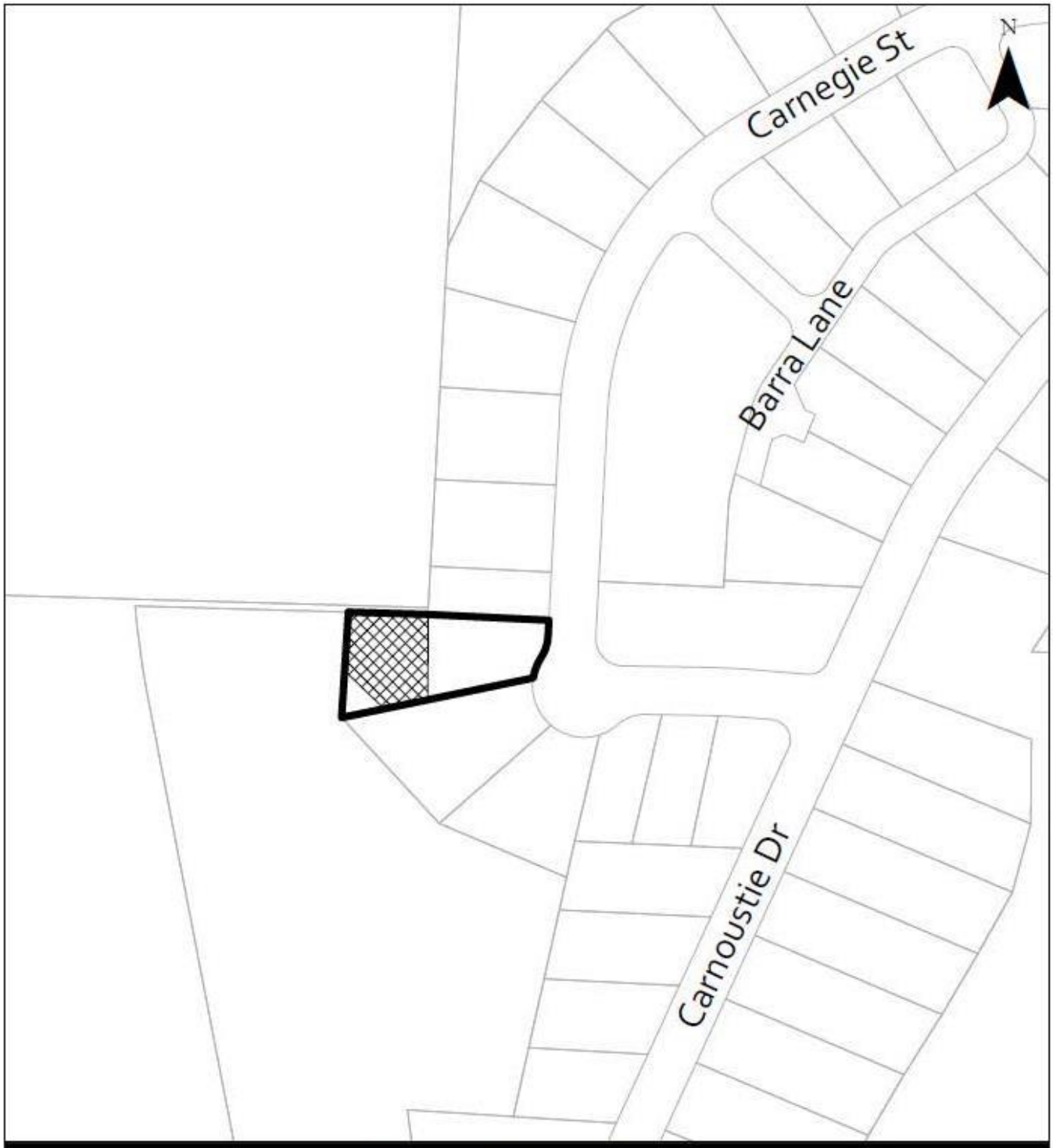
From NAT - Natural Areas to S-RES - Suburban Residential

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, December 8, 2023



MAP 'R' 1640 Carnegie St.
File: OCP23-0009

Subject Property

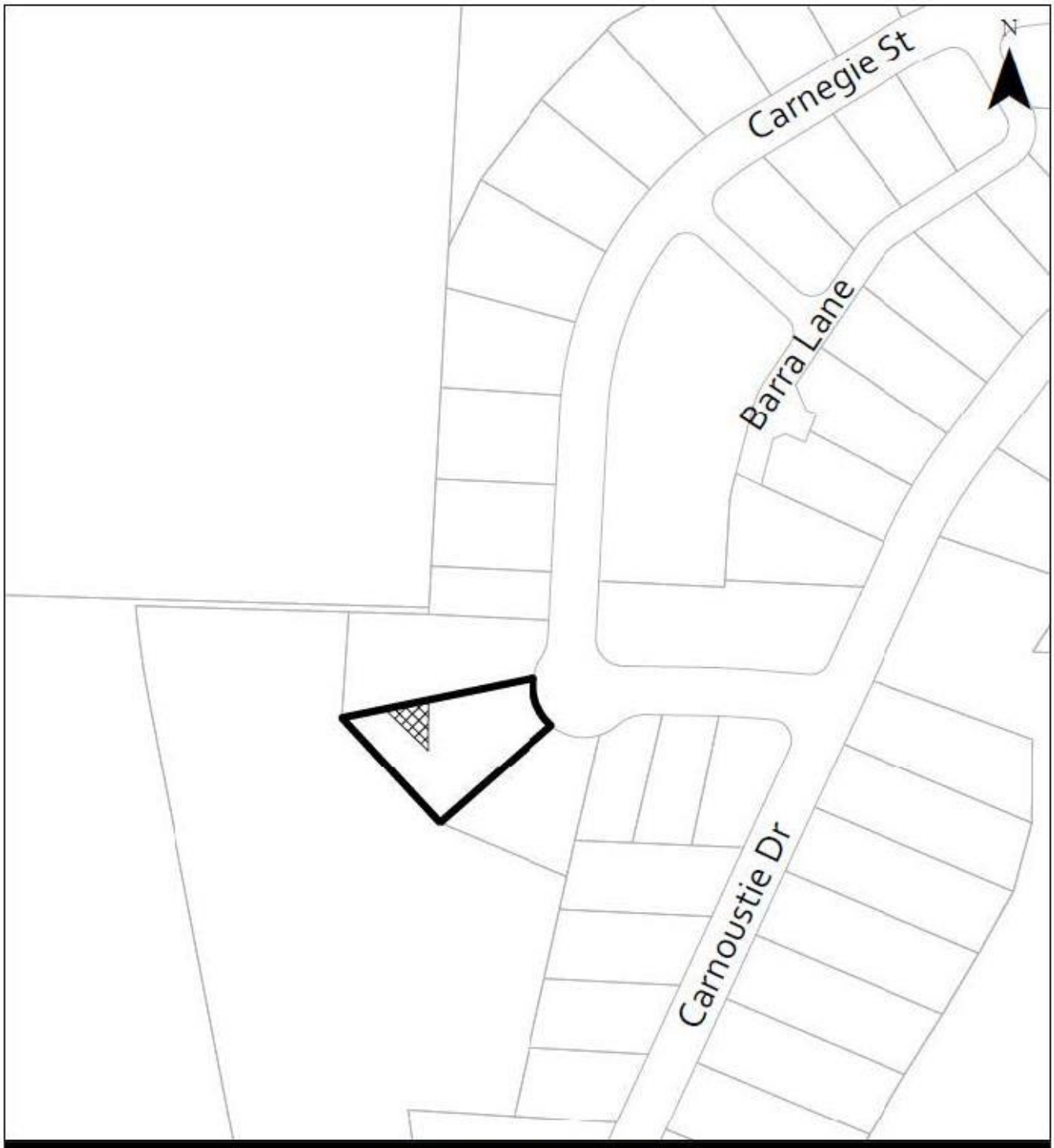
From NAT - Natural Areas to S-RES - Suburban Residential

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, December 8, 2023



MAP 'S' 1628 Carnegie St.
File: OCP23-0009

Subject Property

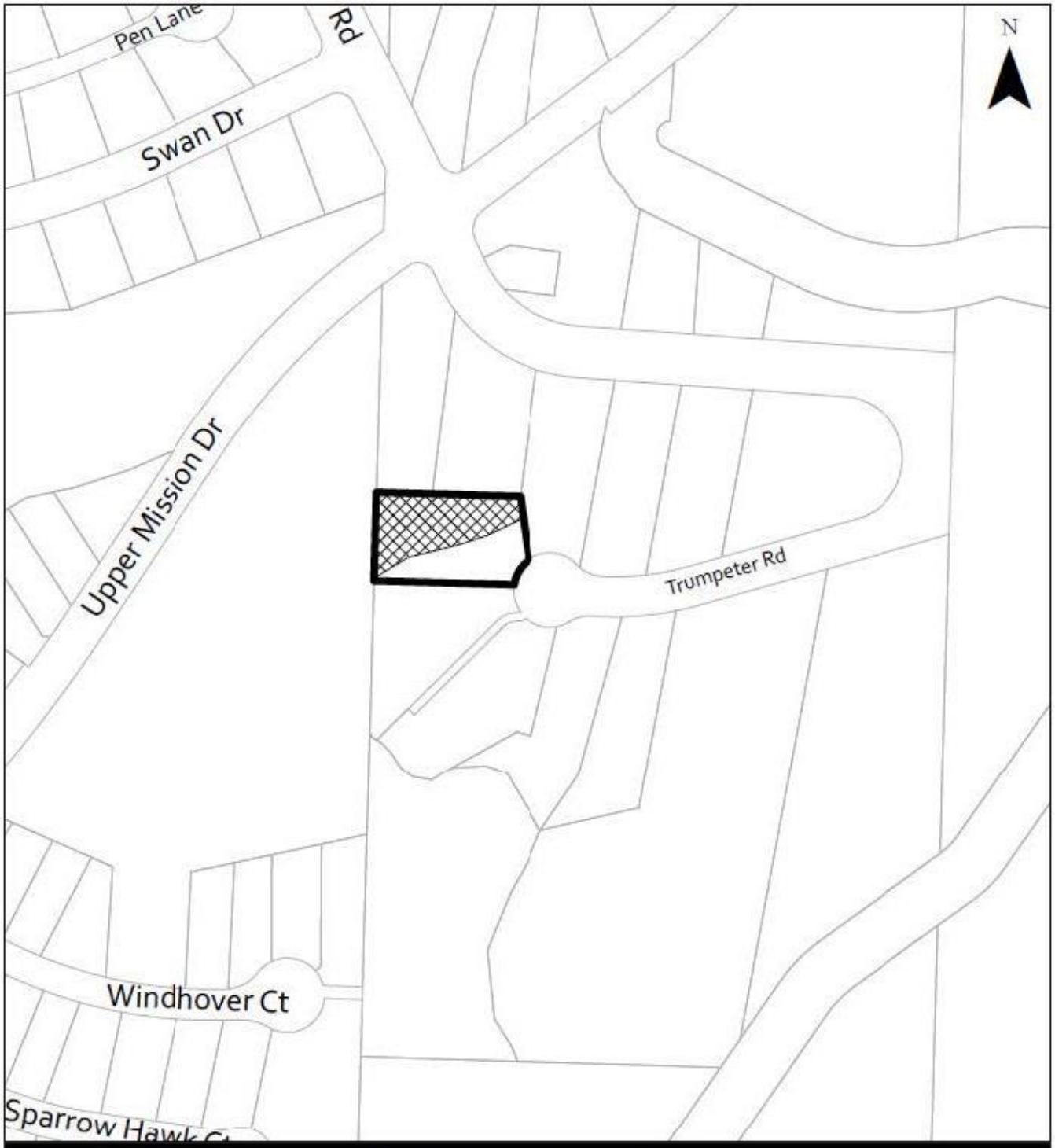
From NAT - Natural Areas to S-RES - Suburban Residential

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, December 8, 2023



MAP 'T' 652 Trumpeter Rd.
File: OCP23-0009

Subject Property

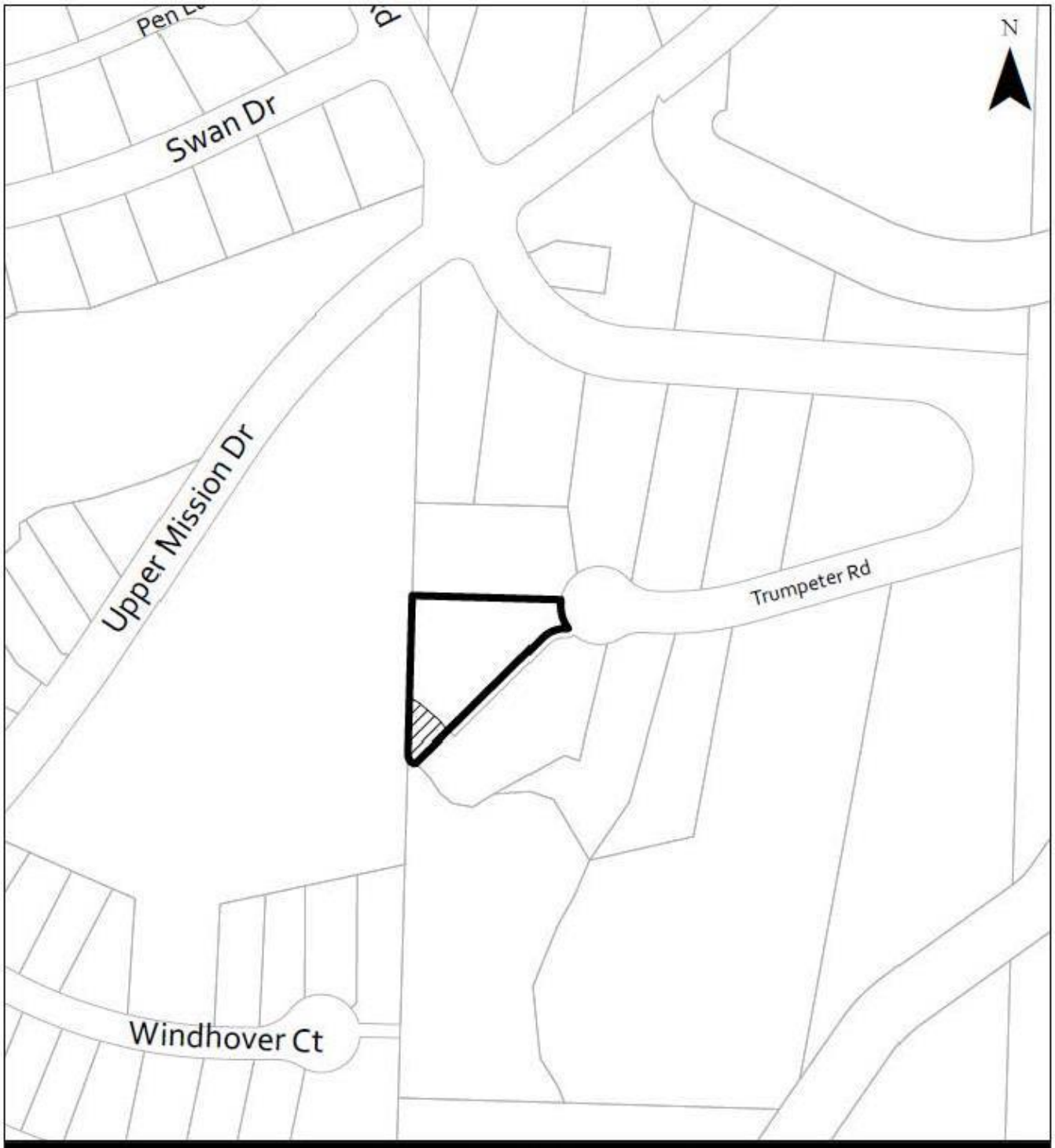
From NAT - Natural Areas to S-RES - Suburban Residential

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, December 8, 2023



MAP 'U' 642 Trumpeter Rd.
File: OCP23-0009

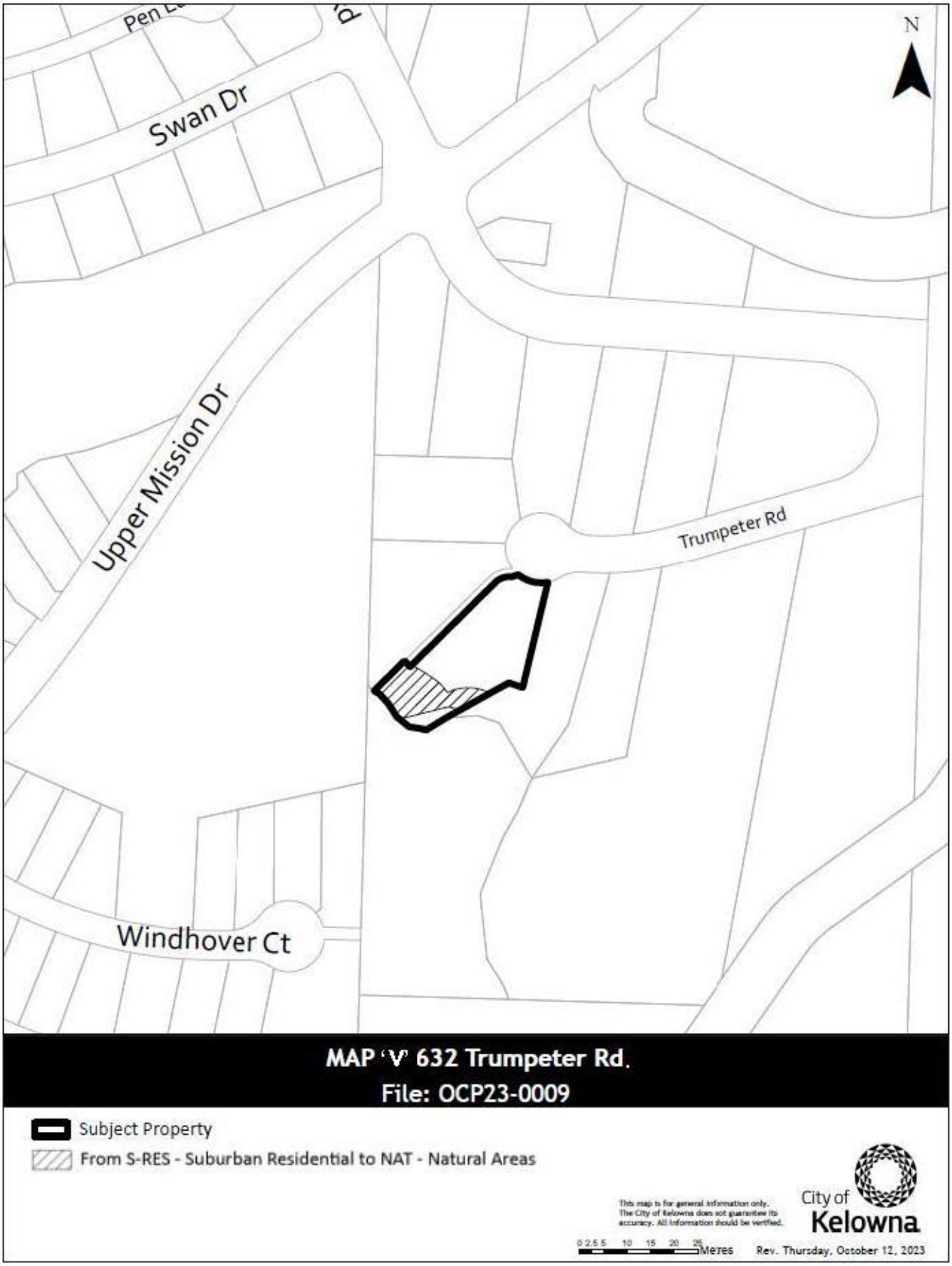
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas

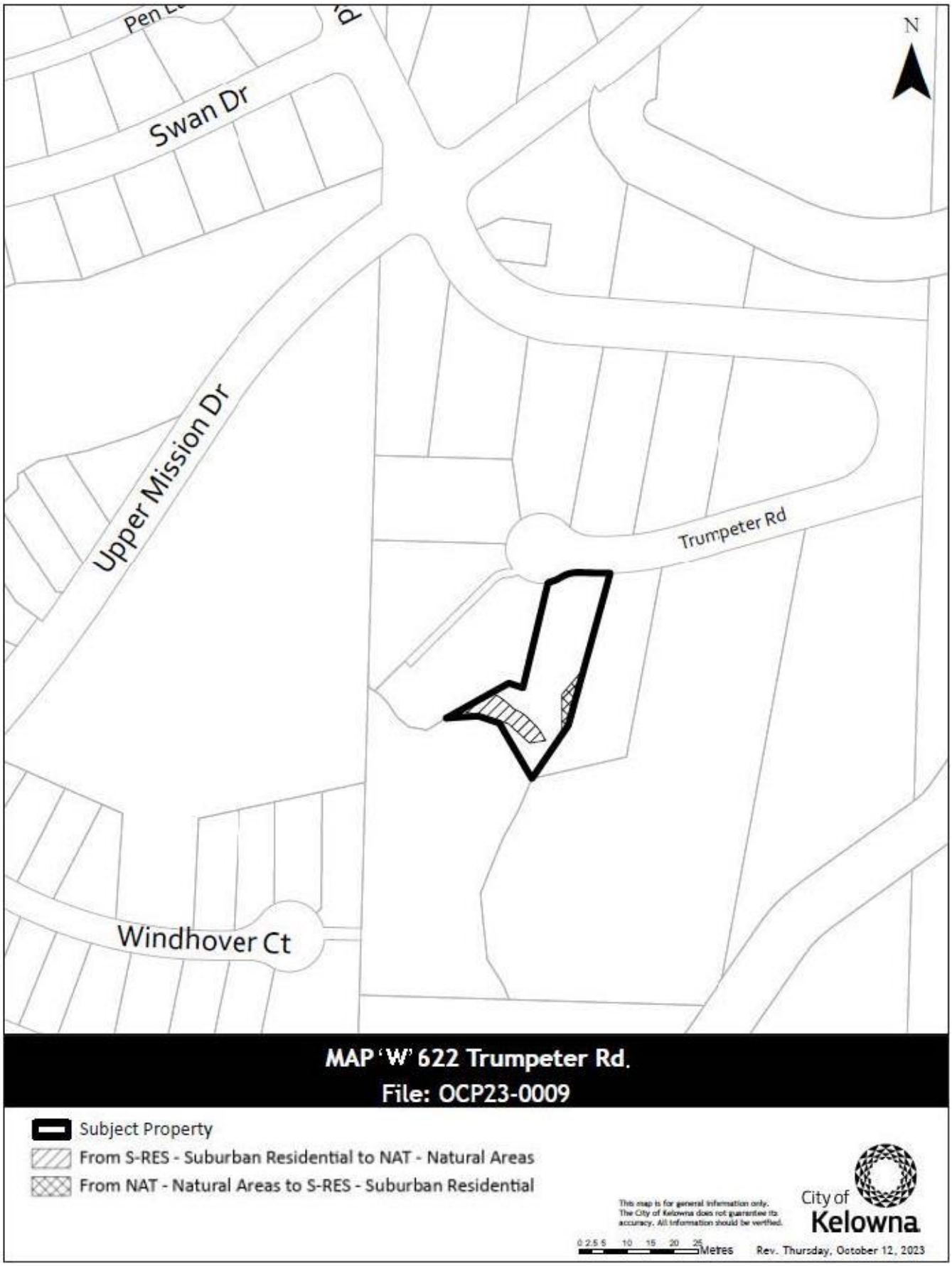
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

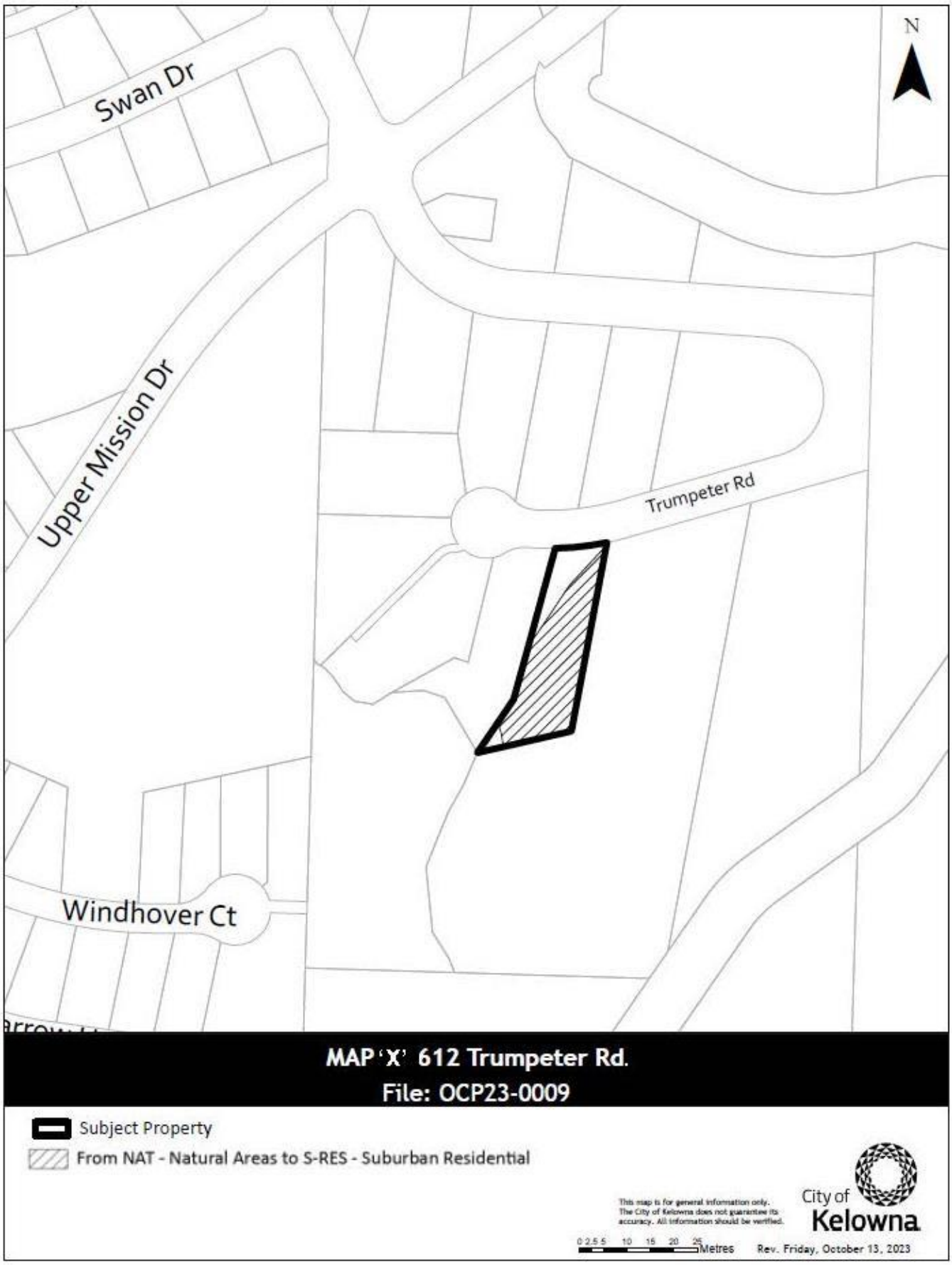
City of Kelowna

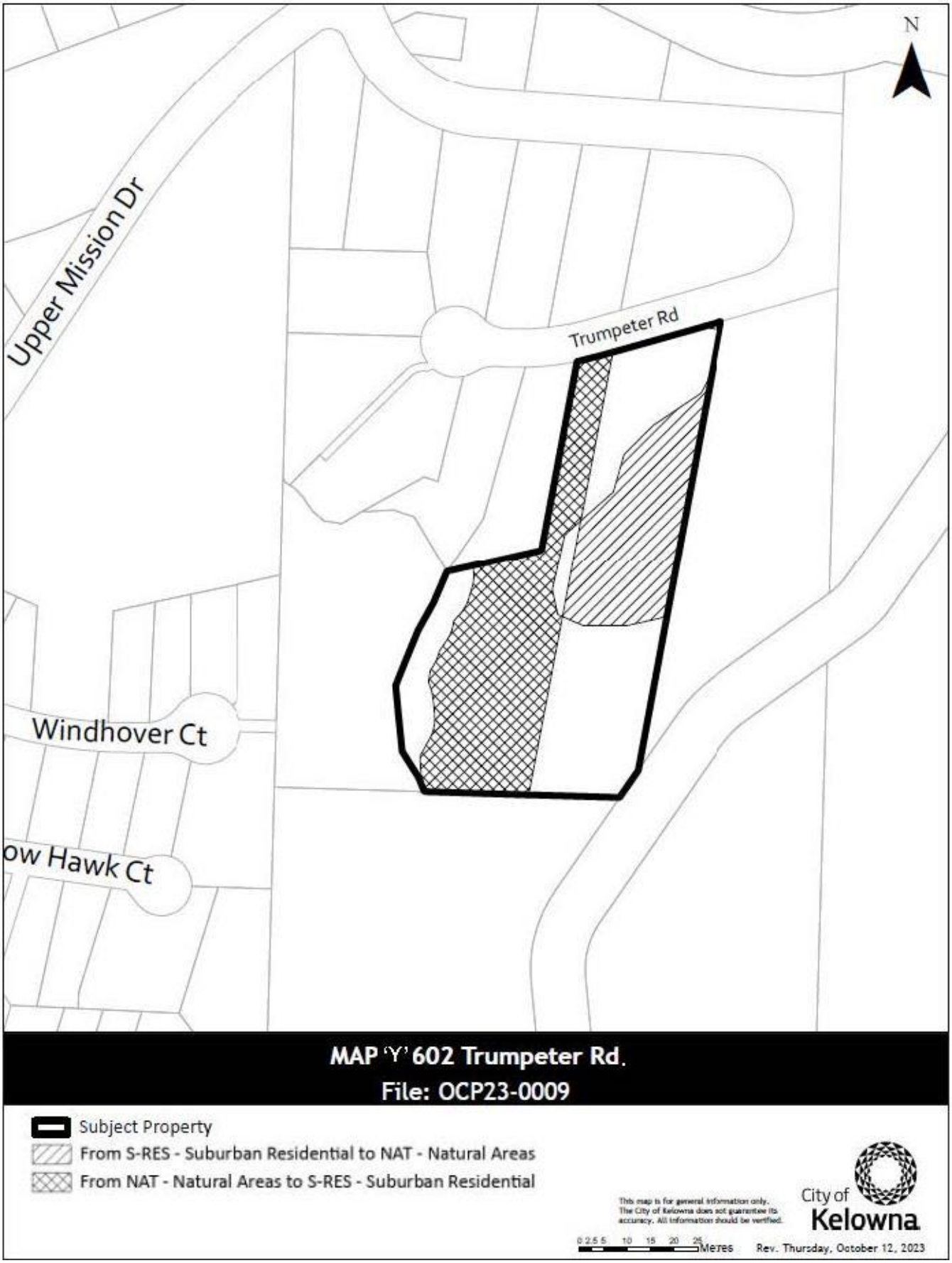
0 2.5 5 10 15 20 25 Metres

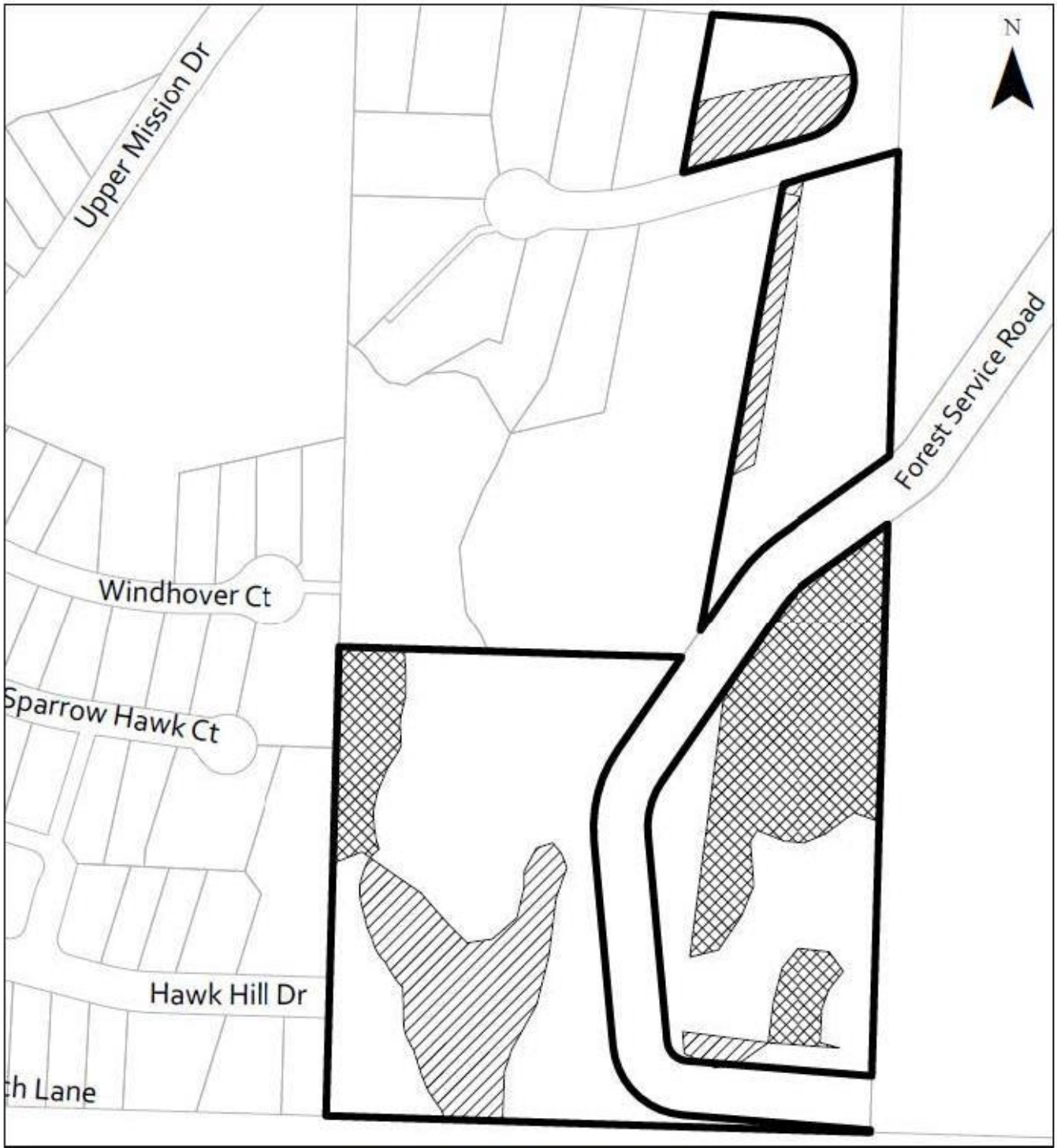
Rev. Thursday, October 12, 2023


N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'V' 632 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, October 12, 2023


Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
N
MAP 'W' 622 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Thursday, October 12, 2023


N
Swan Dr
Upper Mission Dr
Trumpeter Rd
Windhover Ct
MAP 'X' 612 Trumpeter Rd.
File: OCP23-0009
Subject Property
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Metres
Rev. Friday, October 13, 2023


N
Upper Mission Dr
Trumpeter Rd
Windhover Ct
ow Hawk Ct
MAP 'Y' 602 Trumpeter Rd.
File: OCP23-0009
Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
City of Kelowna
0 2.5 5 10 15 20 25 Meres
Rev. Thursday, October 12, 2023



MAP 'Z' 600 Trumpeter Rd.
File: OCP23-0009

Subject Property
From S-RES - Suburban Residential to NAT - Natural Areas
From NAT - Natural Areas to S-RES - Suburban Residential

City of Kelowna

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

0 2.5 5 10 15 20 25 Metres

Rev. Friday, March 22, 2024

REPORT TO COUNCIL OCP, REZONING, & TEXT AMENDMENTS

Date:	February 5th and 12th 2024
To:	Council
From:	City Manager
Address:	n/a
File No.:	TA24-0001, Z24-0001, OCP24-0001 Provincial Housing Legislation Comprehensive Amendments

1.0 Recommendation for February 12, 2024 meeting:

THAT Council receive, for information, the report from the Planning and Development Services dated February 12th 2024, regarding implementation of the provincial legislation through Small- Scale Multi-Unit Housing and Transit Oriented Development Areas.

Recommendation for February 26, 2024:

THAT Text Amendment Application No. TA24-0001 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing multiple sections as described in Schedule 'A' attached to the Report from the Development Planning Department dated February 5th and 12th 2024, be considered by Council;

AND THAT Rezoning Application No. Z24-0001 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of approximately 26,000 lots as described in Schedule 'B' attached to the Report from the Development Planning Department dated February 5th and 12th 2024, be considered by Council;

AND THAT Official Community Plan Map Amendment Application No. OCP24-0001 to amend Map 4.5 Pandosy Building Heights Map and Map 4.7 Rutland Building heights in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by amending the maps in accordance with Schedule 'C' attached to the Report from the Development Planning Department dated February 5th and 12th 2024, be considered by Council;

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

AND FURTHER THAT Council direct Staff to proceed to first reading of the bylaw changes to implement the provincial housing and transit-oriented area legislation as described in this report from the Divisional Director, Planning and Development Services dated February 5th and 12th 2024.

2.0 Purpose

To introduce and review the implementation of provincial legislation regarding Small-Scale Multi-Unit Housing and Transit Oriented Areas.

3.0 Background

In November of 2023, the Provincial Government passed several new pieces of housing legislation that apply across the province and impact the City of Kelowna's land use planning framework. Local governments must update their bylaws by June 2024 to meet the new provincial requirements.

The Small-Scale Multi-Unit Housing (SSMUH) legislation builds on the work of the Infill Options project that has been in progress for over 18 months and was presented to Council in the Fall of 2023. This project included technical, economic, public and stakeholder engagement. The Infill Options project was then paused because of this anticipated provincial housing legislation. Bill 44 SSMUH legislation is complementary, and a continuation of housing planning work started by the City in 2022 and supported by grant funding through the Union of British Columbia Municipalities (UBCM). Similarly, the Transit Oriented Areas (TOA) legislation advances much of the OCP's policy direction in Urban Centres, including the Urban Centres Framework project currently underway.

There are several other updates necessary because of the provincial housing legislation. The report to Council on January 15th 2024 summarizes the required steps and procedures.

This report will focus on our municipal zoning amendments to implement Bill 44: Small-Scale Multi-Unit Housing and Bill 47: Transit Oriented Development Areas.

3.1 Development Planning Approach

Staff have prepared mapping and text amendments to comply with: the provincial legislation, the provincial policy manual for Site Standards: Small-Scale Multi-Unit Housing (SSMUH), and the provincial policy manual for Transit-Oriented Areas (TOA).

Staff recommendations include a series of amendments to complement the provincial mandates to ensure practical and sensitive integration within the existing development framework. The changes have been organized into five categories for Council's consideration: Suburban Areas, agricultural and rural zones, Core Area - Infill, Transit Oriented Areas / Urban Centre zones, and definitions.

The recommended approach to ensure a manageable transition for neighbourhoods, development, and the City is to establish Core Area and Suburban Area residential zones for implementation of the Small-Scale Multi-Unit Housing legislation.

The following table provides a summary of the City's major bylaw amendments proposed in this report to achieve compliance with the SSMUH and TOA provincial legislations.

	SUBURBAN AREAS	AGRICULTURAL & RURAL ZONES	CORE AREA	TRANSIT ORIENTED AREAS
OCP Amendments	n/a	n/a	n/a	Urban Centre Building Height maps
Zoning Bylaw (incl Landscape and Parking Regs)	Allow up to 4 units per lot on the Suburban Residential zones: RU1, RU2, RU3, RU5. RU4 zone deleted.	Allow secondary suites *and* carriage houses on lots greater than 10,000 m².	Allow up to 6 units per lot subject to limitations. * Rezone RU1, RU2, RU3, RU4, RU5 lots to the MF1 zone Keep Suburban Residential zoning (e.g. RU1 & RU2 zones) for Heritage Conservation Area	Allow up to 12 storeys within 200 metres of a transit exchange. Allow up to 6 storeys within 400 metres of a transit exchange. Provide residential parking exemptions within 400 metres of a transit exchange. Rezone Hospital Exchange to restrict entire area to 6 storeys to maintain KGH's emergency operations.
Development Permits	Required for 3 or more units			
* Due to site restrictions, including lot dimensions, parking requirements, garbage/recycling collection areas, and landscaping requirements often the maximum achievable density will be four dwelling units.				

3.2 Suburban Areas

Suburban areas include any lot within the Permanent Growth Boundary with access to services (sewer and water). The provincial legislation requires municipalities to allow up to four dwelling units per lot. The Single & Two Dwelling Zone category is proposed to be re-labelled to Suburban Residential. This would affect approximately 13,400 lots.

The RU1, RU2, RU3, and RU5 zones are proposed to remain intact with the deletion of the RU4 zone only. The RU4 zone allowed semi-detached and duplex housing forms, which is redundant as the remaining zones are proposed to allow up to a maximum of four dwelling units in any configuration. Lots could be developed with four single family homes; two single family homes with secondary suites; two single family homes with carriage houses; two single family homes, one of which has a secondary suite and a carriage house, two duplexes, and any other combination of unit types up to a maximum of four dwelling units.

The subdivision regulations and development regulations (including site coverage, setbacks, height, etc.) for the RU1, RU2, RU3, and RU5 zones remain similar to the current regulations to provide for consistent suburban development form and neighbourhood character while complying with provincial density requirements. This approach provides flexibility and an opportunity for homeowners and developers to incrementally densify suburban areas and is distinguishable from the Core Area.

3.2.1 Development Regulations

Development proposals with three or more units will require a Staff approved Form and Character Development Permit to ensure site planning is adequately provided in relation to parking, garbage/ recycling, and landscaping in compliance with updated Official Community Plan design guidelines.

3.2.2 Parking

The provincial policy guide for Site Standards: Small-Scale Multi-Unit Housing, identifies that municipalities eliminate parking minimums and provide parking maximums. According to the guide, the City of Kelowna is exempt from this clause due to snow removal. Staff are recommending that a minimum of 1.25 stalls per residential dwelling unit is required. This is to ensure an availability of onsite parking in suburban neighbourhoods to allow for snow clearing.

3.3 Agricultural and Rural Residential Zones

In the summer of 2023, Council passed text amendments to the A1 zone which complied with updates to the Agriculture Land Reserve. This allowed secondary suites and carriage houses on any A1 lot that was at least 10,000 m^2. Lots zoned A2, RR1, and RR2 are larger, more remote, and can accommodate the necessary parking for secondary residential uses. Therefore, Staff are recommending the sub-zone for carriage houses be eliminated for A2, RR1, and RR2 lots to provide consistent residential regulations within the agricultural and rural residential zones by permitting secondary suites and carriage houses subject to the minimum lot size and minimum parking requirements. This would affect approximately 2,675 lots.

3.4 Definitions

Implementation of the Small-Scale Multi-Unit Housing legislation requires revisions to the following definitions: Boarding or Lodging House, Secondary Suite, and Bed & Breakfast. Boarding or Lodging House needs to accommodate the new infill housing zoning within the Core Area. The secondary suite definition is updated to incorporate the community water servicing requirement. As a result of allowing four dwelling units per lot, the bed & breakfast definition is proposed to be clarified to confirm bed & breakfast can only occur within a single detached home.

3.5 Core Area – Infill Housing

The following section outlines the necessary text and mapping amendments within the Core Area. The proposal is to rezone all Core Area lots that are currently zoned RU1, RU2, RU3, RU4, or RU5 to the MF1 zone. This will affect approximately 11,100 lots. All the sub-zones from the single-family zones, such as childcare centre, major (cc), Boarding & Lodging (b), and Heritage Commercial (hc) have been incorporated into the MF1 zone.

A maximum number of dwellings is proposed at six dwelling units per lot. This is a change for the current density regulation of 0.8 Floor Area Ratio. Most Core Area lots in Kelowna will not be able to achieve five, or six infill housing units. This is due to several site planning requirements and restrictions, such as lot size, lot dimensions, on-site parking requirements, on-site garbage and recycling collection areas, and new updated landscaping requirements.

Typically, a large lot with over a 20 metre wide frontage would be necessary to develop close to six dwelling units. Out of approximately 11,100 lots being zoned MF1, approximately 2,160 lots would meet these size

requirements. Further, these larger lots may be restricted due to access, location, context, overhead powerlines, boulevard trees, and many other potential factors and site constraints.

Staff recommend application of the RU1 zone to the Heritage Conservation Area, which would limit the maximum dwelling density to four units, in line with Suburban Areas.

3.5.1 Development Regulations
Proposals for one or two dwelling units in Core Areas will continue with similar single family development regulations, and Form & Character Development Permits will not be required.

Development proposals in Core Areas with three or more units is defined as infill housing and will continue with similar infill housing development regulations. This will require a Staff approved Form and Character Development Permit. This will ensure site planning is adequately provided in relation to parking, garbage/ recycling, and landscaping - including the retention of mature trees - in compliance with updated Official Community Plan design guidelines.

3.5.2 Parking
The provincial policy guide for Site Standards: Small-Scale Multi-Unit Housing, identifies that municipalities eliminate parking minimums and provide parking maximums. Due to practical limitations (transit frequency, active transportation corridors, snow clearing, on-street parking restrictions), the recommended approach is to maintain a minimum on-site parking requirement of one stall per unit.

3.5.3 Height
The provincial regulations require an increase in height for small-scale multi-unit housing to three storeys, which is consistent with single-family height regulations. The recommended approach is to use the existing single dwelling floor area reduction above the second floor and to increase the side yard setback to 1.8 metres to sensitively integrate with existing developments.

3.5.4 Transportation Corridors
A new minimum roadway width regulation is proposed to protect Transit Supportive Corridors, Major Arterial roads, or roads with an Active Transportation Corridor. This will ensure development along these corridors will provide a proportional share of road dedication. A minimum density is proposed along Transit Supportive Corridors to support lot consolidation into larger-scale, transit-supportive developments. This is key for several reasons:

- Development should follow the recommended densities and development patterns identified in the Official Community Plan;
- Infill housing per lot is discouraged as this would multiply the number of driveway accesses along major corridors, increasing conflicts, and
- Infill housing is discouraged as this would multiply the number of garbage and recycling turnarounds or city pickup carts along these major corridors, increasing conflicts.

3.5.5 Riparian Corridors
A new proposed development regulation is needed for riparian management areas (RMA) to ensure land dedication occurs, similar to the road dedication regulation. Typically, this would mean 15 metres of dedication. Currently, these areas rely upon an owner applying for a rezoning application to dedicate the necessary riparian area. This cannot be relied upon due to pre-zoning of the Core Area to the MF1 zone.

When riparian areas are adjacent to a linear trail, as identified in the Linear Connections and Trails of the City's OCP (Map 10.1), an additional 5 metres is proposed to be required for the trail connection.

3.5.6 Waste Collection

The potential increase in infill housing necessitates updates to the Solid Waste Bylaw, in addition to the Zoning Bylaw. The Solid Waste Bylaw updates are needed to address larger carts and customized services for these larger infill housing developments. The Zoning Bylaw updates are needed to provide the necessary space onsite for the garbage and recycling carts. Currently, there are no specific regulations for garbage cart storage and maneuvering aisle requirements, only guidelines that suggest carts need to be stored inside to avoid wildlife conflicts. This had led to limited success for existing MF1 developments which typically have rear lanes to accommodate garbage and recycling carts. Therefore, a new section is proposed to require minimum storage (inside a building, enclosure, or garage) relative to the container size and provide maneuvering aisle space.

3.5.7 Landscape Design

The purpose of the proposed landscape amendments is to practically implement the expansion of infill housing in Kelowna. This will promote establishment of healthy trees, support the City's tree canopy, enhance beauty and resiliency of neighbourhoods, provide flexibility to builders and developers, and reduce common landscape variances.

The proposed landscape amendments include:

a. The growing medium area and volume per tree has been adjusted based on feedback from our urban forester.
b. A setback from buildings, raised patios, and balconies to the on-site trees has been introduced as the two metre front yard landscape area was not enough space for large trees to thrive for most multi-family developments.
c. An underground setback has been introduced to ensure there is enough space between the trees and an underground parkade or basement.
d. The front yard setback has been adjusted depending on if the boulevard contains a sidewalk and an irrigated landscape boulevard.
e. The onsite landscape requirements have been adjusted if the boulevard contains soil cells with large trees planted and sidewalks installed.
f. Further, flexibility in installation of the trees has been provided if there is conflict with overhead powerlines within the front yard area.

3.7 Transit Oriented Development Areas

The Transit Oriented Development Areas legislation has identified four transit exchanges in Kelowna: Rutland, Orchard Park, Okanagan College, and the Kelowna General Hospital. The legislation requires municipalities to pass a bylaw identifying these transit exchanges and assign minimum densities and heights. The height allowance is 10 storeys with a 3.5 Floor Area Ratio (FAR) density for all lots within a 200 metre radius of these transit exchanges. The height allowance is six storeys, with a minimum 2.5 FAR for all lots between a 200 metre and 400 metre radius of these transit exchanges.

3.7.1 Rutland, Midtown, and Pandosy Urban Centres

The Rutland, Orchard Park, Okanagan College transit exchanges are within designated Urban Centres in the OCP. The maximum zoning heights are directly connected to the OCP maximum building heights. Currently, the City does not have a 10 storey category, therefore, the recommendation is to apply the 12 storey category in Urban Centres, which aligns with the maximum Mass Timber building heights in the BC Building Code.

The application of a radius based on 'as the crow flies' resulted in some building height boundaries ending mid-block. In these circumstances, it is recommended to expand the building height maps to the end of the block for that height category for practical application and development. The densities have been increased to comply with the provincial densities within each height category.

3.7.2 Hospital Exchange

The Hospital Exchange is not designated in the OCP as an Urban Centre and has not been designated for significant growth. In addition, there are public safety, emergency operations, and Heritage Conservation Area considerations.

Kelowna General Hospital (KGH) maintains a certified H1 classification heliport used for air ambulance operations. City Staff engaged Interior Health to understand the consequences of building heights surrounding the heliport. Interior Health analyzed the proposed building heights at six and 12 storeys within the approved flight path. Six storeys around KGH would be acceptable, however, 12 storeys would impact heliport and air ambulance operations. Staff recommend pre-zoning the Hospital TOA to a maximum height of six storeys.

To accommodate this transit exchange outside of an Urban Centre, Staff recommend creation of a new zone. A new zone is recommended because this would be the only zone that would allow all building types including single detached homes, small-scale multi-units / infill, townhouses, and apartment buildings up to six storeys. The development regulations needed to be adjusted relative to this zone to match all those building forms and scale of development.

3.7.3 OCP Amendments

The scope of the OCP amendment is strictly around the building heights map as they directly affect zoning regulations in Urban Centres. There will be further mapping and text amendments necessary for the OCP to implement the TOA legislation in a separate Council report. There are no changes to the Midtown Urban Centre map building heights map as the current height complies with provincial legislation. Pandosy's Urban Centre has 11 lots where the 12 storey height category was expanded and 45 lots where the building heights map was increased from four storeys to six storeys. Rutland's Urban Centre has 47 lots where the 12 storey height category was expanded and 140 lots where the building heights map was increased from four storeys to six storeys.

3.7.4 Parking

The Transit Oriented Development Areas (TOA) legislation prevents municipalities from requiring parking in TOAs within a 400 metre radius of the identified transit exchanges. There is a provision for municipalities to require universal accessible parking. Staff incorporated the parking exemption for residential parking within Section 8 of the parking regulations (see Schedule A for Parking Exemption maps). The parking exemption was limited to parcels specifically identified by the province. This would apply to 427 lots in the Hospital Exchange, 70 lots in the Okanagan College Exchange, 45 lots in the Orchard Park Exchange, and 251 lots in the Rutland Exchange. In total it would apply 793 lots.

3.7.5 Landscaping

The landscaping provisions have been updated to incorporate tree planting options on infill redevelopment lots. Specifically for Urban Centres or large apartment buildings the minimum number of required trees has been adjusted to provide flexibility of where the trees could be planted onsite if the boulevard contains a sidewalk and an irrigated landscape boulevard.

4.0 Conclusion

The recommended approach to the OCP building heights map and zoning text and mapping updates will comply with the provincial legislation while practically implementing Kelowna solutions into those regulations.

Report prepared by:	Adam Cseke, Planner Specialist
Reviewed by:	Jocelyn Black, Urban Planning Manager
Reviewed by:	James Moore, Infill Housing Planning Manager
Reviewed by:	Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion by:	Ryan Smith, Divisional Director, Planning, Climate Sustainability & Development Services

Attachments:

Schedule 'A': Proposed Text Amendments to Zoning Bylaw No. 12375

Schedule 'B': Proposed Mapping Amendments to Zoning Bylaw No. 12375

Schedule 'C': Proposed Building Height Mapping Amendments to Official Community Plan Bylaw No. 12300

TA24-0001 Schedule A – Proposed Text Amendments

Content Changes to Zoning Bylaw No. 12375

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 1 – General Administration 1.6 Applications in Process 1.6.1	A development will be processed in accordance with City of Kelowna Zoning Bylaw No. 8000, as the Bylaw read on the date of repeal, provided a development permit or development variance permit was issued or a complete building permit was submitted for the development prior to the effective date of this Bylaw. A building permit for any development processed in accordance with City of Kelowna Zoning Bylaw No. 8000 must be issued within 12 months of the effective date of this Bylaw. All other development must comply with this Bylaw.	[Deleted]	Over one year has passed since the transition from Zoning Bylaw 8000 to Zoning Bylaw 12375 therefore this provision is redundant and is proposed to be deleted.
2.	Section 1 – General Administration 1.6 Applications in Process	n/a	A development for any property zoned MF1 – Infill Housing as of the date of adoption of this bylaw will be processed in accordance with City of Kelowna Zoning Bylaw No. 12375 (immediately before this bylaw was adopted) provided a development permit or development variance permit was issued or a complete building permit was submitted for the development prior to adoption of this bylaw. A building permit for any development processed in accordance with City of Kelowna Zoning Bylaw No. 12375 as of	In-stream protection for MF1-Development Permits as this zone changed the density calculation as well as certain setback provisions.

No.	Section	Current Wording	Proposed Wording	Reason for Change
			adoption of this bylaw must be issued within 12 months of the effective date of this bylaw. All other development must comply with this Bylaw.	
3.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'B'	BOARDING OR LODGING HOUSE means the use of a dwelling unit within single detached housing and semi-detached housing. The owner or manager may supply accommodation for their family, and sleeping unit accommodation, for remuneration. It may or may not include meal service. Boarding or lodging houses must operate as a single household up to a maximum of 10 persons. Short-term rental accommodation is not permitted within a boarding or lodging house.	BOARDING OR LODGING HOUSE means the use of a ground oriented dwelling unit in which the owner or manager may supply sleeping unit accommodation for family and for remuneration. It may or may not include meal service. Boarding or lodging houses must operate as a single household up to a maximum of 10 persons. Short-term rental accommodation is not permitted within a boarding or lodging house.	To accommodate the provincial housing legislation with infill housing and to specifically allow boarding or lodging homes within MF1 lots when a sub-zone is successfully applied for.
4.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'B'	BACHELOR DWELLING means a dwelling in which the sleeping and living areas are combined and which is not reasonably capable of being developed as a dwelling unit containing a separate bedroom or bedrooms.	[Deleted]	To provide a better term that is more inclusive and gender neutral.
5.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'S'	n/a	STUDIO means a dwelling unit in which the sleeping and living areas are combined and which is not reasonably capable of being developed as a dwelling unit containing a separate bedroom or bedrooms.	To provide a better term that is more inclusive and gender neutral.
6.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'D'	DWELLING means accommodation providing interconnected, free flowing space including bedroom(s), washrooms, and a kitchen intended for domestic use, and used or intended to be used permanently or semi-	DWELLING UNIT means accommodation providing interconnected, free flowing space including bedroom(s), washrooms, and a kitchen intended for domestic use, and used or intended to be used permanently or semi-	To provide clarity on what is considered a dwelling unit.

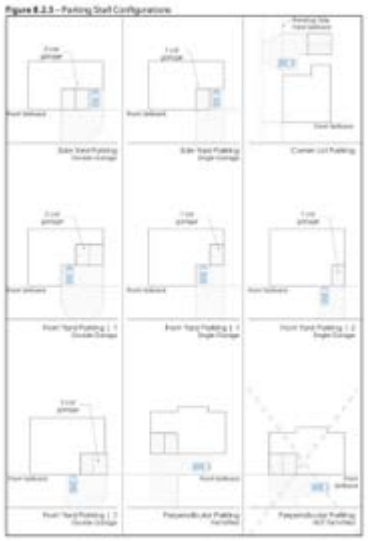
No.	Section	Current Wording	Proposed Wording	Reason for Change
		permanently for a household. A dwelling includes only one room which, due to its design, plumbing, equipment, and furnishings, may be used primarily as a kitchen, except where otherwise permitted in the bylaw. Wet bars are permitted. This use does not include a room in a hotel or a motel. Secondary suites are considered a separate dwelling unit.	permanently for a household. A dwelling unit includes only one room which, due to its design, plumbing, equipment, and furnishings, may be used primarily as a kitchen, except where otherwise permitted in the bylaw. Wet bars are permitted. This use does not include a room in a hotel or a motel. A secondary suite and a carriage house are each considered a dwelling unit.	
7.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'S'	SECONDARY SUITE means a self-contained dwelling unit located within a building or portion of building. The secondary suite shall: (a) be fully compliant with the BC Building Code at the time of construction; (b) completely separated from other parts of the building by fire separations; (c) located in a building of only residential occupancy; (d) have an issued Occupancy Permit; (e) located within a single detached housing unit, a semi-detached housing unit, or a duplex unit (secondary suites cannot be located in an apartment housing, or a boarding or lodging house); (f) located in a building or portion of a building that is a single real estate entity. The secondary suite and principal dwelling are not required to be interconnected	SECONDARY SUITE means a self-contained dwelling unit located within a building or portion of building. The secondary suite shall: (a) be fully compliant with the BC Building Code at the time of construction; (b) completely separated from other parts of the building by fire separations; (c) located in a building of only residential occupancy; (d) have an issued Occupancy Permit; (e) located within a single detached ~~housing unit, a semi-detached housing unit, or a duplex unit~~ dwelling, a semi-detached unit, a duplex unit, or a townhouse unit (secondary suites cannot be located in an apartment housing, or a boarding or lodging house); (f) located in a building or portion of a building that is a single real estate entity; (g) Located on a lot serviced with	To accommodate the provincial housing legislation with infill housing to add housing flexibility and confirm servicing requirements.

No.	Section	Current Wording	Proposed Wording	Reason for Change
		through a conditioned doorway. Short-term rental accommodations, bed & breakfast homes, boarding or lodging homes, and group homes, shall not be permitted to operate within a secondary suite.	community water. The secondary suite and principal dwelling are not required to be interconnected through a conditioned doorway. Short-term rental accommodations, bed & breakfast homes, boarding or lodging homes, and group homes, shall not be permitted to operate within a secondary suite.	
8.	Section 5 – Definitions & Interpretations 5.3 General Definitions 'S'	SINGLE DETACHED HOUSING means a detached building containing only one dwelling unit, designed exclusively for occupancy by one household. Where a secondary suite is permitted, this use class may contain a secondary suite. This use includes modular homes that exceeds a 5.0 metre building width, but not a mobile home.	SINGLE DETACHED DWELLING means a detached building containing only one dwelling unit, designed exclusively for occupancy by one household. Where a secondary suite is permitted, this use class may contain a secondary suite. This use includes modular homes that exceeds a 5.0 metre building width, but not a mobile home.	To revise language for consistency.
9.	Section 7 - Site Layout 7.2 Landscaping Standards Table 7.2 – Tree & Landscaping Planting Requirements	See Chart A	See Chart B	Landscaping provisions updated to foster enhanced landscaping interactions with the street, development, and neighbourhood for all development types including infill housing. Many landscaping variances were being applied for when landscaping could be provided in alternate methods. For example, large industrial lots could place trees elsewhere on

No.	Section	Current Wording	Proposed Wording	Reason for Change
				site subject to street trees being planted. Landscaping standards increased to promote health and viability of planting including a building setback from trees.
10.	Section 7 - Site Layout 7.2.10 Landscaping Standards	Any surface parking lot over 15 vehicles must incorporate landscaped islands as described below: (a) Notwithstanding Section 7.2.3, if a parking lot over 15 vehicles abuts a street, that interface must have at least a minimum 1.5 metres landscape area (the setback landscaping area might be larger). See Figure 7.2.10; (b) landscaped islands are required at the end of each parking aisle; (c) the maximum number of parking spaces in a consecutive row is 15 with a landscaped island or drive aisle separating the next 15 spaces; (d) landscaped islands are not to be longer than the adjacent parking space; (e) landscaped islands shall be clearly delineated as separate and in addition to required parking and loading spaces; (f) locate landscaped islands such that loading and unloading vehicles can gain access without undue interference; and	[Deleted]	Moved minimum surface parking lot landscape island and tree island requirements to Table 7.2 Tree & Landscaping Planting Requirements.

No.	Section	Current Wording	Proposed Wording	Reason for Change
		(g) a minimum of one tree must be included in a landscaped island.		
11.	Section 7 - Site Layout 7.3 Refuse and Recycling Bins	See Chart C	See Chart D	To facilitate the implementation of the provincial Small Scale Multiple Unit Housing (SSMUH) legislation by addressing public minimum garbage and recycling pickups onsite especially for lots without lanes.
12.	Section 7 - Site Layout 7.2.3 Landscaping Standards	Landscaping within the landscape areas shall follow the regulations within Table 7.2 to provide for the masking or separating of various land uses. (a) Driveways as well as entrance/exit pathways are permitted to cross the landscape areas. (b) Parking is not permitted within the landscape areas; except parking is permitted within the landscape area when the landscape area is abutting a lane and when the parking meets the parking setback regulations identified in Section 8.2.	Landscaping within the landscape areas shall follow the regulations within Table 7.2 to provide for the masking or separating of various land uses. See Section 8.2.2 for parking restrictions within the landscape areas.	Relocate the parking restriction regulation within the parking section.

No.	Section	Current Wording	Proposed Wording	Reason for Change
13.	Section 8 - Parking and Loading 8.2.2 Off-Street Parking Parking Setbacks	All off-street parking shall be restricted from the landscape areas as according to Section 7.2.3.	Parking shall not be permitted within the landscape area except when the parking is within a driveway that is perpendicular to the fronting or flanking street; or when the landscape area is abutting a lane.	Regulation needed to be adjusted to accommodate SSMUH legislation to ensure landscaping is provided and parking on driveways is permitted.
14.	Section 8 - Parking and Loading 8.2.4 Off-Street Parking Parking Setbacks	All off-street parking for residential use classes containing two or less dwelling units shall not have any off-street parking spaces located in the required front yard or flanking street setback area.	For residential dwelling units with 2 dwelling or less (thus do not have a landscape area) then any parking space that is not perpendicular to the front or flanking side yards must be setback at least three (3) metres from the front or flanking side yard.	Regulation needed to be adjusted to accommodate SSMUH legislation to ensure consistent parking setbacks amongst small scale and larger scale infill development.
15.	Section 8 - Parking and Loading 8.2.5 Off-Street Parking Parking Setbacks	Notwithstanding Section 8.2.4, off-street parking for residential use classes containing two or less dwelling units may be located in the required front yard or flanking street setback area if: (a) the parking spaces are located on a driveway which provides access to a required off-street parking space that is not in the front yard or flanking street setback area; or (b) one off-street parking space may be located in the required front yard or flanking street setback area that does not provide access beyond the front yard or flanking street setback area if the parking space meets one of the permitted parking configurations shown specifically in Figure 8.2.5	[Deleted]	This regulation is deleted because parking setbacks and locations are incorporated in new regulations identified through Section 8.2.2 & Section 8.2.4

No.	Section	Current Wording	Proposed Wording	Reason for Change
16.	Section 8 Parking and Loading 8.2.5 Off-Street Parking Parking Setbacks Figure 8.2.5 Parking Stall Configurations		[Deleted]	This regulation is deleted because parking setbacks and locations are incorporated in new regulations identified through Section 8.2.2 & Section 8.2.4
17.	Section 8 - Parking and Loading 8.2.6 Off-Street Parking Tandem Parking	Tandem parking spaces is permitted only for the following land uses (not between land uses): (a) single detached housing (which may be in tandem with a secondary suite or carriage house); (b) short-term rental accommodations; (c) duplex and semi-detached housing; and (d) townhouses where the lot is located within the Core Area. Visitor parking stalls cannot be configured in tandem in any situation.	Tandem parking spaces are permitted only for: (a) developments with 6 or less dwelling units but only one tandem parking space is permitted in front of any garage or carport; or (b) townhouses with 7 or more dwelling units where the lot is located within the Core Area. Visitor parking stalls cannot be configured in tandem.	Regulation needed to be adjusted to accommodate SSMUH legislation to ensure similar tandem regulations are applied to current standards

No.	Section	Current Wording	Proposed Wording	Reason for Change
18.	Section 8 - Parking and Loading 8.2 Off-Street Parking Regulations Size and Ratio Table 8.2.7.b Ratio of Parking Space Sizes	See Chart E	See Chart F	Regulation needed to be adjusted to accommodate SSMUH legislation to eliminate short-term rental accommodations and adjust the housing type to keep similar ratio regulations.
19.	Section 8 - Parking and Loading 8.2 Off-Street Parking Regulations 8.2.17 Accessible Parking Standards	See Chart G	See Chart H	A new table that requires universal accessible parking in Transit Oriented Areas (TOA) as defined through the provincial TOA legislation.
20.	Section 8 Parking and Loading Electric Vehicle Charging 8.2.18 and Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements	See Chart I	See Chart J	The minimum electric vehicle section needed to be reformatted to conform with the parking table updates in the previous sections. The electric vehicle regulations remain the same as the current regulations.

No.	Section	Current Wording	Proposed Wording	Reason for Change
21.	Section 8 - Parking and Loading Table 8.3 – Required Residential Off-Street Parking Requirements	See Chart K	See Chart L	This table is updated to accommodate both the SSMUH and the TOA legislation in regard to the amount of off-street parking required per dwelling unit.
22.	Section 8 - Parking and Loading Table 8.3.1 – Other Residential Parking	See Chart M	See Chart N	This table has been updated to accommodate the short-term rental accommodation regulations and the re-organized residential parking table.
23.	Section 8 - Parking and Loading Section 8.5 Off-street Bicycle Parking Table 8.5 – Minimum Bicycle Parking Required (Apartment Housing, Required Long-term)	• 0.75 bike spaces per bachelor unit • 0.75 bike spaces per one bedroom unit • 0.75 bike spaces per two bedroom unit • 1.0 bike space per three bedroom or more unit • 0.75 bike spaces per supportive housing unit • 1.0 bike space per student residence unit	• 0.75 bike spaces per bachelor unit • 0.75 bike spaces per one bedroom unit • 0.75 bike spaces per two bedroom unit • 1.0 bike space per three bedroom or more unit • 0.75 bike spaces per supportive housing unit • 1.0 bike space per student residence unit • 1.0 bike space per dwelling unit when the development occurs on a lot within a Transit Oriented Areas identified in Map 8.3.a , Map 8.3.b , Map 8.3.c , or Map 8.3.d	To increase the minimum bicycle parking to compensate when residential parking is not required.

No.	Section	Current Wording	Proposed Wording	Reason for Change
24.	Section 9 Specific Use Regulations Section 9.3.1 Bed and Breakfast Homes	Bed and breakfast homes shall comply with the following regulations: (a) the bed and breakfast home shall be operated as a secondary use only within the principal building, with a maximum four (4) sleeping units with accommodation for a maximum of two guests per sleeping unit, of a minimum area of 11 metres² each; and (b) the licensed operator of a bed and breakfast home must reside in the dwelling in which the bed and breakfast operation is located.	Bed and breakfast homes shall comply with the following regulations: (a) the bed and breakfast home shall be operated as a secondary use only within ~~the principal building~~ a Single Detached Dwelling, with a maximum four (4) sleeping units with accommodation for a maximum of two guests per sleeping unit, of a minimum area of 11 metres² each; ~~and~~ (b) the licensed operator of a bed and breakfast home must reside in the dwelling in which the bed and breakfast operation is located; (c) A licensed operator must also reside onsite during the operation of the bed and breakfast; and (d) Short-term rental accommodation is not permitted in combination with a bed and breakfast home. For example, If the licensed operator is not residing on site during the stay of paid guests then the operator is engaging in short-term rental accommodations.	To accommodate the provincial housing legislation with infill housing and to clarify the bed and breakfast homes are to be located in single detached dwellings only.
25.	Section 10 - Agriculture & Rural Residential Zones Section 10.2 Sub-Zones	Chart O	See Chart P	Update sub-zone purposes to exclude carriage house sub-zoning. This will allow a secondary suite and a carriage house on a rural

No.	Section	Current Wording	Proposed Wording	Reason for Change
				property if the lot size meets the minimum.
26.	Section 10 - Agriculture & Rural Residential Zones Section 10.3 Permitted Land Uses	See Chart Q	See Chart R	Update to exclude carriage house sub-zoning. This will allow a secondary suite and a carriage house on a rural property if the lot size meets the minimum.
27.	Section 11 - Single and Two Dwelling Zones	See Chart S	See Chart T	The Single Family Zones have been changed to the Suburban Residential zones with similar regulations but allowing up to four dwelling units per lot to accommodate the SSMUH legislation. Re-numbered tables.
28.	Section 13 – Multi-Dwelling Zones	See Chart U	See Chart V	Amend the multi-family zones to align with the provincial small scale multiple unit housing legislation and the provincial Transit Oriented Area legislation. This was done by adding a new MF4 zone around the hospital and breaking up the development

No.	Section	Current Wording	Proposed Wording	Reason for Change
				regulations for the MF1 zone to be relative to the number of dwelling units onsite. Further, height and setbacks were adjusted to accommodate the provincial legislation.
29.	Section 14 - Core Area and Other Zones 14.11 Core Area and Other Zones Commercial and Urban Centre Zone Development Regulations Criteria – Add New Row	n/a	<u>Add New Row:</u> | | All Zones | | Min. Riparian Management Area and Trail width | Any lot with three or more dwelling units that is abutting a watercourse or a riparian area must have the Minimum Riparian Management Area (RMA), as described in Table 21.1 of the OCP dedicated to the City. If the lot is abutting a trail identified in Map 10.1 of the OCP then five additional metres must be dedicated to the City for trail connections in addition to the minimum RMA. |	A new riparian management area and trail width regulation is proposed in order to acquire necessary right-of-way in locations where the SSMUH legislation requires prezoning.
30.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – UC_3	| Min. Density (if applicable) & Max. Base Density FAR [.1, .7] | | For areas identified as PARK = 0.5 FAR [.9] For areas identified as 6 storeys = 1.8 FAR [.9] For areas identified as 12 storeys = 3.3 FAR [.9] |	| Min. Density (if applicable) & Max. Base Density FAR [.1, .7] | | For areas identified as PARK = 0.5 FAR [.9] For areas identified as 6 storeys = 1.8 FAR [.9, ~~.13~~] For areas identified as 12 storeys = ~~3.3~~ <u>3.5</u> FAR [.9] |	Added new footnote .13 to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation. Adjust the 12 storey density from 3.3

No.	Section	Current Wording	Proposed Wording	Reason for Change
	(Midtown)	For areas identified as 18 storeys = 4.9 FAR .9 For site specific areas = See Section 14.15 Site Specific Parcels See Underground Parking Base FAR Adjustments .12	For areas identified as 18 storeys = 4.9 FAR .9 For site specific areas = See Section 14.15 Site Specific Parcels See Underground Parking Base FAR Adjustments .12	FAR to 3.5 FAR to comply with the TOA legislation.
31.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – UC4 (Rutland)	Min. Density (if applicable) & Max. Base Density FAR .1, .7 For areas identified as PARK = 0.5 FAR .9 For areas identified as 4 storeys = 1.6 FAR .9 For areas identified as 6 storeys = 1.8 FAR .9 For areas identified as 12 storeys = 3.3 FAR .9 See Underground Parking Base FAR Adjustments .12	Min. Density (if applicable) & Max. Base Density FAR .1, .7 For areas identified as PARK = 0.5 FAR .9 For areas identified as 4 storeys = 1.6 FAR .9 For areas identified as 6 storeys = 1.8 FAR .9, .13 For areas identified as 12 storeys = ~~3.3~~ 3.5 FAR .9 See Underground Parking Base FAR Adjustments .12	Added new footnote .13 to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation. Adjust the 12 storey density from 3.3 FAR to 3.5 FAR to comply with the TOA legislation.
32.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – UC5 (Pandosy)	Min. Density (if applicable) & Max. Base Density FAR .1, .7 For areas identified as PARK = 0.5 FAR .9 For areas identified as 3 storeys = 1.5 FAR .9 For areas identified as 4 storeys = 1.6 FAR .9 For areas identified as 6 storeys = 1.8 FAR .9 For areas identified as 8 storeys = 2.35 FAR .9 For areas identified as 14 storeys = 3.9 FAR .9	Min. Density (if applicable) & Max. Base Density FAR .1, .7 For areas identified as PARK = 0.5 FAR .9 For areas identified as 3 storeys = 1.5 FAR .9 For areas identified as 4 storeys = 1.6 FAR .9 For areas identified as 6 storeys = 1.8 FAR .9, .13 For areas identified as 8 storeys = 2.35 FAR .9 For areas identified as 12 storeys = 3.5 FAR .9 For areas identified as 14 storeys = 3.9 FAR	Added new footnote .13 to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation. Adjust the 12 storey density from 3.3 FAR to 3.5 FAR to comply with the TOA legislation.

No.	Section	Current Wording	Proposed Wording	Reason for Change
		See Underground Parking Base FAR Adjustments .12	.9 See Underground Parking Base FAR Adjustments .12	
33.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – CA1	Min. Density (if applicable) & Max. Base Density FAR .1, .7 Min. Density for lots fronting a Transit Supportive Corridor and with a lane = 4.75 units per 1,000 m² and a Min. 1,050 m² lot area .5, .9 Min. Density for lots fronting a Transit Supportive Corridor and without a lane = 3.1 units per 1,000 m² and a Min. 1,600 m² lot area .5, .9 Max. Base FAR = 1.6 FAR except 1.8 FAR when lot is fronting a Transit Supportive Corridor .9 See Underground Parking Base FAR Adjustments .12	Min. Density (if applicable) & Max. Base Density FAR .1, .7 Min. Density for lots fronting a Transit Supportive Corridor and with a lane = 4.75 units per 1,000 m² and a Min. 1,050 m² lot area .5, .9 Min. Density for lots fronting a Transit Supportive Corridor and without a lane = 3.1 units per 1,000 m² and a Min. 1,600 m² lot area .5, .9 Max. Base FAR = 1.6 FAR except 1.8 FAR when lot is fronting a Transit Supportive Corridor ~~.4~~, .9 See Underground Parking Base FAR Adjustments .12	Added new footnote .4 to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation.
34.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – Footnotes	n/a	.13 Lots identified in a Transit Oriented Area identified by Map 8.3.b , Map 8.3.c, or Map 8.3.d have the base FAR for the 6-storey category increased from 1.8 FAR to 2.5 FAR. Developments that use this base density cannot apply the Underground Parking Base FAR Adjustment referenced in footnote .12.	Added new footnote .13 to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation.

No.	Section	Current Wording	Proposed Wording	Reason for Change
35.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – Footnotes	[4] The maximum height for hotels is permitted to be 12 storeys & 39.0 m only in situations where: a) lots are fronting a Provincial Highway; and b) the abutting lots are not zoned RR1, RR2, RU1, RU2, RU3, RU4, or RU5; and c) lots are within the Regional Commercial Corridor Future Land Use Designations as outlined in the OCP	[4] The base FAR is adjusted to 3.5 and the maximum height is adjusted to 12 storeys & 39 metres only in situations where: a) the development is a hotel on a lot fronting a Provincial Highway that does not abut a lot that is zoned RR1, RR2, RU1, RU2, RU3, or RU5; or b) a primarily residential development is located within Map 8.3.c Orchard Park Exchange;	Rewrote footnote [4] to the 6 storey category in order to comply with minimum densities outlined in the TOA legislation.
36.	Section 14 - Core Area and Other Zones 14.14 Core Area and Other Zones Density and Height – Footnotes	[2] The maximum height of 3 additional storeys & 12.0 metres only applies in situations where: a) Lots are located fronting a collector or arterial road; and b) Lots are within 400 m of transit stop; and c) The abutting lots are not zoned RR1, RR2, RU1, RU2, RU3, RU4, or RU5.	[2] The maximum height of 3 additional storeys & 12.0 metres only applies in situations where: a) Lots are located fronting a collector or arterial road; and b) Lots are within 400 m of transit stop; and c) The abutting lots are not zoned RR1, RR2, RU1, RU2, RU3, or RU5.	Delete reference to RU4 zone.
37.	The footer at the bottom of all Sections	See Chart W	See Chart X	Change the footer to follow the relabeling of the Single & Two Dwelling Zones section to the Suburban Infill section.

Chart A

Original – Section 7 – Site Layout

Table 7.2 – Tree & Landscaping Planting Requirements cm =centimetres / m = metres / m² = square metres				
Criteria	MF1 & MF2 Zones	MF3 zone, Core Area Zone, and Health District Zones	Urban Centre Zones, Village Centre Zone, & Institutional Zones	Commercial Zones, Industrial Zones, & Comprehensive Development Zones
Minimum Tree amount. [2]	One tree per 50 m² of landscape area or 1 tree per 12 linear metres of landscape area (whichever is more) [2]	One tree per 55 m² of landscape area or 1 tree per 10 linear metres of landscape area (whichever is more) [2]	One tree per 30 m² of landscape area or 1 tree per 10 linear metres of landscape area (whichever is more) [2]	One tree per 30 m² of landscape area or 1 tree per 10 linear metres of landscape area (whichever is more) [2]
Minimum Deciduous Tree Caliper [1]	Large: 5 cm Medium: 4 cm Small: 3 cm			
Minimum Coniferous Tree Height	250 cm			
Minimum Ratio between Tree size [3]	Large: Min 50% Medium: No min or max Small: Max 25%			
Minimum Growing Medium Area [4]	75% soil-based landscaping groundcover in landscape areas See Visual Example Figure 7.2.1			
Minimum Growing Medium Volumes per Tree [4]	Large Single: 30 m³ - Large Multiple Connected by Trench or Cluster: 25 m³ Medium Single: 20 m³ - Medium Multiple Connected by Trench or Cluster: 18 m³ Small Single: 15 m³ - Small Multiple Connected by Trench or Cluster: 12 m³			

FOOTNOTES (Section 7.2):

[1] All deciduous trees shall have a minimum clear stem height of 1.5 m.

[2] The total area and linear metre calculation are used to determine a minimum number of trees that is to be planted within the landscape areas. The minimum number of trees on site shall be whichever calculation is greater (the area or the linear metre). The tree spacing shall follow the City of Kelowna's Urban Tree Guide but there is no minimum or maximum regarding tree spacing. This provides landscape plan flexibility to allow grouping of trees where applicable.

[3] Tree size will be defined in the City of Kelowna's Urban Tree Guide, if only one tree is required, it must be a large tree or conifer. All columnar trees shall be considered a medium or small tree for purposes of minimum ratio between tree size.

[4] Minimum growing medium may be shared through the landscape area (tree, turf, and shrub).

Chart B

Proposed – Section 7 – Site Layout

Table 7.2 – Tree & Landscaping Planting Requirements cm =centimetres / m = metres / m² = square metres			
Criteria	Any MF1, RU1, RU2, or RU3 zone for which the lot contains 3 or more dwelling units.	MF2 zone, MF3 zones, Core Area Zone, Village Centre Zone, Health District Zones, and Institutional Zones	Urban Centre Zones, Commercial Zones, Industrial Zones, & Comprehensive Development Zones
Minimum Number of Trees within Landscape Areas .2	1 tree per 10 linear metres of landscape area .2, .7, .10, .11	1 tree per 10 linear metres of landscape area .2	1 tree per 10 linear metres of landscape area .2, .6
Minimum Growing Medium Area .4	75% soil-based landscaping groundcover in landscape areas .9, .11 See Visual Example Figure 7.2.1	75% soil-based landscaping groundcover in landscape areas .9 See Visual Example Figure 7.2.1	75% soil-based landscaping groundcover in landscape areas .6, .9 See Visual Example Figure 7.2.1
Minimum Landscaping for any surface parking lot over 15 vehicles .5	(a) Notwithstanding Section 7.2.3, if a parking lot over 15 vehicles abuts a street, that interface must have at least a minimum 1.5 metres landscape area (the setback landscaping area might be larger). See Figure 7.2.10; (b) landscaped islands are required at the end of each parking aisle; (c) the maximum number of parking spaces in a consecutive row is 14 with a landscaped island or drive aisle separating the next 14 spaces; (d) landscaped islands are not to be longer than the adjacent parking space; (e) landscaped islands shall be clearly delineated as separate and in addition to required parking and loading spaces; (f) locate landscaped islands such that loading and unloading vehicles can gain access without undue interference; and (g) a minimum of one tree must be included in a landscaped island.		
Minimum / Maximum Tree Spacing	Minimum tree spacing is based on site requirements for sightlines or accessibility along with standard planting practices for the tree species. Trees may be planted closer together as needed and additional trees are highly encouraged. Spacing is not dictated by requirements for the number of trees required in the Landscape Area.		
Minimum Setback from buildings, raised patios, and balconies to on-site trees	Large: 3 m radius from centre of tree up to the second storey of the building Medium: 2 m radius from centre of tree up the second storey of the building Small: 1 m radius from centre of tree up to the second storey of the building Any underground parkade, underground building, underground structure (such as a stormwater detention tank) must be setback at least 1 metre volumetrically measured from the centre of the tree at finished grade (trunk flare).		

Table 7.2 – Tree & Landscaping Planting Requirements cm =centimetres / m = metres / m² = square metres				
Criteria	Any MF1, RU1, RU2, or RU3 zone for which the lot contains 3 or more dwelling units.	MF2 zone, MF3 zones, Core Area Zone, Village Centre Zone, Health District Zones, and Institutional Zones	Urban Centre Zones, Commercial Zones, Industrial Zones, & Comprehensive Development Zones	
Minimum Deciduous Tree Planting Stock Caliper [1]	Large: 5 cm Medium: 4 cm Small: 3 cm			
Minimum Coniferous Tree Planting Stock Height	250 cm			
Minimum Ratio between Tree size [3]	Large: Min 50% Medium: No min or max Small: Max 25%			
Minimum Growing Medium Volumes per Tree [4], [8]		Single Tree	Pair	Shared
	Large Tree	30 m³	20 m³	15 m³
	Medium Tree	20 m³	15 m³	12 m³
	Small Tree	15 m³	12 m³	10 m³

FOOTNOTES (Section 7.2):

[1] All deciduous trees shall have a minimum clear stem height of 1.5 m.

[2] The linear metre calculation is used to determine a minimum number of trees that is to be planted within the landscape area (not the minimum spacing). At least one tree per landscape area is required.

[3] Tree size will be defined in the City of Kelowna's Urban Tree Guide, if only one tree is required, it must be a large tree or conifer. All columnar trees shall be considered a medium or small tree for determination of the tree size ratio. However, these trees require the equivalent Large Tree Growing Medium Volume. All trees onsite including the trees within the landscape area and the trees within parking lot landscape islands must meet this ratio.

[4] Minimum growing medium may be shared through the landscape area (tree, turf, and shrub). Electrical transformers and driveways within the landscape areas can be excluded from the minimum percentage of growing medium area.

[5] The minimum number of trees within landscape areas and within parking islands are separate calculations and cannot be double counted to meet minimum numbers. However, trees in adjacent parking landscape islands may share growing medium with the Landscape Area to meet trenched/shared growing medium minimum amounts.

[6] The minimum number of trees in the front yard or flanking yard landscape area can be planted outside the front yard or flanking yard landscape areas if the abutting boulevard contains an irrigated boulevard with planted street trees. If the minimum number of trees is planted outside the front yard or flanking yard landscape area then there is no minimum growing medium area required in the front yard or flanking yard landscape area.

[7] The minimum landscaping and number of trees required are only required when a lot contains three

Table 7.2 – Tree & Landscaping Planting Requirements cm =centimetres / m = metres / m² = square metres			
Criteria	Any MF1, RU1, RU2, or RU3 zone for which the lot contains 3 or more dwelling units.	MF2 zone, MF3 zones, Core Area Zone, Village Centre Zone, Health District Zones, and Institutional Zones	Urban Centre Zones, Commercial Zones, Industrial Zones, & Comprehensive Development Zones

or more dwelling units.

[8] For growing medium volume calculation, any continuous growing medium the roots can reach on the subject property to a depth of 1 metre can be applied. The boulevard can be used for growing medium volume if the growing medium volume does not interfere with the necessary growing medium volume for street trees. If this growing medium area is covered by sidewalk or other impervious surface, soil cells will be required to achieve the minimum growing medium requirement. If the overall soil volumes cannot be met but soil cells are installed, then there is no minimum growing medium volume requirement.

[9] There is no minimum growing medium area required in front yard or flanking yard landscape area if soil cells are installed to accommodate the minimum on-site trees within the front yard or flanking yard landscape area.

[10] The minimum number of trees in the front yard or flanking yard landscape area can be planted outside the front yard or flanking yard landscape areas if the abutting boulevard contains overhead electrical power lines that would interfere with the growth of the trees.

[11] There is no minimum number of trees onsite and no minimum growing medium area within the front yard or flanking yard landscape area if adequately sized large trees are planted within the boulevard utilizing soil cells and the boulevard contains a sidewalk or a sidewalk is installed.

Chart C

Original – Section 7.3 - Refuse and Recycling Bins

7.3 Refuse and Recycling Bins

7.3.1 All refuse and recycling bins (including all other large receptacles used for the temporary storage of materials) that are placed wholly above natural grade (in zones other than agricultural zones) shall:

(a) require opaque screening from adjacent lots and streets.

(b) all screening shall be a minimum of 1.3 metres in height to a maximum height that is equivalent to the height of the refuse or recycling bin.

(c) all sides open to public view shall be screened by the additional planting of shrub and groundcover material at least 1.5 metres in height.

(d) all refuse or recycling bins shall be setback a minimum of 3.0 metres from any lot line abutting a rural residential, single & two dwelling, or multi-dwelling zone.

(e) an unobstructed access lane with a minimum width of 3.0 metres and a minimum vertical clearance of 4.6 m shall be provided to provide access to a required garbage and recycling room or enclosure

7.3.2 All refuse and recycling bins that are placed in-ground must be set back 0.5 metres from a front lot line or side lot line.

Chart D

Proposed – Section 7.3 - Refuse and Recycling Bins

7.3 Refuse and Recycling Bins

Private Collection

7.3.1 All refuse and recycling bins (including all other large receptacles used for the temporary storage of materials) that are placed wholly above natural grade (in zones other than agricultural zones) shall:

(a) require opaque screening from adjacent lots and streets.

(b) all screening shall be a minimum of 1.3 metres in height to a maximum height that is equivalent to the height of the refuse or recycling bin.

(c) all sides open to public view shall be screened by the additional planting of shrub and groundcover material at least 1.5 metres in height.

(d) all refuse or recycling bins shall be setback a minimum of 3.0 metres from any lot line abutting a rural residential, single & two dwelling, or multi-dwelling zone.

(e) an unobstructed access lane with a minimum width of 3.0 metres and a minimum vertical clearance of 4.6 m shall be provided to provide access to a required garbage and recycling room or enclosure

7.3.2 All refuse and recycling bins that are placed in-ground must be set back 0.5 metres from a front lot line or side lot line.

Public Collection

7.3.3 All garbage and recycling containers must be stored within a building, enclosure, or a garage. The space allocated per bin must meet the dimensions shown in Table 7.3.3 Minimum Refuse and Recycling Bin Space.

Table 7.3.3 Minimum Refuse and Recycling Bins Space

Container Size:	Min. Cart Length (m)	Min. Cart Width (m)	Min. Cart Height (m)	Min. Cart Aisle Width [1]
120 litre Cart	0.6 m	0.5 m	1.8 m	0.6 m
240 litre Cart	0.7 m	0.6 m	1.9 m	0.7 m
360 litre Cart	0.9 m	0.7 m	2.0 m	0.8 m

FOOTNOTES (Table 7.3.3):

[1] The bins cannot overlap with any other allocated space such as a parking space. The minimum bin aisle space is necessary to roll the bins to the outside and cannot overlap with any other space such as a parking space.

Chart E

Original – Table 8.2.7.b Ratio of Parking Space Sizes

Table 8.2.7.b Ratio of Parking Space Sizes		
Uses:	**Min. Regular Size Vehicle** parking spaces	**Max. Small Size Vehicle** parking spaces
Single Detached Dwelling, Duplex, or Semi-Detached	100% .3	0%
Carriage house or secondary suite	0%	100% .3, .4
Short-term rental accommodations	0%	100% .3, .4
Dwelling units in the MF1 zone with access to a lane	0%	100% .3, .4
Dwelling units in the MF1 zone without access to a lane	100% .3	0%
Townhouses, Stacked Townhouses, and Apartments	50% .1, .2, .3, .4	50% .4
Commercial	70% .4	30% .4
Industrial	70% .4	30% .4
Institutional	50% .4	50% .4

FOOTNOTES (Section 8.2.7):

.1 For the purpose of calculating the percentage of regular size vehicle parking spaces, "accessible parking spaces" shall be included in the minimum number regular size vehicle parking spaces.

.2 All visitor parking spaces must be regular size vehicle parking spaces.

.3 All parking spaces that are configured in tandem must be regular size vehicle parking space.

.4 All parking spaces must be regular size vehicle parking space when: the length of a parking space abuts a doorway or when a surface parking space abuts a lane perpendicularly.

Chart F

Proposed - Table 8.2.7.b Ratio of Parking Space Sizes

Table 8.2.7.b Ratio of Parking Space Sizes		
Uses:	**Min. Regular Size Vehicle** parking spaces	**Max. Small Size Vehicle** parking spaces
Principal Dwelling units in the A1, A2, RR1, RR2, RU1, RU2, RU3, and RU5 zones.	100% [3]	0%
Carriage house or secondary suite	0%	100% [3], [4]
Dwelling units in the MF1 zone with access to a lane	0% [5]	100% [3], [4]
Dwelling units in the MF1 zone without access to a lane	100% [3]	0%
Townhouses, Stacked Townhouses, and Apartments	50% [1], [2], [3], [4]	50% [4]
Commercial	70% [4]	30% [4]
Industrial	70% [4]	30% [4]
Institutional	50% [4]	50% [4]

FOOTNOTES (Section 8.2.7):

[1] For the purpose of calculating the percentage of regular size vehicle parking spaces, "accessible parking spaces" shall be included in the minimum number regular size vehicle parking spaces.

[2] All visitor parking spaces must be regular size vehicle parking spaces.

[3] All parking spaces that are configured in tandem must be regular size vehicle parking space.

[4] All parking spaces must be regular size vehicle parking space when: the length of a parking space abuts a doorway or when a surface parking space abuts a lane perpendicularly.

[5] For any MF1 development with two dwelling units or less, the minimum regular size vehicle parking spaces for the principal dwelling units is 100%.

Chart G

Original – Section 8.2.17 Accessible Parking Standards

Accessible Parking Standards

8.2.17 The minimum accessible parking shall be provided as a function of the total number of parking space provided onsite as described in Table 8.2.17 and illustrated in Figure 8.2.17:

Table 8.2.17 Amount of Accessible Parking Spaces		
Total Number of Parking Spaces Onsite.	Min. Number of Required Accessible Parking Spaces	Min. Number of Required Van-Accessible Parking Spaces
1 – 4 spaces	0 spaces	0 spaces
5 – 36 spaces	1 space	0 spaces
37 – 68 spaces	2 spaces	1 space
69 – 100 spaces	3 spaces	1 space
101-150 spaces	4 spaces	1 space
151-200 spaces	5 spaces	1 space
201-300 spaces	6 spaces	2 spaces
301-400 spaces	7 spaces	2 spaces
401-500 spaces	8 spaces	2 spaces
Over 500 spaces	2% of the total spaces	2 spaces
Note: The number of van-accessible parking spaces is included in the minimum required accessible parking spaces. For example: if six (6) accessible parking spaces are required and two (2) van accessible parking spaces are required the total number of accessible parking spaces is six (6) and two (2) of which must be van accessible.		

(a) if one or more visitor parking spaces are required, then at least one of those visitor parking spaces shall be configured as an accessible parking space;

(b) designate as an accessible parking space using appropriate signage;

(c) include accessible parking spaces in the calculation of the applicable minimum parking requirement; and

(d) accessible parking spaces shall be located as close to a main building entrance, on a level non-skid surface.

Chart H

Proposed – Section 8.2.17 Accessible Parking Standards

Accessible Parking Standards

8.2.17 The minimum accessible parking shall be provided as a function of the total number of parking space provided onsite as described in Table 8.2.17 and illustrated in Figure 8.2.17. However, if a development is within a Transit Oriented Area as identified in Map 8.3.a , Map 8.3.b , Map 8.3.c , or Map 8.3.d and utilizes the parking exemption to provide less parking than would otherwise be required by Table 8.3 Required Off-Street Parking Requirements then development must provide at least the minimum required amount of Accessible Parking spaces onsite as identified in Table 8.2.17a Required Amount of Accessible Parking Spaces in Transit Oriented Areas.

(a) if one or more visitor parking spaces are required, then at least one of those visitor parking spaces shall be configured as an accessible parking space;

(b) designate as an accessible parking space using appropriate signage;

(c) include accessible parking spaces in the calculation of the applicable minimum parking requirement; and

(d) accessible parking spaces shall be located as close to a main building entrance, on a level non-skid surface.

Table 8.2.17 Amount of Accessible Parking Spaces		
Total Number of Parking Spaces Onsite.	Min. Number of Required Accessible Parking Spaces	Min. Number of Required Van-Accessible Parking Spaces
1 – 4 spaces	0 spaces	0 spaces
5 – 36 spaces	1 space	0 spaces
37 – 68 spaces	2 spaces	1 space
69 – 100 spaces	3 spaces	1 space
101-150 spaces	4 spaces	1 space
151-200 spaces	5 spaces	1 space
201-300 spaces	6 spaces	2 spaces
301-400 spaces	7 spaces	2 spaces
401-500 spaces	8 spaces	2 spaces
Over 500 spaces	2% of the total spaces	2 spaces
Note: The number of van-accessible parking spaces is included in the minimum required accessible parking spaces. For example: if six (6) accessible parking spaces are required and two (2) van accessible parking spaces are required the total number of accessible parking spaces is six (6) and two (2) of which must be van accessible.		

Table 8.2.17a Required Amount of Accessible Parking Spaces in Transit Oriented Areas		
Total Number of Dwelling Units	Min. Number of Required Accessible Parking Spaces	Min. Number of Required Van-Accessible Parking Spaces
1 – 9 units	0 spaces	0 spaces

Table 8.2.17a Required Amount of Accessible Parking Spaces in Transit Oriented Areas		
Total Number of Dwelling Units	Min. Number of Required Accessible Parking Spaces	Min. Number of Required Van-Accessible Parking Spaces
10 – 50 units	1 space	0 spaces
51-100 units	2 spaces	1 space
101 – 200 units	3 spaces	1 space
201-300 units	4 spaces	1 space
301-400 units	5 spaces	1 space
Over 400 units	6 spaces	2 spaces
Note: The number of van-accessible parking spaces is included in the minimum required accessible parking spaces. For example: if six (6) accessible parking spaces are required and two (2) van accessible parking spaces are required the total number of accessible parking spaces is six (6) and two (2) of which must be van accessible.		

Chart I

Original – 8.2.18 Electric Vehicle Charging and Table 8.2.18 Minimum Electric Vehicle Parking and Charging Requirements.

Electric Vehicle Charging

8.2.18 The minimum electric vehicle parking and charging requirements are described in Table 8.2.18.

Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements

Land Use / Type of Development	Minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** .8				**Effective Date**
	Urban Centre Zones	MF1 Zone, Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area .6	
Apartment Housing, .1, .2, .3, & .4 Stacked Townhouses, .1, .2, .3, & .4 & Townhouses .1, .2, .3, & .4	Min 0.8 energized spaces .6 per bachelor dwelling unit	Min 0.9 energized spaces .6 per bachelor dwelling unit	Min 1.0 energized space .6 per dwelling unit	Min 1.0 energized space .6 per dwelling unit	April 1, 2024 .7
	Min 0.9 energized spaces .6 per 1 bedroom dwelling unit	Min 1.0 energized space .6 per 1 or more bedroom dwelling unit			
	Min 1.0 energized space .6 per 2 or more bedroom dwelling unit				
Congregate Housing .1, .2, .3, & .4 & Supportive Housing .1, .2, .3, & .4	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	
Duplex Housing, .1 & .5 Semi-Detached Housing, .1 & .5 &	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	

Single Detached Housing .1 & .5					

FOOTNOTES (Section 8.2.18)

.1 The minimum energized electric vehicle energized outlets do not apply to the visitor parking.

.2 **Energized Outlets** must be labelled for their intended use for electric vehicle charging only.

.3 **Energized Outlets** must be assigned to an individual vehicle parking space and must be located no further than 1.0 metre from that parking space.

.4 No more than one **Energized Outlet** may be assigned to an individual vehicle parking space.

.5 The minimum energized electric vehicle energized outlets do not apply to secondary suites or carriage houses.

.6 The minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** can be reduced by 75% if the lot is zoned with a "r – rental only" sub-zone that restricts the dwelling units to a rental only tenure and prohibits any building stratification or bareland stratification.

.7 This is the date these regulation will come into effect.

.8 Where base parking requires a minimum of less than 1.0 space per **dwelling** unit, all parking spaces require an **energized outlet** capable of providing **level 2 charging** shall be provided. For example: each dwelling unit should be assigned an energized parking space prior to a dwelling unit being assigned two or more energized parking spaces.

Chart J

Proposed – 8.2.18 Electric Vehicle Charging and Table 8.2.18 Minimum Electric Vehicle Parking and Charging Requirements.

Electric Vehicle Charging

8.2.18 Any development with residential dwelling units that provides an on-site parking spaces for that dwelling unit must be an electric vehicle **energized outlet** capable of providing **level 2 charging**. The rate shall be one energized space per dwelling unit that is provided a parking stall. For example, if a development does not provide a parking space onsite for that dwelling unit then there is no requirement for an electric vehicle **energized outlet** for that dwelling unit.

a) The minimum energized electric vehicle energized outlets do not apply to the visitor parking.
b) **Energized Outlets** must be labelled for their intended use for electric vehicle charging only.
c) **Energized Outlets** must be assigned to an individual vehicle parking space and must be located no further than 1.0 metre from that parking space.
d) No more than one **Energized Outlet** may be assigned to an individual vehicle parking space.
e) The minimum energized electric vehicle energized outlets do not apply to secondary suites or carriage houses.
f) The minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** can be reduced by 75% if the lot is zoned with a "r – rental only" sub-zone that restricts the dwelling units to a rental only tenure and prohibits any building stratification or bareland stratification.
g) The Effective date these regulation will come into effect is April 1st 2024.

Table 8.2.18 [Deleted]

Chart K

Original – Table 8.3 – Required Residential Off-Street Parking Requirements

<table>
<tr><th colspan="6">Table 8.3 – Required Residential Off-Street Parking Requirements [6]</th></tr>
<tr><th>Land Use / Type of Development</th><th>Urban Centre Zones [5]</th><th>MF1 Zone [4], Village Centre Zones, and Zones fronting a Transit Supportive Corridor</th><th>All other zones within the Core Area</th><th>All other zones outside the Core Area [3]</th><th>Minimum Visitor Parking Requirement [1], [2]</th></tr>
<tr><td rowspan="5">Apartment Housing, Townhouses, Stacked Townhouses, & Residential Security Operator Unit</td><td>Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit</td><td>Min 0.9 spaces [4] & Max 1.25 spaces per bachelor dwelling unit</td><td>Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit</td><td>Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit</td><td rowspan="5">Min 0.14 spaces [1] & Max 0.2 spaces per dwelling unit</td></tr>
<tr><td>Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit</td><td>Min 1.0 space [4] & Max 1.25 spaces per 1 bedroom dwelling unit</td><td>Min 1.2 spaces & Max 1.6 spaces per 1 bedroom dwelling unit</td><td>Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit</td></tr>
<tr><td rowspan="3">Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit</td><td>Min 1.1 spaces [4] & Max 1.6 spaces per 2 bedroom dwelling unit</td><td>Min 1.4 spaces & Max 2.0 spaces per 2 bedroom dwelling unit</td><td>Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit</td></tr>
<tr><td rowspan="2">Min 1.4 spaces [4] & Max 2.0 spaces per 3 bedroom dwelling unit</td><td rowspan="2">Min 1.6 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit</td><td rowspan="2">Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit</td></tr>
<tr></tr>
<tr><td>Congregate Housing & Supportive Housing</td><td colspan="4">Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater). Max 2.0 spaces per sleeping unit</td><td>Min 0.14 spaces & Max 0.2 spaces per dwelling unit</td></tr>
<tr><td>Single Detached Housing, Semi-Detached Housing, &</td><td>Min 1.0 space per dwelling unit & Max n/a</td><td>Min 1.0 space per dwelling unit & Max n/a</td><td>Min 2.0 spaces per dwelling unit & Max n/a</td><td>Min 2.0 spaces per dwelling unit & Max n/a</td><td>Min 0.0 [7] spaces & Max n/a</td></tr>
</table>

Table 8.3 – Required Residential Off-Street Parking Requirements [6]					
Land Use / Type of Development	Urban Centre Zones [5]	MF1 Zone [4], Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area [3]	Minimum Visitor Parking Requirement [1], [2]
Duplex Housing					

FOOTNOTES (Table 8.3.1.):

[1] Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

[2] Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is five (5) dwelling units. For example, a lot with four (4) dwelling units does not require a visitor parking space.

[3] Minimum and maximum parking rates for various Comprehensive Development Zones are outline in Table 8.3.1 Other Residential Parking.

[4] MF1 zoned lots with four dwelling units or less shall have a minimum of one (1) parking space per dwelling unit. The parking rate identified above applies to MF1 lots with five dwelling units or more.

[5] All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.

[6] This table provides the minimum and maximum base parking requirements for various residential land uses.

[7] Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

Chart L

Proposed – Table 8.3 – Required Residential Off-Street Parking Requirements

Table 8.3 – Required Residential Off-Street Parking Requirements					
Location of Residential Development	Required Parking by Unit Type				Visitor Parking Required .1, .2
	Studio Units	1 – bedroom Units	2 – bedroom Units	3 – bedroom or more Units	
Dwelling Units within an Urban Centre Zone .5, .8	Min 0.8 spaces & Max 1.25 spaces per studio	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom	Min 1.0 space & Max 1.5 spaces per 2 bedroom	Min 1.0 space & Max 1.5 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within a Village Centre Zone	Min 0.9 spaces & Max 1.25 spaces per studio	Min 1.0 space & Max 1.25 spaces per 1 bedroom	Min 1.1 spaces & Max 1.6 spaces per 2 bedroom	Min 1.4 spaces & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within the MF1 Zone .8	Min 1.0 space & Max 1.5 spaces per studio .10	Min 1.0 space & Max 1.5 spaces per 1 bedroom .10	Min 1.0 space & Max 1.5 spaces per 2 bedroom .10	Min 1.0 space & Max 2.0 spaces per 3 bedroom .10	n/a
Dwelling Units for lots fronting a Transit Supportive Corridor .8, .9	Min 0.9 spaces & Max 1.25 spaces per studio	Min 1.0 space & Max 1.25 spaces per 1 bedroom	Min 1.1 spaces & Max 1.6 spaces per 2 bedroom	Min 1.4 spaces & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units for lots within the Core Area .8, .9	Min 1.0 space & Max 1.25 spaces per studio	Min 1.2 spaces & Max 1.6 spaces per 1 bedroom	Min 1.4 spaces & Max 2.0 spaces per 2 bedroom	Min 1.6 spaces & Max 2.2 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units for lots outside the Core Area with 4 or less dwelling units	Min 1.25 space & Max 1.5 spaces per studio .10	Min 1.25 space & Max 1.5 spaces per 1 bedroom .10	Min 1.25 space & Max 1.5 spaces per 2 bedroom .10	Min 1.25 space & Max 2.0 spaces per 3 bedroom .10	n/a
Dwelling Units for lots outside the Core Area with 5 or more dwelling units	Min 1.0 space & Max 1.25 spaces per studio .10	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom .10	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom .10	Min 2.0 spaces & Max 2.6 spaces per 3 bedroom .10	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within A1, A2, RR1, & RR2 Zones	Min 2.0 spaces per dwelling unit .12 & Max is n/a				Min 0.0 .13 spaces & Max n/a
Dwelling Units within the	Min 1.0 space per dwelling unit, except 0.15 spaces per student only residences				Min 0.14 spaces .11 &

Table 8.3 – Required Residential Off-Street Parking Requirements					
Location of	Required Parking by Unit Type				Visitor Parking
CD20 Zone	& Max 1.5 spaces per dwelling unit				Max 0.2 spaces per dwelling unit
Dwelling Units within the CD22 zone	Min 0.75 spaces & Max 1.0 space per studio	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom	Min 1.0 space & Max 1.6 spaces per 2 bedroom	Min 1.1 spaces & Max 2.0 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Dwelling Units within the CD26 zone	Min 1.0 space & Max 1.5 space per studio	Min 1.0 space & Max 1.5 spaces per 1 bedroom	Min 1.0 space & Max 1.5 spaces per 2 bedroom	Min 1.0 space & Max 1.5 spaces per 3 bedroom	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Congregate Housing, Group Homes, & Supportive Housing [8]	Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater) & Max 2.0 spaces per sleeping unit				Min 0.14 spaces & Max 0.2 spaces per dwelling unit

FOOTNOTES (Table 8.3):

[1] Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

[2] Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is seven (7) dwelling units. For example, a lot with six (6) dwelling units does not require a visitor parking space.

[3] [Deleted]

[4] [Deleted]

[5] All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.

[6] [Deleted]

[7] [Deleted]

[8] Lots in a Transit Oriented Area (identified in Map 8.3.a , Map 8.3.b , Map 8.3.c , and Map 8.3.d) have no minimum residential parking requirement. However, there is a minimum number of accessible parking spaces required in all new developments (See Section 8.2.17 Accessible Parking Standards).

[9] This category does not apply to any lots that are zoned MF1, UC1, UC2, UC3,UC4, UC5, or VC1.

[10] There is no maximum when a lot contains two or fewer dwelling units.

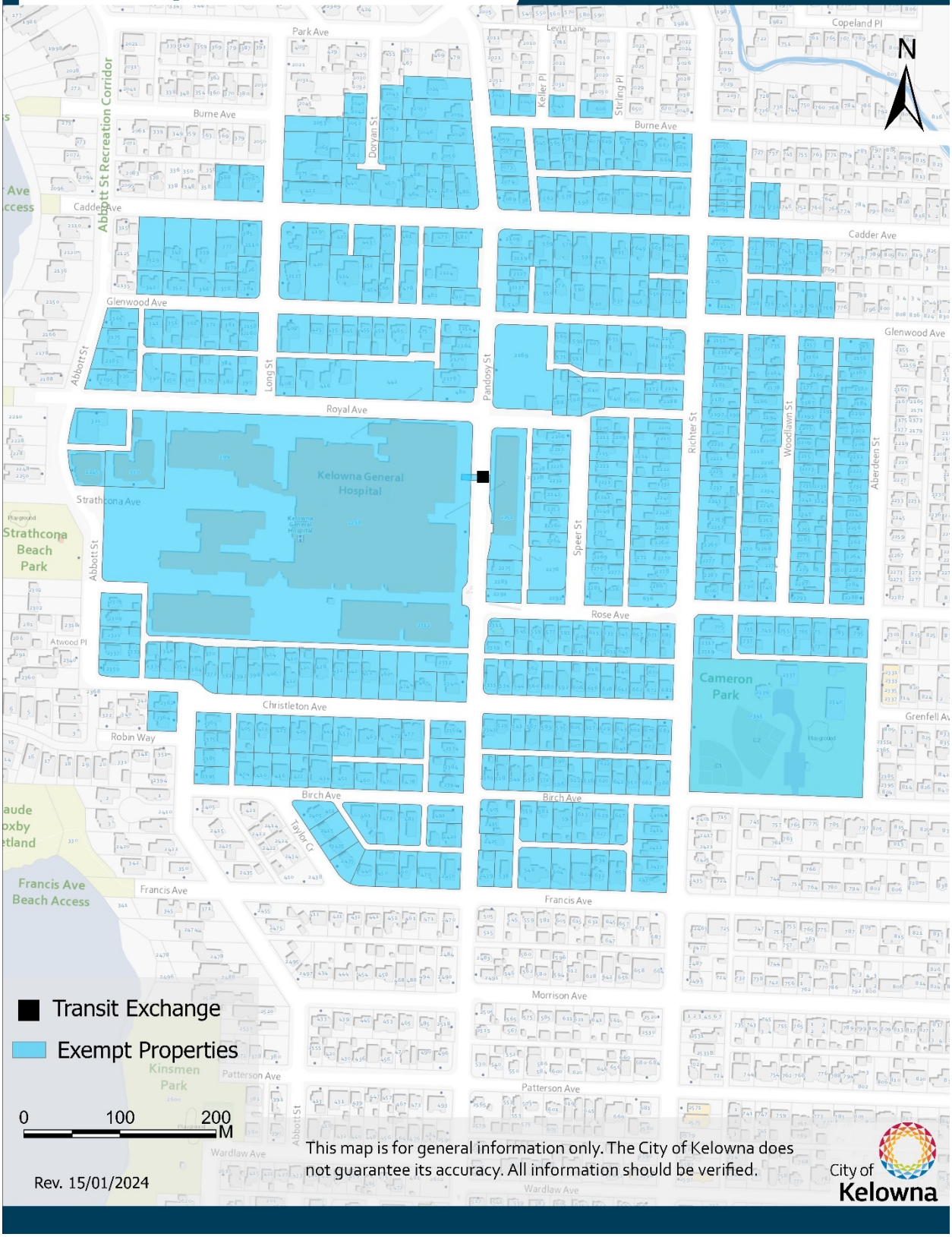
[11] The minimum visitor parking is 0.05 spaces per student only residences.

[12] Except secondary suites and carriage houses only require 1.0 space per dwelling unit. The parking spaces for the secondary suites and carriage houses can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking spaces are provided for the principal dwelling. Notwithstanding Section 8.1.4, parking for secondary suites or carriage houses can be surfaced with a dust-free material.

[13] Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

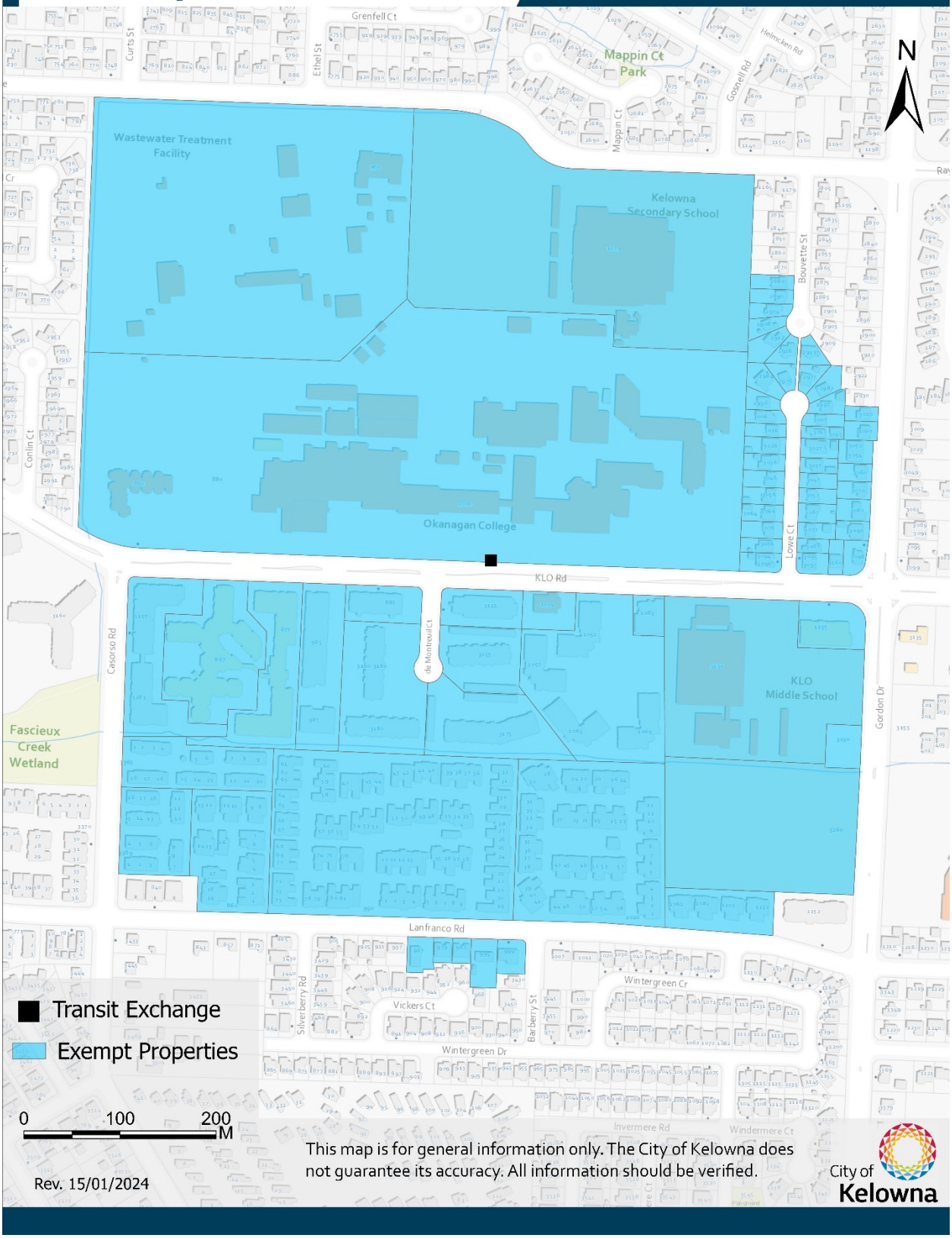
Residential Parking Exemptions

Map 8.3.a Hospital Exchange



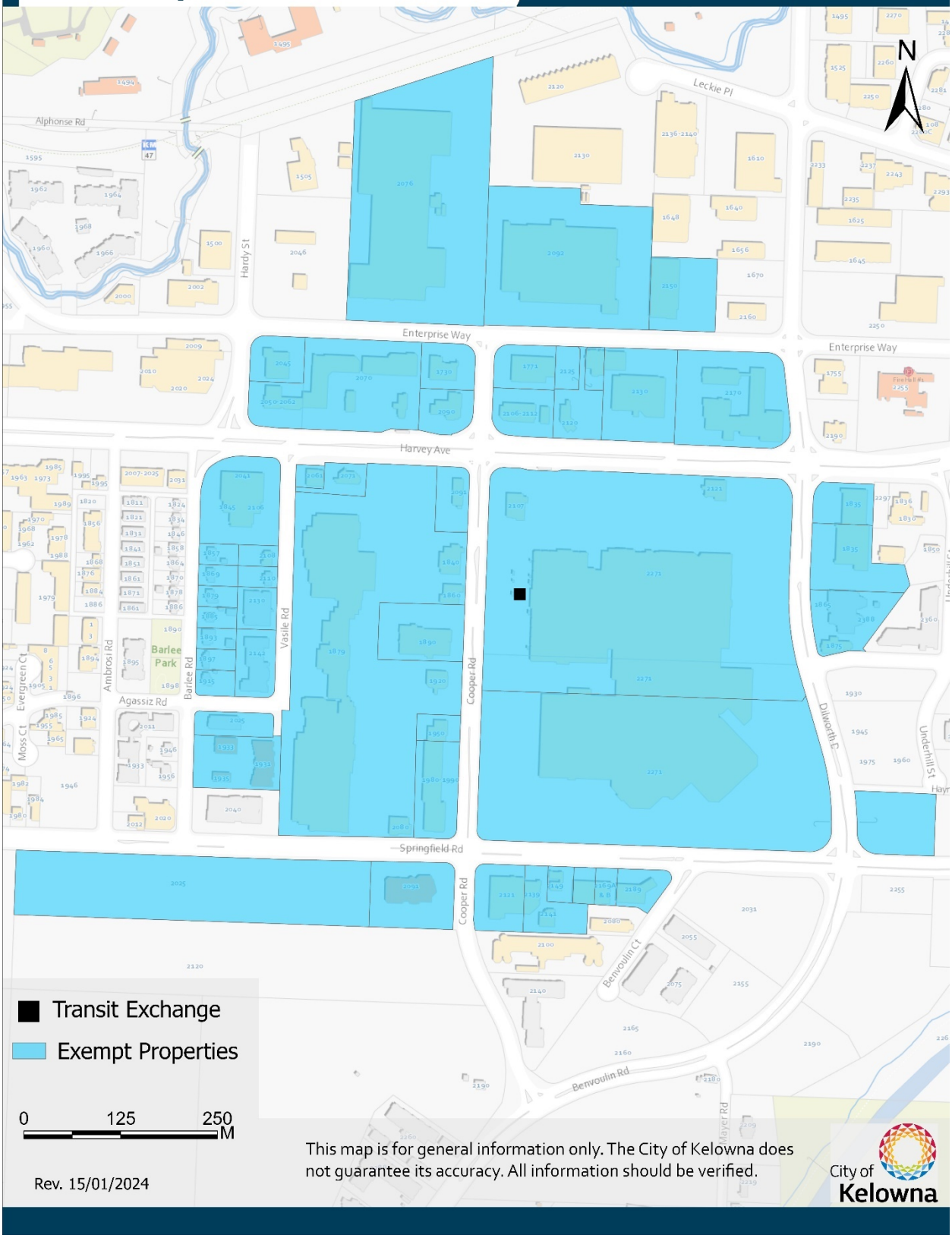
Residential Parking Exemptions

Map 8.3.b Okanagan College Exchange



Residential Parking Exemptions

Map 8.3.c Orchard Park Exchange



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

Rev. 15/01/2024

City of Kelowna

Residential Parking Exemptions

Map 8.3.d Rutland Exchange

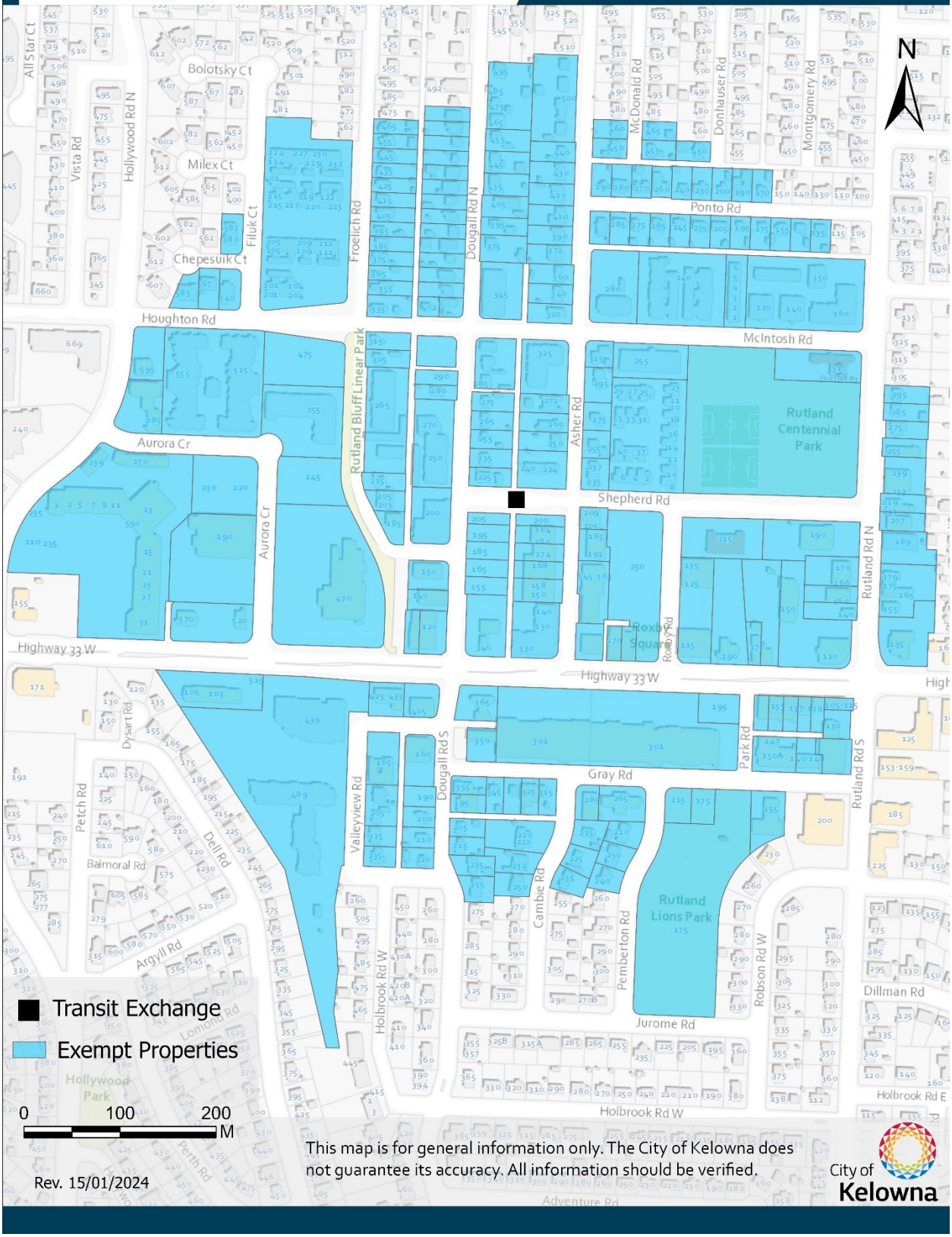


Chart M

Original – Table 8.3.1 – Other Residential Parking

Table 8.3.1 Other Residential Parking GFA = gross floor area m² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement [1]
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 spaces per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
Carriage House	1.0 space [2]	2.0 spaces	n/a
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
Group Home	1.0 space; plus 0.35 spaces per sleeping unit	2.0 spaces; plus 1.0 space per sleeping unit	n/a
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal Avenue or Christleton Avenue	2.5 spaces per 100 m² GFA	5.0 spaces per 100 m² GFA	n/a
Home-Based Business , Minor	n/a	n/a	n/a
Home-Based Business , Rural	1.0 space	n/a	n/a
Mobile Homes	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD20 Zone	1.0 space per dwelling unit, except 0.15 spaces per student only residences	1.5 spaces per dwelling unit	Min 0.14 spaces per dwelling unit, except 0.05 spaces per student only residences & Max 0.2 spaces per dwelling unit

Table 8.3.1 Other Residential Parking GFA = gross floor area m² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement [1]
	Minimum	Maximum	
Residential units within the CD22 zone	1.1 spaces per dwelling unit greater than 2 bedrooms 1.0 space per 2 bedroom dwelling unit 0.9 spaces per 1 bedroom dwelling unit 0.75 spaces per bachelor dwelling unit	2.0 spaces per dwelling unit greater than 2 bedrooms 1.6 space per 2 bedroom dwelling unit 1.25 spaces per 1 bedroom dwelling unit 1.0 spaces per bachelor dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD26 zone	1.0 space per dwelling unit	1.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Secondary Suites	1.0 space [2]	2.0 spaces	n/a
Residential Security / Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Short – Term Rental Accommodation: • Multi-Dwelling Zones and Core Area and Other Zones	No additional parking required (i.e., equivalent to the parking requirements for the principal dwelling unit within that zone).	n/a	n/a
Short – Term Rental Accommodation: • Agriculture & Rural Zones and Single & Two Dwelling Zones	1.0 space per two sleeping units	n/a	n/a

FOOTNOTES (Table 8.3.1.):

[1] Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

[2] Parking space can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking spaces are provided for the principal dwelling. Notwithstanding Section 8.1.4, parking for secondary suites or carriage houses can be surfaced with a dust-free material.

[3] Deleted

Chart N

Proposed – Table 8.3.1 – Other Residential Parking

Table 8.3.1 Other Residential Parking GFA = gross floor area m² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement [1]
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 spaces per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
[Deleted]	[Deleted]	[Deleted]	[Deleted]
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
[Deleted]	[Deleted]	[Deleted]	[Deleted]
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal Avenue or Christleton Avenue	2.5 spaces per 100 m² GFA	5.0 spaces per 100 m² GFA	n/a
Home-Based Business , Minor	n/a	n/a	n/a
Home-Based Business , Rural	1.0 space	n/a	n/a
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]
[Deleted]	[Deleted]	[Deleted]	[Deleted]

Table 8.3.1 Other Residential Parking GFA = gross floor area m² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement [.1]
	Minimum	Maximum	

FOOTNOTES (Table 8.3.1.):

[.1] Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

[.2] [Deleted]

[.3] [Deleted]

Chart O

Original – Section 10 Agriculture & Rural Residential Zones - Section 10.2 Sub-Zones

Section 10.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
A1 - Agriculture	n/a	n/a
A2 – Agriculture / Rural Residential	A2c – Agriculture / Rural Residential with Carriage House	The purpose is to provide a sub-zone for A2 lots to allow carriage houses on a case-by-case basis were supported by OCP policy.
RR1 – Large Lot Rural Residential	RR1c – Large Lot Rural Residential with Carriage House	The purpose is to provide a sub-zone for RR1 lots to allow carriage houses on a case-by-case basis were supported by OCP policy.
	RR1cc – Large Lot Rural Residential with Child Care Centre, Major	The purpose is to provide a sub-zone for RR1 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
RR2 – Small Lot Rural Residential	RR2c – Small Lot Rural Residential with Carriage House	The purpose is to provide a sub-zone for RR2 lots to allow carriage houses on a case-by-case basis were supported by OCP policy.
	RR2cc – Small Lot Rural Residential with Child Care Centre, Major	The purpose is to provide a sub-zone for RR2 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.

Chart P

Proposed – Section 10 Agriculture & Rural Residential Zones - Section 10.2 Sub-Zones

Section 10.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
A1 - Agriculture	n/a	n/a
A2 – Agriculture / Rural Residential	n/a	n/a
RR1 – Large Lot Rural Residential	RR1cc – Large Lot Rural Residential with Child Care Centre, Major	The purpose is to provide a sub-zone for RR1 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
RR2 – Small Lot Rural Residential	RR2cc – Small Lot Rural Residential with Child Care Centre, Major	The purpose is to provide a sub-zone for RR2 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.

Chart Q

Original – Section 10 Agriculture & Rural Residential Zones - Section 10.3 Permitted Land Uses

Section 10.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	A1	A2	RR1	RR2
Accessory Buildings or Structures	S	S	S	S
Agriculture	P	P	-	-
Agriculture, Urban	P	P	P	P
Agriculture, Intensive .10	P	-	-	-
Agri-Tourism .10	S	S	-	-
Alcohol Production Facility .10	S	-	-	-
Animal Clinics, Major	P	S .5	S .5	-
Animal Clinics, Minor	P	S	S	-
Aquaculture	P	P	-	-
Bed and Breakfast Homes	S .2, .12	S .2, .12	S .2, .12	S .2, .12
Cannabis Cultivation .10	P	-	-	-
Carriage House	S .11	S .2, .8	S .2, .8	S .2, .8
Child Care Centre, Major	-	-	P .1	P .1
Child Care Centre, Minor	S	S	S	S
Farm Retail Sales Stands .10	S	-	-	-
Forestry	P	-	-	-
Greenhouses and Plant Nurseries	P .4	P .4	P .4	-
Group Home	-	P	P	P
Home-Based Business, Major	S	S	S	S
Home-Based Business, Minor	S	S	S	S
Home-Based Business, Rural	S .9	S .9	S .9	-

Section 10.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	A1	A2	RR1	RR2
Kennels	P .5	P .5	P .5	-
Mobile Home	P .6	-	-	-
On-Farm Processing of Cannabis .10	S	-	-	-
On-Farm Processing .10	S	-	-	-
Secondary Suite	S .2, .3	S .2, .3	S .2, .3	S .2, .3
Short-Term Rental Accommodations	S .12	S .12	S .12	S .12
Single Detached Housing	P .6	P	P	P
Stables	P	P .5	-	-
Temporary Farm Worker Housing (TFWH) .10	S .7	S .7	-	-

FOOTNOTES (Section 10.3):

.1 The lot must have a child care sub-zone 'cc' on the property for a child care centre, major to be permitted.

.2 Only one of these secondary uses shall be permitted at any one time: bed & breakfast, secondary suite, or carriage house.

.3 Secondary suites must be on a lot serviced with community water.

.4 Greenhouses and plant nurseries may include the accessory sale of landscaping and gardening non-farm products provided that this accessory use is limited to 150 m² on the lot.

.5 Minimum lot area for animal clinics, major, kennels, and stables (stables only in the A2 zone) is 20,000 m².

.6 Maximum one single detached housing or mobile home per lot, unless another residence is permitted within the Agriculture Land Reserve as described in the Agricultural Land Commission Act (and related regulation and policy).

.7 Existing structure with a building permit that was approved at least two (2) years prior to TFWH application, can be converted into TFWH, on the parcel within the farm unit. New TFWH must be in temporary structures on non-permanent foundations, such that it is designed to be removed by a truck or vehicle. Concrete pads or foundations are not permitted.

.8 The lot must have a carriage house sub-zone 'c' on the property for a carriage house to be permitted. Carriage houses must be on a lot serviced with community sanitary sewer and community water, except, carriage houses are permitted on lots without community sanitary sewer services if the lot area is at least 10,000 m².

.9 All home-based business, rural must have a minimum lot area as described in Section 9.2 Home-

Section 10.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	A1	A2	RR1	RR2
based businesses.				
[10] Other legislation like the Agriculture Land Commission Act applies and may limit land uses.				
[11] Lots with carriage houses in the A1 zone must have a minimum lot area of 10,000 m². Mobile homes may be used as carriage houses in the A1 zone.				
[12] Short-term rental accommodation is not permitted in combination with a bed and breakfast home.				

Chart R

Proposed – Section 10 Agriculture & Rural Residential Zones - Section 10.3 Permitted Land Uses

Section 10.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	A1	A2	RR1	RR2
Accessory Buildings or Structures	S	S	S	S
Agriculture	P	P	-	-
Agriculture, Urban	P	P	P	P
Agriculture, Intensive .10	P	-	-	-
Agri-Tourism .10	S	S	-	-
Alcohol Production Facility .10	S	-	-	-
Animal Clinics, Major	P	S .5	S .5	-
Animal Clinics, Minor	P	S	S	-
Aquaculture	P	P	-	-
Bed and Breakfast Homes	S .12	S .12	S .12	S .12
Cannabis Cultivation .10	P	-	-	-
Carriage House	S .8	S .8	S .8	S .8
Child Care Centre, Major	-	-	P .1	P .1
Child Care Centre, Minor	S	S	S	S
Farm Retail Sales Stands .10	S	-	-	-
Forestry	P	-	-	-
Greenhouses and Plant Nurseries	P .4	P .4	P .4	-
Group Home	-	P	P	P
Home-Based Business, Major	S	S	S	S
Home-Based Business, Minor	S	S	S	S
Home-Based Business, Rural	S .9	S .9	S .9	-

Section 10.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	A1	A2	RR1	RR2
Kennels	P [5]	P [5]	P [5]	-
Mobile Home	P [6]	-	-	-
On-Farm Processing of Cannabis [10]	S	-	-	-
On-Farm Processing [10]	S	-	-	-
Secondary Suite	S [3]	S [3]	S [3]	S [3]
Single Detached Dwelling	P [6]	P	P	P
Stables	P	P [5]	-	-
Temporary Farm Worker Housing (TFWH) [10]	S [7]	S [7]	-	-

FOOTNOTES (Section 10.3):

[1] The lot must have a child care sub-zone 'cc' on the property for a child care centre, major to be permitted.

[2] [Deleted].

[3] Secondary suites must be on a lot serviced with community water.

[4] Greenhouses and plant nurseries may include the accessory sale of landscaping and gardening non-farm products provided that this accessory use is limited to 150 m^2 on the lot.

[5] Minimum lot area for animal clinics, major, kennels, and stables (stables only in the A2 zone) is 20,000 m^2.

[6] Maximum one single detached dwelling or mobile home per lot, unless another residence is permitted within the Agriculture Land Reserve as described in the Agricultural Land Commission Act (and related regulation and policy).

[7] Existing structure with a building permit that was approved at least two (2) years prior to TFWH application, can be converted into TFWH, on the parcel within the farm unit. New TFWH must be in temporary structures on non-permanent foundations, such that it is designed to be removed by a truck or vehicle. Concrete pads or foundations are not permitted.

[8] Carriage houses must be on a lot serviced with community sanitary sewer and community water, except, carriage houses are permitted on lots without community sanitary sewer services if the lot area is at least 10,000 m^2. Mobile homes may be used as carriage houses in the A1 zone.

[9] All home-based business, rural must have a minimum lot area as described in Section 9.2 Home-based businesses.

[10] Other legislation like the Agriculture Land Commission Act applies and may limit land uses.

[11] [Deleted]

[12] [Deleted]

Chart S

Original – Section 11 Single and Two Dwelling Zones

SECTION 11 - Single and Two Dwelling Zones

Section 11.1 - Zone Purposes	
Zones	Purpose
RU1 – Large Lot Housing	The purpose is to provide a zone for single detached housing, and compatible secondary uses, on larger serviced urban lots.
RU2 – Medium Lot Housing	The purpose is to provide a zone for single detached housing, and compatible secondary uses, on medium sized serviced urban lots.
RU3 – Small Lot Housing	The purpose is to provide a zone for single detached housing, and compatible secondary uses, on smaller serviced urban lots.
RU4 – Duplex Housing	The purpose is to provide a zone for duplex and semi-detached housing with compatible secondary uses, on larger serviced urban lots.
RU5 – Multiple Single Detached Housing	The purpose is to provide a zone for multiple single detached homes, and compatible secondary uses, on a single serviced urban lot.

Section 11.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
RU1 – Large Lot Housing	RU1c – Large Lot Housing with Carriage House	The purpose is to provide a sub-zone to allow for a carriage houses on selective properties.
	RU1cc – Large Lot Housing with Child Care Centre, Major	The purpose is to provide a sub-zone for RU1 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
RU2 – Medium Lot Housing	RU2c – Medium Lot Housing with Carriage House	The purpose is to provide a sub-zone to allow for a carriage houses on selective properties.
	RU2cc – Medium Lot Housing with Child Care Centre, Major	The purpose is to provide a sub-zone for RU2 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.

Section 11.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
RU3 – Small Lot Housing	n/a	n/a
RU4 – Duplex Housing	RU4b – Duplex Housing with Boarding or Lodging House	The purpose is to provide a sub-zone for RU4 lots to allow for boarding or lodging house land uses on a case-by-case basis were supported by OCP policy.
	RU4cc – Duplex Housing with Child Care Centre, Major	The purpose is to provide a sub-zone for RU4 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
	RU4hc - Duplex Housing with Heritage Commercial	The purpose is to provide a sub-zone for the preservation of land and buildings that have heritage value for low density residential uses to expand into complimentary commercial uses related to health services, and minor retail activities.
RU5 – Multiple Single Detached Housing	n/a	n/a

Section 11.3 - Permitted Land Uses					
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)				
	RU1	RU2	RU3	RU4	RU5
Accessory Buildings or Structures	S	S	S	S	S
Agriculture, Urban	P	P	P	P	P
Bed & Breakfast	S .9, .10	S .9, .10	S .9, .10	S .9, .10	-
Boarding or Lodging	-	-	-	P (RU4b only)	-
Carriage House	S .7, .9	S .7, .9	-	S .2, .9	-
Child Care Centre, Major	P .3	P .3	-	P .3	P .3
Child Care Centre, Minor	S	S	S	S	S
Duplex Housing	-	-	-	P .2	-

Section 11.3 - Permitted Land Uses					
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)				
	RU1	RU2	RU3	RU4	RU5
Group Home	P	P	P	P	P
Health Services	-	-	-	P (RU4hc only) .4	-
Home-Based Business, Major	S	S	-	S	S
Home-Based Business, Minor	S	S	S	S	S
Retail	-	-	-	S (RU4hc only) .5	-
Secondary Suite	S .6, .9	S .6, .9	S .6, .9	S .2, .6, .9	S .9
Semi-Detached Housing	-	-	-	P .2	-
Short-Term Rental Accommodations	S .10	S .10	S .10	S .10	S
Single Detached Housing	P .1	P .1	P .1	P .2	P .8

FOOTNOTES (Section 11.3):

.1 Maximum one single detached house per lot, strata lot or bareland strata lot.

.2 Each dwelling unit (a single detached house, a duplex unit, or a semi-detached unit) is permitted to have one secondary use (a secondary suite or a carriage house). Each lot can have a maximum of two principal dwelling units (ex. two single detached houses, one duplex, or a semi-detached building).

.3 The lot must have a child care sub-zone 'cc' on the property for a child care centre, major to be permitted.

.4 The health services use shall not generate more than two (2) clients to the site from which the business is being operated at any given time.

.5 The retail use shall be limited to those uses related to arts, crafts, or cultural activities such as souvenir, craft, or gift shops, bookstores, art galleries, or photography studios. Individual general retail services are limited to a maximum net floor area of 100 m^2.

.6 Secondary suites must be on a lot serviced with community water.

.7 Carriage houses are permitted as a secondary use without the necessity of the sub-zone if the lot is located within the Core Area Neighbourhood (C-NHD) or the Suburban Residential (S-RES) future land use designations as outlined within the OCP. Lots located outside those future land use designations must have a carriage house sub-zone 'c' on the property for a carriage house to be permitted. Further, carriage houses must be on a lot serviced with community sanitary sewer and community water, except, carriage houses are permitted on lots without community sanitary sewer services if the lot area is at least 10,000 m^2.

.8 The maximum density shall be three (3) units per 1,000 m^2. The maximum density is one (1) unit per 1,000 m^2 if the lot is not connected to community sanitary sewer and community water.

Section 11.3 - Permitted Land Uses					
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)				
	RU1	RU2	RU3	RU4	RU5
[9] Only one of these secondary uses shall be permitted at any one time per principal dwelling unit: bed & breakfast, secondary suite, or carriage house.					
[10] Short-term rental accommodation is not permitted in combination with a bed and breakfast home.					

Section 11.4 – Subdivision Regulations m = metres / m² = square metres					
	Zones				
	RU1 [1]	RU2 [1]	RU3 [1]	RU4 [1]	RU5
Min. Lot Width without access to a Rear Lane	16.5 m	13.0 m	8.5 m	18.0 m [2]	40.0 m
Min. Lot Width with access to a Rear Lane or Strata Road	15.0 m	12.0 m	8.5 m	18.0 m [2]	40.0 m
Min. Lot Width for Corner Lots	17.0 m	15.0 m	10.0 m	20.0 m [2]	40.0 m
Min. Lot Depth	30.0 m	27.0 m	27.0 m	30.0 m	30.0 m
Min. Lot Area [1]	450 m²	350 m² [3]	255 m²	540 m² [2]	4,000 m²
Min. Building Envelope Area	150 m²	130 m²	n/a	200 m²	n/a
New lots must have access to side or rear lane	no	no	yes	no	no
FOOTNOTES (Section 11.4):					
[1] Minimum lot width, lot depth, and lot area also apply to bareland strata lots.					
[2] Where a lot is developed with a semi-detached housing form and is being subdivided along a party wall then: the minimum lot area is 270 m², the minimum lot width is 10 m for corner lots, the minimum lot width is 9 m for all other lots, and the minimum building envelope area is 100 m².					
[3] The minimum lot area is 325 m² when the lot has access to a rear lane or strata road.					

Section 11.5 – Development Regulations m = metres / m² = square metres						
		Zones				
		RU1 [1]	RU2 [1]	RU3 [1]	RU4 [1]	RU5 [1]
⬇ Regulations that apply to all Buildings, Structures, and Uses ⬇						
Max. Site Coverage of all Buildings		40%	40%	40%	40%	40%
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces		70%	70%	70%	70%	70% [6]
Lane Regulations		If a lot is fronting onto a lane then vehicular access is only permitted from the lane.				
⬇ Regulations that apply to Principal Dwellings, Principal Use Buildings, and Principal Use Structures ⬇						
Max. Height		10.0 m	10.0 m	10.0 m	10.0 m	10.0 m
Max. Height for Buildings with Walkout Basements	Facing Front or Flanking Yard	8.6 m	8.6 m	8.6 m	8.6 m	8.6 m
	Rear Building Elevation	12.5 m	12.5 m	12.5 m	12.5 m	12.5 m
Max. Gross Floor Area of a Third (3rd) Storey relative to the Second (2nd) Storey (this does not apply to Dwellings with Walkout Basements)		70% See Example Diagram	70% See Example Diagram	70% See Example Diagram	70% See Example Diagram	70% See Example Diagram
Min. Front Yard and Flanking Yard Setback		4.5 m [7]	4.5 m [7]	3.0 m	4.5 m [7]	4.5 m [5]
Min. Front Yard and Flanking Yard Setback for any attached garage or carport		6.0 m [2]	6.0 m [2]	n/a	6.0 m [2]	6.0 m [5]
Min. Side Yard Setback		2.1 m	1.5 m	1.2 m	2.1 m [3]	3.0 m [3], [5]
Min. Rear Yard Setback		7.5 m	6.0 m	6.0 m	7.5 m	6.0 m [5]
Min. Rear Yard Setback on Wide Lots		4.5 m	4.5 m	4.5 m	4.5 m	n/a

Section 11.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	RU1 [1]	RU2 [1]	RU3 [1]	RU4 [1]	RU5 [1]
Min. Setback between Principal Buildings	n/a	n/a	n/a	2.5 m	2.5 m
⬇ Regulations that apply to Carriage Houses, Accessory Buildings / Structures and Secondary Suites ⬇					
Max. Height for Carriage Houses	5.7 m [8], [9]	5.7 m [8], [9]	5.7 m [8], [9]	5.7 m [8], [9]	n/a
Max. Height for Accessory Buildings / Structures	4.8 m	4.8 m	4.8 m	4.8 m	4.8 m
Min. Front Yard Setback	9.0 m	9.0 m	9.0 m	9.0 m	9.0 m [5]
Min. Front Yard Setback for Double Fronting Lots	6.0 m [2]	6.0 m [2]	n/a	6.0 m [2]	n/a
Min. Flanking Yard Setback	4.5 m	4.5 m	4.5 m	4.5 m	4.5 m [5]
Min. Side Yard Setback	1.5 m	1.5 m	1.5 m	1.5 m	1.5 m [5]
Min. Rear Yard Setback	1.5 m [4]	1.5 m [4]	1.5 m [4]	1.5 m [4]	1.5 m [5]
Max. Net Floor Area for Single (1) Storey Carriage Houses	100 m²	100 m²	n/a	100 m²	n/a
Max. Net Floor Area for Two (2) Storey Carriage Houses	90 m²	90 m²	n/a	90 m²	n/a
Max. Building Footprint per Accessory Buildings / Structures	90 m²	90 m²	90 m²	90 m²	90 m²
Max. Upper Storey Gross Floor Area for Two (2) Storey Carriage Houses	70% of the carriage house footprint area See Example Diagram	70% of the carriage house footprint area See Example Diagram	n/a	70% of the carriage house footprint area See Example Diagram	n/a
Max. Net Floor Area for Secondary Suites	90 m²	90 m²	90 m²	90 m²	90 m²
Lit pathway requirement for Carriage Houses and Secondary Suites	A lighted pathway is required from the entrance of the carriage house and/or the secondary suite to the on-site parking space(s) and to the fronting street.				

Section 11.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	RU1 [1]	RU2 [1]	RU3 [1]	RU4 [1]	RU5 [1]

FOOTNOTES (Section 11.5):

[1] Site coverage, height, and setback regulations also apply to bareland strata lots.

[2] Setback shall be measured from edge of sidewalk closest to lot line. In situations without a sidewalk the setback shall be measured from the back of curb or edge of street (where pavement ends). However, the minimum setback from the lot line is 3.0 m.

[3] Side yard setbacks are not required for semi-detached on a lot line that has a party wall.

[4] When the rear yard is abutting a lane, the minimum rear yard setback is 0.9 m.

[5] The front, flanking, side, rear yard setback shall apply to the exterior lot lines of the site and not to the interior separations between single detached housing units and / or accessory structures within a building strata.

[6] Private roadways that access more than two dwelling units excluded from the calculation of maximum site coverage of all buildings, structures, and impermeable surfaces.

[7] The front yard and flanking yard setbacks can be reduced to 3.0 m for lots within the Suburban Residential S-RES or a S-MU – Suburban Multiple Unit future land use designation identified in the OCP.

[8] For a carriage house with a roof slope ratio less than 3 in 12 the maximum height is increased to a maximum of 6.1 metres.

[9] Carriage houses are limited to a single storey when the lot is located within the Suburban Residential (S-RES) future land use designations as outlined within the OCP.

Section 11.6 – Site Specific Regulations Uses and regulations apply on a site-specific basis as follows:			
	Legal Description	Civic Address	Regulation
1.	Lot B District Lot 136 ODYD Plan 30919	2473 Ethel Street	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1 Other Residential Parking, the following uses and regulations are permitted: • Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and • The minimum parking is two parking spaces for the Boarding and Lodging use for the site; and • The maximum of 14 residents on the subject property.

Chart T

Proposed – Section 11 Suburban Residential Zones

SECTION 11 - Suburban Residential Zones

Section 11.1 - Zone Purposes	
Zones	Purpose
RU1 – Large Lot Housing	The purpose is to provide a zone that permits up to four dwelling units with compatible secondary uses, on larger serviced urban lots.
RU2 – Medium Lot Housing	The purpose is to provide a zone that permits up to four dwelling units with compatible secondary uses, on medium serviced urban lots.
RU3 – Small Lot Housing	The purpose is to provide a zone that permits up to four dwelling units with compatible secondary uses, on smaller serviced urban lots.
[Deleted]	[Deleted]
RU5 – Multiple Suburban Housing	The purpose is to provide a zone for multiple single detached dwellings, duplexes, or triplexes including compatible secondary uses, on a single serviced urban lot.

Section 11.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
RU1 – Large Lot Housing	RU1cc – Large Lot Housing with Child Care Centre, Major	The purpose is to provide a sub-zone for RU1 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
RU2 – Medium Lot Housing	RU2cc – Medium Lot Housing with Child Care Centre, Major	The purpose is to provide a sub-zone for RU2 lots to allow child care centre, major on a case-by-case basis were supported by OCP policy.
RU3 – Small Lot Suburban Housing	n/a	n/a
[Deleted]	[Deleted]	[Deleted]
RU5 – Multiple Suburban Housing	n/a	n/a

Section 11.3 - Permitted Land Uses					
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)				
	RU1 .6, .7	RU2 .6, .7	RU3 .6, .7	[Deleted]	RU5 .6, .7
Accessory Buildings or Structures	S	S	S		S
Agriculture, Urban	P	P	P		P
Bed & Breakfast	S .9, .10	S .9, .10	S .9, .10		-
Boarding or Lodging	P (RU1b only)	-	-		-
Carriage House	S	S	S		S
Child Care Centre, Major	P .3	P .3	-		P .3
Child Care Centre, Minor	S	S	S		S
Duplex Housing	P	P	P	[Deleted]	P
Group Home	P	P	P		P
Home-Based Business, Major	S	S	-		S
Home-Based Business, Minor	S	S	S		S
Secondary Suite	S	S	S		S
Semi-Detached Housing	P	P	P		P
Single Detached Dwelling	P	P	P		P
Townhouses	P	P	P		-

FOOTNOTES (Section 11.3):

.1 [Deleted]

.2 [Deleted]

.3 The lot must have a child care sub-zone 'cc' on the property for a child care centre, major to be permitted.

.4 [Deleted]

.5 [Deleted]

.6 Any lot with more than one dwelling unit must be on a lot serviced with community water.

.7 Any lot with more than two dwelling units must be on a lot serviced with community sanitary sewer.

.8 [Deleted]

.9 A bed & breakfast can only occur if there is only one dwelling unit on the lot.

Section 11.2 – Sub-Zones		
Zones	Sub - Zones	Purpose
.10 [Deleted]		

Section 11.4 – Subdivision Regulations m = metres / m² = square metres					
	Zones				
	RU1 .1	RU2 .1	RU3 .1	[Deleted]	RU5 .1
Min. Lot Width without access to a Rear Lane	16.5 m .2	13.0 m	8.5 m	[Deleted]	40.0 m
Min. Lot Width with access to a Rear Lane or Strata Road	15.0 m .2	12.0 m	8.5 m		40.0 m
Min. Lot Width for Corner Lots	17.0 m .2	15.0 m	10.0 m		40.0 m
Min. Lot Depth	30.0 m	27.0 m	27.0 m		30.0 m
Min. Lot Area .1	450 m² .2	350 m² .3	255 m²		4,000 m²
Min. Building Envelope Area	150 m²	130 m²	n/a		n/a
New lots must have access to side or rear lane	no	no	yes		no

FOOTNOTES (Section 11.4):

.1 Minimum lot width, lot depth, and lot area also apply to bareland strata lots.

.2 Where a lot is developed with a semi-detached housing form and is being subdivided along a party wall then: the minimum lot area is 270 m², the minimum lot width is 10 m for corner lots, the minimum lot width is 9 m for all other lots, and the minimum building envelope area is 100 m².

.3 The minimum lot area is 325 m² when the lot has access to a rear lane or strata road.

Section 11.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	RU1 .1	RU2 .1	RU3 .1	[Deleted]	RU5 .1
Max. Site Coverage of all Buildings	40% .11	40% .11	40% .11	[Deleted]	40%
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	70% .12	70% .12	70% .12		70% .6
Min. Front Yard and Flanking Yard Setback	3.0 m .2	3.0 m .2	3.0 m .2		3.0 m .5
Min. Side Yard Setback	2.1 m .3, .10	1.5 m .3	1.2 m .3		3.0 m .5, .10
Min. Rear Yard Setback	6.0 m .13	6.0 m .13	6.0 m .13		6.0 m .5
Min. Rear Yard Setback on Wide Lots	4.5 m .13	4.5 m .13	4.5 m .13		n/a
Min. Rear Yard Setback for accessory structures or carriage houses	1.5 m .4	1.5 m .4	1.5 m .4		1.5 m .5
Min. Setback between Principal Buildings	2.5 m	2.5 m	2.5 m		2.5 m
Max. Net Floor Area for Single (1) Storey Carriage Houses	100 m²	100 m²	n/a		n/a
Max. Net Floor Area for Two (2) Storey Carriage Houses	90 m²	90 m²	n/a		n/a
Max. Building Footprint per Accessory Buildings / Structures	90 m²	90 m²	90 m²		90 m²
Max. Net Floor Area for Secondary Suites	90 m²	90 m²	90 m²		90 m²
Min. Riparian Management Area	Any lot with three or more dwelling units that is abutting a watercourse or a riparian area must have the Minimum Riparian Management Area (RMA), as described in Table 21.1 of the OCP, dedicated to the City. If the lot is abutting a trail identified in Map 10.1 of the OCP then five additional metres must be dedicated to the City for trail connections in addition to the minimum RMA.				
Lit pathway requirement for Carriage Houses and Secondary Suites	A lighted pathway is required from the entrance of the carriage house and/or the secondary suite to the on-site parking space(s) and to the fronting street.				
FOOTNOTES (Section 11.5): .1 Development Regulations apply to bareland strata lots.					

Section 11.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	RU1 [1]	RU2 [1]	RU3 [1]	[Deleted]	RU5 [1]

[2] The minimum setback for any attached garage or carport that faces the street shall be 6.0 metres measured from edge of sidewalk closest to lot line. In situations without a sidewalk the setback shall be measured from the back of curb or edge of street (where pavement ends). However, the minimum setback from the lot line is 3.0 m.

[3] Side yard setbacks are not required for semi-detached on a lot line that has a party wall.

[4] When the rear yard is abutting a lane, the minimum rear yard setback is 0.9 m.

[5] The front, flanking, side, rear yard setback shall apply to the exterior lot lines of the site and not to the interior separations between principal buildings and / or accessory structures within a building strata.

[6] Private roadways that access more than two dwelling units are excluded from the calculation of maximum site coverage of all buildings, structures, and impermeable surfaces.

[7] [Deleted]

[8] [Deleted]

[9] [Deleted]

[10] The minimum side yard setback for any accessory structures or carriage houses is 1.5 metres.

[11] The maximum site coverage of all buildings when a lot contains three or more dwelling units is 55%.

[12] The maximum site coverage of all buildings, structures, and impermeable surfaces when a lot contains three or more dwelling units is 75%.

[13] The minimum rear yard setback when a lot contains three or more dwelling units is 3.0 metres, except it is 1.5 metres if the rear yard is abutting a lane.

Section 11.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area					
		Zones			
		RU1	RU2	RU3	RU5
Max. Density		4 dwelling units per lot	4 dwelling units per lot	4 dwelling units per lot	9 dwelling units per 1,000 m² [1]
Max. Height		11.0 m & 3 storeys	11.0 m & 3 storeys	11.0 m & 3 storeys	11.0 m & 3 storeys
Max. Height for Buildings with Walkout Basements	Front or Flanking Yard Building Elevation	9.0 m	9.0 m	9.0 m	9.0 m
	Rear Building	12.5 m	12.5 m	12.5 m	12.5 m

Section 11.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area				
	Zones			
	RU1	RU2	RU3	RU5
Elevation				
Max. Gross Floor Area of a Third (3rd) Storey relative to the Second (2nd) Storey (this does not apply to Dwellings with Walkout Basements)	70% See Figure 5.11 for Example Diagram	70% See Figure 5.11 for Example Diagram	70% See Figure 5.11 for Example Diagram	70% See Figure 5.11 for Example Diagram
Max. Height for Carriage Houses	5.7 m [2]	n/a	n/a	5.7 m [2]
Max. Upper Storey Gross Floor Area for Two (2) Storey Carriage Houses	70% of the carriage house footprint area See Figure 5.9 as Example Diagram	70% of the carriage house footprint area See Figure 5.9 as Example Diagram	70% of the carriage house footprint area See Figure 5.9 as Example Diagram	70% of the carriage house footprint area See Figure 5.9 as Example Diagram
Max. Height for Accessory Buildings / Structures	4.8 m	4.8 m	4.8 m	4.8 m

FOOTNOTES (Section 11.6):

[1] The maximum density is one (1) dwelling unit per 1,000 m² if the lot is not connected to community sanitary sewer and community water.

[2] For a carriage house with a roof slope ratio less than 3 in 12 the maximum height is increased to a maximum of 6.1 metres.

Section 11.7 – Site Specific Regulations Uses and regulations apply on a site-specific basis as follows:			
	Legal Description	Civic Address	Regulation
1.	Lot B District Lot 136 ODYD Plan 30919	2473 Ethel Street	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1 Other Residential Parking, the following uses and regulations are permitted: • Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and • The minimum parking is two parking spaces for the Boarding and Lodging use for the site; and • The maximum of 14 residents on the subject property.

Chart U

Original – Section 13 – Multi-Dwelling Zones

SECTION 13 Multi-Dwelling Zones

Section 13.1 - Zone Purposes	
Zones	Purpose
MF1 – Infill Housing	The purpose is to provide a zone for infill development within the core area of the City limiting development to ground-oriented residential units of 2 storeys.
MF2 – Townhouse Housing	The purpose is to provide a zone for ground-oriented multiple housing (typically townhouse developments) up to 3 storeys on serviced urban lots.
MF3 –Apartment Housing	The purpose is to provide a zone primarily for apartments ranging up to 6 storeys on serviced urban lots with various commercial uses permitted on transit supportive corridors.

Section 13.2 – Sub-Zone Purposes		
Zones	Sub-Zone	Purpose
MF1 – Infill Housing	MF1r – Infill Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
MF2 – Townhouse Housing	MF2r – Townhouse Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
MF3 – Apartment Housing	MF3r – Apartment Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.

Section 13.3 - Permitted Land Uses			
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)		
	MF1	MF2	MF3
Accessory Buildings or Structures	S	S	S
Agriculture, Urban	S	S	S
Apartment Housing	-	-	P
Child Care Centre, Major	S	S	S .7
Child Care Centre, Minor	S	S	S .7
Cultural and Recreation Services	-	-	S .2
Duplex Housing	P	P	-
Emergency and Protective Services	-	-	P .8
Food Primary Establishment	-	-	S .2
Group Home	P .1	P .1	- .8
Health Services	-	-	S .2
Home-Based Business, Major	S .5	S .6	S .6
Home-Based Business, Minor	S	S	S
Professional Services	-	-	S .2
Participant Recreation Services, Indoor	-	-	S
Personal Service Establishments	-	-	S .2
Retail	-	-	S .2
Secondary Suite	S .3	-	- .3
Semi-Detached Housing	P	P	-
Short-Term Rental Accommodations	S	S	S
Single Detached Housing	P	P	- .3
Stacked Townhouses	-	P	P .4

Section 13.3 - Permitted Land Uses			
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)		
	MF1	MF2	MF3
Townhouses	P	P	P [4]

FOOTNOTES (Section 13.3):

[1] Group homes are only permitted within a single detached housing, semi-detached housing, or a duplex housing form.

[2] These land uses are only permitted on transit supportive corridors and these land uses are not permitted above the first storey. Except, Health Services is permitted as a principal use without any floor area or storey restriction when the lot exists within the C-HTH – Core Area – Health District OCP future land use designation.

[3] Secondary suites are only permitted within single detached housing and a maximum of one secondary suite is permitted per lot. Single detached housing are permitted as a principal use and secondary suites are a permitted as secondary use only when the lot exists within the C-HTH – Core Area – Health District OCP future land use designation.

[4] Townhouses and/or stacked townhouses are only permitted if the majority of the residential dwelling units are in the form of apartment housing.

[5] Home-based business, major is only permitted when the lot has two (2) or less principal dwelling units.

[6] Home-based business, major is only permitted within ground-oriented dwelling units fronting transit supportive corridors, ground-oriented dwelling units within urban centres, or ground-oriented dwelling units within village centres.

[7] Child care centre, major and child care centre, minor is permitted as a principal use when the lot exists within the C-HTH – Core Area – Health District OCP future land use designation.

[8] Emergency and protective services and group homes are permitted as a principal use only when the lot exists within the C-HTH – Core Area – Health District OCP future land use designation.

Section 13.4 – Subdivision Regulations m = metres / m² = square metres				
		Zones		
		MF1	MF2	MF3
Min. Lot Width	Regular Lots	7.5 m	20.0 m [1]	30.0 m
	Corner Lots	9.5 m		
Min. Lot Area	Regular Lots	277.5 m²	900 m² [1]	1,400 m²
	Corner Lots	350 m²		

Min. Lot Depth	30.0 m	30.0 m [.1]	30.0 m

FOOTNOTES (Section 13.4):

[.1] Townhouse developments may be subdivided into smaller lots than the regulations listed above provided the site is comprehensively developed under a single development permit and a party wall agreement is registered on title.

Section 13.5 – Development Regulations m = metres / m² = square metres			
	Zones		
	MF1	MF2	MF3
Max. Height **Max.** Density	Section 13.6 – Density and Height Development Regulations		
Max. Site Coverage of all Buildings	55% [.10]	55%	65%
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	75% [.10]	80%	85%
Min. Front Yard and Flanking Side Yard Setback for all portions of a building that are not Ground-Oriented including Accessory Buildings / Structures	4.0 m [.5]	3.0 m [.5]	4.5 m [.5]
Min. Front Yard and Flanking Side Yard Setback for Ground-Oriented, Residential	4.0 m [.5]	3.0 m [.3, .5]	3.0 m [.3, .5]
Min. Front Yard and Flanking Side Yard Setback for Ground-Oriented, Commercial	n/a	n/a	2.0 m
Min. Building Stepback from Front Yard and Flanking Side Yard	n/a	n/a	3.0 m [.6]
Min. Side Yard Setback	1.2 m [.1, .2]	3.0 m except 1.2 m from a lane [.2]	3.0 m [.7]
Min. Rear Yard Setback	3.0 m except 0.9 m from a rear lane	4.5 m except 0.9 m from a	4.5 m except 3.0 m from a rear lane [.4]

Section 13.5 – Development Regulations m = metres / m² = square metres				
		Zones		
		MF1	MF2	MF3
			rear lane	
Min. Rear Yard Setback for Accessory Buildings / Structures		1.5 m except 0.9 m from a lane	1.5 m except 0.9 m from a lane	1.5 m except 0.9 m from a lane [7]
Min. Separation between Detached Principal Buildings		2.0 m	3.0 m	n/a
Min. Common and Private Amenity Space	For Developments with 1 to 10 Dwelling Units	n/a	n/a	7.5 m² per bachelor dwelling unit 15.0 m² per 1-bedroom dwelling unit 25 m² per dwelling unit with more than 1-bedroom [8, 9]
	For Developments with 11 to 20 Dwelling Units		6.0 m² per bachelor dwelling unit 10.0 m² per 1-bedroom dwelling unit 15 m² per dwelling unit with more than 1-bedroom [8, 9]	
	For Developments with greater than 20 Dwelling Units		7.5 m² per bachelor dwelling unit 15.0 m² per 1-bedroom dwelling unit 25 m² per dwelling unit with more than 1-bedroom [8, 9]	
Max. Building Frontage		A continuous building frontage shall not exceed 100 m in length.		

FOOTNOTES (Section 13.5):

[1] For lots 17.0 m or wider, the minimum side yard setback is increased to 2.1 m.

[2] Side yards are not required for semi-detached housing or townhouses on a lot line that has a party wall agreement

[3] The minimum setback for ground-oriented residential units can be reduced to 2.0 metres if both

Section 13.5 – Development Regulations m = metres / m² = square metres			
	Zones		
	MF1	MF2	MF3
criteria are met: a) The maximum height of the first storey floor above the adjacent curb level for ground-oriented residential units are 1.2 m. Height is measured from the grade at the sidewalk directly from a fronting publicly accessible street, walkway, open space, or applicable lot line. See example diagram Figure 5.12. b) The minimum net floor area for ground-oriented residential units on the first floor is 11 m². See example diagram Figure 5.13. [4] For portions of a parkade with lane access which do not project more than 2.3 m above finished grade, the rear yard setback for the parkade is 1.5 m. [5] The setback for a garage, a carport, or a parkade door that has direct access to the street shall have a 6 m setback measured from back-of-curb or edge of road pavement, or edge of sidewalk or 4.5 m from lot line (whichever is greater). [6] Minimum building stepbacks apply only to buildings 5 storeys and taller. The stepback can occur on any floor above the second storey. [7] If the property is abutting a Rural – Agricultural and Resource, Rural – Residential, or Suburban – Residential future land use designation as defined in the Official Community Plan then a 1.5 m additional setback needs to be added to the minimums. [8] Common and Private Amenity Space can be devoted to child care centres as long as the child care spaces have direct access to open space and play areas within the lot. The amount of Common and Private Amenity Space dedicated to child care spaces cannot be more than 50% of the total space required. [9] A minimum of 4.0 m² per dwelling unit of the common and private amenity space shall be configured as common area that is accessible to all residents and must not be located within the required setback areas. Common amenity space is not required for fee simple townhouses. [10] In the MF1 zone, the garage footprint area shall not be considered building site coverage but does count towards the overall impermeable surface maximum site coverage.			

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area			
	Zones		
	MF1	MF2	MF3
Min. Density for Lots fronting onto a Transit Supportive Corridor	n/a	For lots with a lane = 4.75 units per 1,000 m² and a Min. 1,050 m² lot area [5] For lots without a lane = 3.1 units per 1,000 m² and a Min. 1,600 m² lot area [5]	
Max. Base Density	0.8 FAR for double fronting lots and lots with	1.0 FAR See Underground Parking	For 4 storeys and below Max FAR = 1.3 [2] For 5 storeys and above

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area				
		Zones		
		MF1	MF2	MF3
		a lane or 0.6 FAR without lane	Base FAR Adjustments [6]	Max FAR = 1.8 [2] See Underground Parking Base FAR Adjustments [6]
Max. Bonus Density for Public Amenity & Streetscape Bonus		n/a	An additional 0.15 FAR [3]	An additional 0.25 FAR [3]
Max. Bonus Density for Rental or Affordable Housing Bonus		n/a	An additional 0.3 FAR [3]	An additional 0.3 FAR [3]
Max. Base Height		8.0 m & 2 storeys	11.0 m & 3 storeys	18.0 m & 4 storeys or 22.0 m / 6 storeys [1]
Max. Base Height for Buildings with Walkout Basements	Front or Flanking Building Elevation	n/a	10.0 m & 3 storeys	n/a
	Rear Building Elevation	n/a	12.6 m & 3 storeys	n/a
Max. Bonus Height		n/a	n/a	22.0 m & 6 storeys [3] Or 44.0 m & 12 storeys [4]

FOOTNOTES (Section 13.6):

[1] The base height is 18.0 m & 4 storeys except the maximum height may be increased to 22.0 m / 6 storeys if:

- The subject property is fronting onto a Transit Supportive Corridor; or
- The subject property does not abut a RU1, RU2, RU3, RU4, or RU5 zoned lot.

[2] The base FARs are derived from the base height regulation. Therefore, the base FARs remain constant even if an owner successfully applies for a Development Variance Permit to the base heights.

[3] These bonuses only apply to lots within the core area or within a village centre. The bonus density and bonus height provisions occur if the provisions of Section 6.8 Density Bonus are secured.

[4] The increase in height to 44.0 m and 12 storeys only applies in situations where:

(a) lots are fronting a Provincial Highway; and
(b) lots are within 400 m of a transit stop and that transit stop must be located fronting onto a Provincial Highway or a major arterial road; and
(c) the abutting lots cannot be zoned A1, A2, RR1, RR2, RU1, RU2, RU3, RU4, or RU5; and
(d) lots are within the Core Area Neighbhourhood Future Land Use Designations as outlined in the OCP.

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area			
	Zones		
	MF1	MF2	MF3
(e) The bonus density and bonus height provisions occur if the provisions of Section 6.8 Density Bonus are secured. [5] For the purpose of calculating minimum densities the amount of commercial area considered as a unit will be measured at one (1) unit per 125 m² of commercial GFA. [6] If eighty percent (80%) of the parking provided on-site is located underground (below finished grade) then the base FAR is increased by 0.25 FAR.			

Section 13.7 - Site Specific Regulations Uses and regulations apply on a site-specific basis as follows:			
	Legal Description	Civic Address	Regulation
1.	Lot A, District Lot 140, ODYD, Plan KAP58184	1915-1925 Enterprise Way	This property is permitted to have hotels as principal land use.
2.	ODYD, Plan KAS3399	1132-1160 Bernard Ave	This property is permitted to have 16 storeys in height.
3.	Lot 1, Section 32, Township 26, ODYD, Plan KAP 91641	530 Caramillo Ct.	This property is permitted to have Apartment housing limited to 4 storeys.
4.	Strata Plan of Lot 3 & Remainder Lot 3, Section 28, Township 26, ODYD, PLAN KAP74074 (See Posting Plan EPP 104511)	777 Denali Drive	This property is permitted to have 3 storey apartment building on top of a two storey townhouse.
5.	Lot B, Section 24, Township 28, Land District 54, Plan KAP30848, EXC EPT Plan KAP79047, EPP23768	530 Quartz Crescent	This property is permitted to have Apartment housing limited to 3 storeys.
6.	Lot 20 Section 32 Township 26 ODYD Plan KAP60008 Except Plans KAP77707, KAP87078 and KAP91641	1691 Cara Glen Way	The MF2 – Townhouse Housing portion of this property is permitted to have Apartment housing limited to 4 storeys.

Chart V

Proposed – Section 13 – Multi-Dwelling Zones

SECTION 13 Multi-Dwelling Zones

Section 13.1 - Zone Purposes	
Zones	Purpose
MF1 – Infill Housing	The purpose is to provide a zone for infill development within the core area of the City limiting development to 6 ground-oriented residential dwelling units or less.
MF2 – Townhouse Housing	The purpose is to provide a zone for ground-oriented multiple housing (typically townhouse developments) up to 3 storeys on serviced urban lots.
MF3 – Apartment Housing	The purpose is to provide a zone primarily for apartments ranging up to 6 storeys on serviced urban lots with various commercial uses permitted on transit supportive corridors.
MF4 – Transit Oriented Areas	The purpose is to provide a zone that permits a range of redevelopments from infill housing up to 6 storey apartments.

Section 13.2 – Sub-Zone Purposes		
Zones	Sub-Zone	Purpose
MF1 – Infill Housing	MF1r – Infill Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
	MF1cc – Infill Housing with Child Care Centre, Major	The purpose is to provide a sub-zone to allow for Child Care Centre, Major land uses on a case-by-case basis were supported by OCP policy.
	MF1b – Infill Housing with Boarding or Lodging House	The purpose is to provide a sub-zone to allow for Boarding or Lodging House land uses on a case-by-case basis were supported by OCP policy.
	MF1hc – Infill Housing with Heritage Commercial	The purpose is to provide a sub-zone for the preservation of land and buildings that have heritage value for low density residential uses to expand into complimentary

		commercial uses related to health services, and minor retail activities
MF2 – Townhouse Housing	MF2r – Townhouse Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
MF3 – Apartment Housing	MF3r – Apartment Housing Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
MF4 – Transit Oriented Areas	MF4 r – Transit Oriented Areas Rental Only	The purpose is to provide a sub-zone that restricts the dwelling units to a rental only tenure and to prohibit any building or bareland stratification.
	MF4b – Transit Oriented Areas with Boarding or Lodging House	The purpose is to provide a sub-zone to allow for Boarding or Lodging House land uses on a case-by-case basis were supported by OCP policy.

Section 13.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	MF1	MF2	MF3	MF4
Accessory Buildings or Structures	S	S	S	S
Agriculture, Urban	S	S	S	S
Apartment Housing	-	-	P	P
Boarding or Lodging	P (MF1b only)	-	-	P (MF4b only)
Child Care Centre, Major	S	S	S	S
Child Care Centre, Minor	S	S	S	S
Cultural and Recreation Services	-	-	S .2	S .2, .10
Duplex Housing	P	P	-	P
Emergency and Protective Services	-	-	-	P .8
Food Primary Establishment	-	-	S .2	S .2, .10

Section 13.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	MF1	MF2	MF3	MF4
Group Home	P .1	P .1	-	P .1
Health Services	P .5	-	S .2	P .10
Home-Based Business, Major	S	S .6	S .6	S .6
Home-Based Business, Minor	S	S	S	S
Professional Services	-	-	S .2	S .2, .10
Participant Recreation Services, Indoor	-	-	S	S
Personal Service Establishments	-	-	S .2	S .2, .10
Retail	- .5	-	S .2	S .2, .10
Secondary Suites	S	-	-	S
Semi-Detached Housing	P	P	-	P
Single Detached Housing	P	P	-	P
Stacked Townhouses	P	P	P .4	P
Townhouses	P	P	P .4	P

FOOTNOTES (Section 13.3):

.1 Group homes are only permitted within a single detached housing, semi-detached housing, or a duplex housing form.

.2 These land uses are only permitted on transit supportive corridors and these land uses are not permitted above the first storey. Footnote .10 further restricts these land uses.

.3 [Deleted]

.4 Townhouses and/or stacked townhouses are only permitted if the majority of the residential dwelling units are in the form of apartment housing.

.5 The Health Services land use or the Retail land use is only permitted as a principal use when the lot contains the 'hc' Heritage Commercial sub-zone. The health services use shall not generate more than two (2) clients to the site from which the business is being operated at any given time. The retail use shall be limited to those uses related to arts, crafts, or cultural activities such as souvenir, craft, or gift shops, bookstores, art galleries, or photography studios. Individual general retail services are limited to a maximum net floor area of 100 m^2.

.6 Home-based business, major is only permitted within ground-oriented dwelling units fronting transit supportive corridors, ground-oriented dwelling units within urban centres, or ground-

Section 13.3 - Permitted Land Uses				
Uses	Zones ('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)			
	MF1	MF2	MF3	MF4

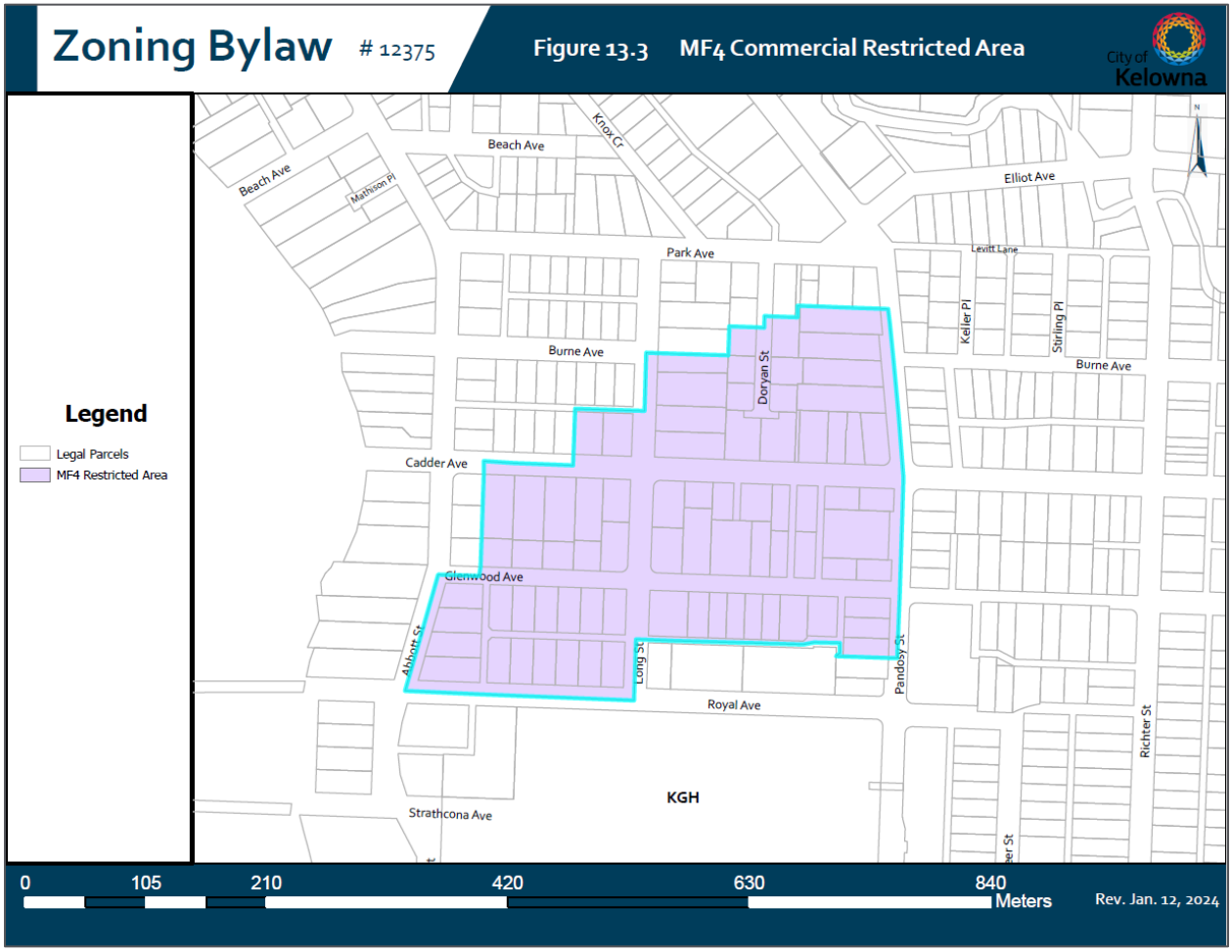
oriented dwelling units within village centres.

[7] [Deleted].

[8] Emergency and protective services are only permitted as a principal use only a lot that abuts a minor or major arterial road as determined by the OCP.

[9] [Deleted].

[10] These land uses are not permitted for lots identified in Figure 13.3 MF4 Commercial Restricted Area.



Section 13.4 – Subdivision Regulations m = metres / m² = square metres					
		Zones			
		MF1	MF2	MF3	MF4
Min. Lot Width	Regular Lots	13.0 m .1, .2	20.0 m .1	30.0 m	30.0 m
	Corner Lots	15.0 m .1, .2			
Min. Lot Depth		27.0 m .1, .2	30.0 m .1	30.0 m	30.0 m
Min. Lot Area	Regular Lots	350 m² .1, .2	900 m² .1	1,400 m²	1,400 m²
	Corner Lots	400 m² .1, .2			
Min. Building Envelope Area		140 m²	n/a	n/a	n/a

FOOTNOTES (Section 13.4):

.1 Townhouse and semi-detached housing developments may be subdivided into smaller lots than the regulations listed above provided: the site is comprehensively developed under a single development permit, the lot is subdivided along a party wall, and a party wall agreement is registered on title.

.2 Minimum lot width, lot depth, and lot area also apply to bareland strata lots.

Section 13.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	MF1 - Two Dwellings Units or Less	MF1 - Three Dwellings Units or More	MF2	MF3	MF4
Max. Height **Max.** Density	Section 13.6 – Density and Height Development Regulations				
Min. Setback from buildings, raised patios, and balconies to on-site trees	See Table 7.2 Tree & Landscaping Planting Requirements				
Max. Site Coverage of all Buildings	40%	55% .10	55%	65%	See Footnote .11

Section 13.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	MF1 - Two Dwellings Units or Less	MF1 - Three Dwellings Units or More	MF2	MF3	MF4
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	70%	75% .10	80%	85%	See Footnote .11
Max. Gross Floor Area of a Third (3rd) Storey relative to the Second (2nd) Storey (this does not apply to Dwellings with Walkout Basements)	70% See Figure 5.11 for Example Diagram	70% See Figure 5.11 for Example Diagram	n/a	n/a	See Footnote .11
Min. Front Yard and Flanking Side Yard Setback for all building types	3.0 m .5	3.0 m .3, .5	3.0 m .3, .5	3.0 m .3, .5	See Footnote .11
Min. Building Stepback from Front Yard and Flanking Side Yard	n/a	n/a	n/a	3.0 m .6	See Footnote .11
Min. Side Yard Setback	1.8 m except 1.2 m from a lane .2	1.8 m except 1.2 m from a lane .2	2.1 m except 1.2 m from a lane .2	3.0 m .7	See Footnote .11
Min. Rear Yard Setback	6.0 m except 4.5 m for Wide Lots	3.0 m except 0.9 m from a rear lane	4.5 m except 0.9 m from a rear lane	4.5 m except 3.0 m from a rear lane .4	See Footnote .11
Min. Rear Yard Setback for Accessory Buildings / Structures	1.5 m except 0.9 m from a lane	1.5 m except 0.9 m from a lane	1.5 m except 0.9 m from a lane	1.5 m except 0.9 m from a lane .7	See Footnote .11
Min. Separation between Detached Principal Buildings	2.0 m	2.0 m	3.0 m	n/a	See Footnote .11
Min. Common and Private Amenity Space	n/a	n/a	For Developments with 1 to 10 Dwelling Units = n/a For Developments with 11 to 20 Dwelling Units =		

Section 13.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	MF1 - Two Dwellings Units or Less	MF1 - Three Dwellings Units or More	MF2	MF3	MF4
			6.0 m² per bachelor dwelling unit 10.0 m² per 1-bedroom dwelling unit 15 m² per dwelling unit with more than 1-bedroom [8],[9] For Developments with greater than 20 Dwelling Units = 7.5 m² per bachelor dwelling unit 15.0 m² per 1-bedroom dwelling unit 25 m² per dwelling unit with more than 1-bedroom [8],[9]		
Min. Roadway Width	n/a	For any lot abutting a Transit Supportive Corridor, Major Arterial road, or a road with an Active Transportation Corridor (as designated in the OCP) the minimum roadway width measured from the centre line of the adjacent highway to the property line must be at least half the highway width requirement as described in Table 2: Road Requirements within Subdivision, Development, and Servicing Bylaw No. 7900. If road width does not meet the minimum then a road dedication would be necessary.			
Min. Riparian Management Area	n/a	For any lot abutting a watercourse or a riparian area must have the Minimum Riparian Management Area (RMA), as described in Table 21.1 of the OCP, dedicated to the City. If the lot is abutting a trail identified in Map 10.1 of the OCP then five additional metres must be dedicated to the City for trail connections in addition to the minimum RMA.			
Max. Net Floor Area for Secondary Suites	90 m²				
Max. Building Footprint per Accessory Buildings / Structures	90 m²				

Section 13.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	MF1 - Two Dwellings Units or Less	MF1 - Three Dwellings Units or More	MF2	MF3	MF4
Max. Building Frontage	A continuous building frontage shall not exceed 100 m in length.				

FOOTNOTES (Section 13.5):

[1] [Deleted]

[2] Side yards are not required for semi-detached housing or townhouses on a lot line that has a party wall agreement

[3] The minimum setback only for portions of commercial ground-oriented units are 2.0 metres. The minimum setback can be reduced to 2.0 metres only for the of ground-oriented residential units if all of the following criteria are met:

a) The maximum height of the first storey floor above the adjacent curb level for ground-oriented residential units are 1.2 m. Height is measured from the grade at the sidewalk directly from a fronting publicly accessible street, walkway, open space, or applicable lot line. See example diagram Figure 5.12.

b) The minimum net floor area for ground-oriented residential units on the first floor is 11 m². See example diagram Figure 5.13.

c) The abutting boulevard must have an installed sidewalk and irrigated landscape boulevard with street trees.

[4] For portions of a parkade with lane access which do not project more than 2.3 metres above finished grade, the rear yard setback for the parkade is 1.5 metres.

[5] The setback for a garage, a carport, or a parkade door that has direct access to the street shall have a 6 metres setback measured from back-of-curb or edge of road pavement, or edge of sidewalk to the building or 3.0 metres from lot line to the building (whichever is greater).

[6] Minimum building stepbacks apply only to buildings 5 storeys and taller. The stepback can occur on any floor above the second storey.

[7] If the property is abutting a Rural – Agricultural and Resource, Rural – Residential, or Suburban – Residential future land use designation as defined in the Official Community Plan then a 1.5 metres additional setback needs to be added to the minimums.

[8] Common and Private Amenity Space can be devoted to child care centres as long as the child care spaces have direct access to open space and play areas within the lot. The amount of Common and Private Amenity Space dedicated to child care spaces cannot be more than 50% of the total space required.

[9] A minimum of 4.0 m² per dwelling unit of the common and private amenity space shall be configured as common area that is accessible to all residents and must not be located within the required setback areas. Common amenity space is not required for fee simple townhouses.

Section 13.5 – Development Regulations m = metres / m² = square metres					
	Zones				
	MF1 - Two Dwellings Units or Less	MF1 - Three Dwellings Units or More	MF2	MF3	MF4
.10 In the MF1 zone, the garage footprint area shall not be considered building site coverage but does count towards the overall impermeable surface maximum site coverage. .11 In the MF4 zone, if the development is 3 storeys or less then the MF1 Development Regulations apply and if the development is 4 storeys or greater than the MF3 Development Regulations apply.					

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area				
	Zones			
	MF1	MF2	MF3	MF4
Min. Density for Lots fronting onto a Transit Supportive Corridor	For lots with a lane = 4.75 units per 1,000 m² and a Min. 1,050 m² lot area .5 , .8 , .9 For lots without a lane = 3.1 units per 1,000 m² and a Min. 1,600 m² lot area .5 , .8 , .9			
Max. Base Density	Max. 6 dwelling units per lot	1.0 FAR See Underground Parking Base FAR Adjustments .6	For 4 storeys and below Max FAR = 1.3 .2 For 5 storeys and above Max FAR = 1.8 .2 See Underground Parking Base FAR Adjustments .6	2.5 FAR
Max. Bonus Density for Public Amenity & Streetscape Bonus	n/a	An additional 0.15 FAR .3	An additional 0.25 FAR .3	n/a
Max. Bonus Density for Rental or Affordable Housing Bonus	n/a	An additional 0.3 FAR .3	An additional 0.3 FAR .3	An additional 0.3 FAR .3
Max. Base Height	11.0 m & 3 storeys	11.0 m & 3 storeys	18.0 m & 4 storeys Or 22.0 m / 6	22.0 m / 6 storeys

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area					
		Zones			
		MF1	MF2	MF3	MF4
				storeys [1]	
Max. Bonus Height		n/a	n/a	22.0 m & 6 storeys [3] Or 44.0 m & 12 storeys [3], [4]	n/a
Max. Base Height for Buildings with Walkout Basements	Front or Flanking Yard Building Elevation	9.0 m	9.0 m	n/a	n/a
	Rear Building Elevation	12.5 m	12.5 m	n/a	n/a
Max. Gross Floor Area of a Third (3rd) Storey relative to the Second (2nd) Storey (this does not apply to Dwellings with Walkout Basements)		70% See Figure 5.11 for Example Diagram	n/a	n/a	If development is 4 storeys or greater than this regulation does not apply If development is 3 storeys or less then 70% See Figure 5.11 for Example Diagram
Max. Height for Accessory Buildings / Structures		4.8 m	4.8 m	4.8 m	4.8 m

FOOTNOTES (Section 13.6):

[1] The base height is 18.0 m & 4 storeys except the maximum base height is 22.0 m / 6 storeys if the subject property is fronting onto a Transit Supportive Corridor.

[2] The base FARs are derived from the base height regulation. Therefore, the base FARs remain constant even if an owner successfully applies for a Development Variance Permit to the base heights.

[3] These bonuses only apply to lots within the core area or within a village centre. The bonus density and bonus height provisions occur if the provisions of Section 6.8 Density Bonus are secured.

[4] The increase in height to 44.0 m and 12 storeys only applies in situations where:

(a) lots are fronting a Provincial Highway; and

Section 13.6 –Density and Height Development Regulations m = metres / m² = square metres / FAR = floor area ratio / GFA = gross floor area				
	Zones			
	MF1	MF2	MF3	MF4
(b) lots are within 400 m of a transit stop and that transit stop must be located fronting onto a Provincial Highway or a major arterial road; and (c) the abutting lots are not zoned A1, A2, RR1, or RR2; and (d) lots are within the Core Area Neighbhourhood Future Land Use Designations as outlined in the OCP. [5] For the purpose of calculating minimum densities the amount of commercial area considered as a unit will be measured at one (1) unit per 125 m² of commercial GFA. [6] If eighty percent (80%) of the parking provided on-site is located underground (below finished grade) then the base FAR is increased by 0.25 FAR. [7] For a carriage house with a roof slope ratio less than 3 in 12 the maximum height is increased to a maximum of 6.1 metres. [8] The minimum density does not apply to MF1 zoned lots addressed on Cadder Avenue between Richter Street and Ethel Street. [9] The minimum density for lots fronting onto a Transit Supportive Corridor only applies when the lot contains three or more dwelling units				

Section 13.7 - Site Specific Regulations Uses and regulations apply on a site-specific basis as follows:			
	Legal Description	Civic Address	Regulation
1.	Lot A, District Lot 140, ODYD, Plan KAP58184	1915-1925 Enterprise Way	This property is permitted to have hotels as principal land use.
2.	ODYD, Plan KAS3399	1132-1160 Bernard Ave	This property is permitted to have 16 storeys in height.
3.	Lot 1, Section 32, Township 26, ODYD, Plan KAP 91641	530 Caramillo Ct.	This property is permitted to have Apartment housing limited to 4 storeys.
4.	Strata Plan of Lot 3 & Remainder Lot 3, Section 28, Township 26, ODYD, PLAN KAP74074 (See Posting Plan EPP 104511)	777 Denali Drive	This property is permitted to have 3 storey apartment building on top of a two storey townhouse.
5.	Lot B, Section 24, Township 28, Land District 54, Plan KAP30848, EXC EPT Plan KAP79047, EPP23768	530 Quartz Crescent	This property is permitted to have Apartment housing limited to 3 storeys.
6.	Lot 20 Section 32 Township 26 ODYD Plan KAP60008 Except Plans KAP77707, KAP87078 and KAP91641	1691 Cara Glen Way	The MF2 – Townhouse Housing portion of this property is permitted to have Apartment housing limited to 4 storeys.

Chart W

Original – Footer at the bottom of all sections

Definitions / General Rules / Site Layout / Parking / Min Parking Table / Min Bicycle Table / Specific Uses / CD Zones													
Agriculture & Rural Zones			Single & Two Dwelling Zones			Multi-Dwelling Zones			Core Area and Other Zones				
Uses	A1 Regs	Regs	Uses	Sub	Regs	Uses	Regs	Density	Uses	Regs	Ind	Health	Density

Chart X

Proposed – Footer at the bottom of all sections

Definitions / General Rules / Site Layout / Parking / Min Parking Table / Min Bicycle Table / Specific Uses / CD Zones													
Agriculture & Rural Zones			Suburban Residential Zones			Multi-Dwelling Zones			Core Area and Other Zones				
Uses	A1 Regs	Regs	Uses	Sub	Regs	Uses	Regs	Density	Uses	Regs	Ind	Health	Density

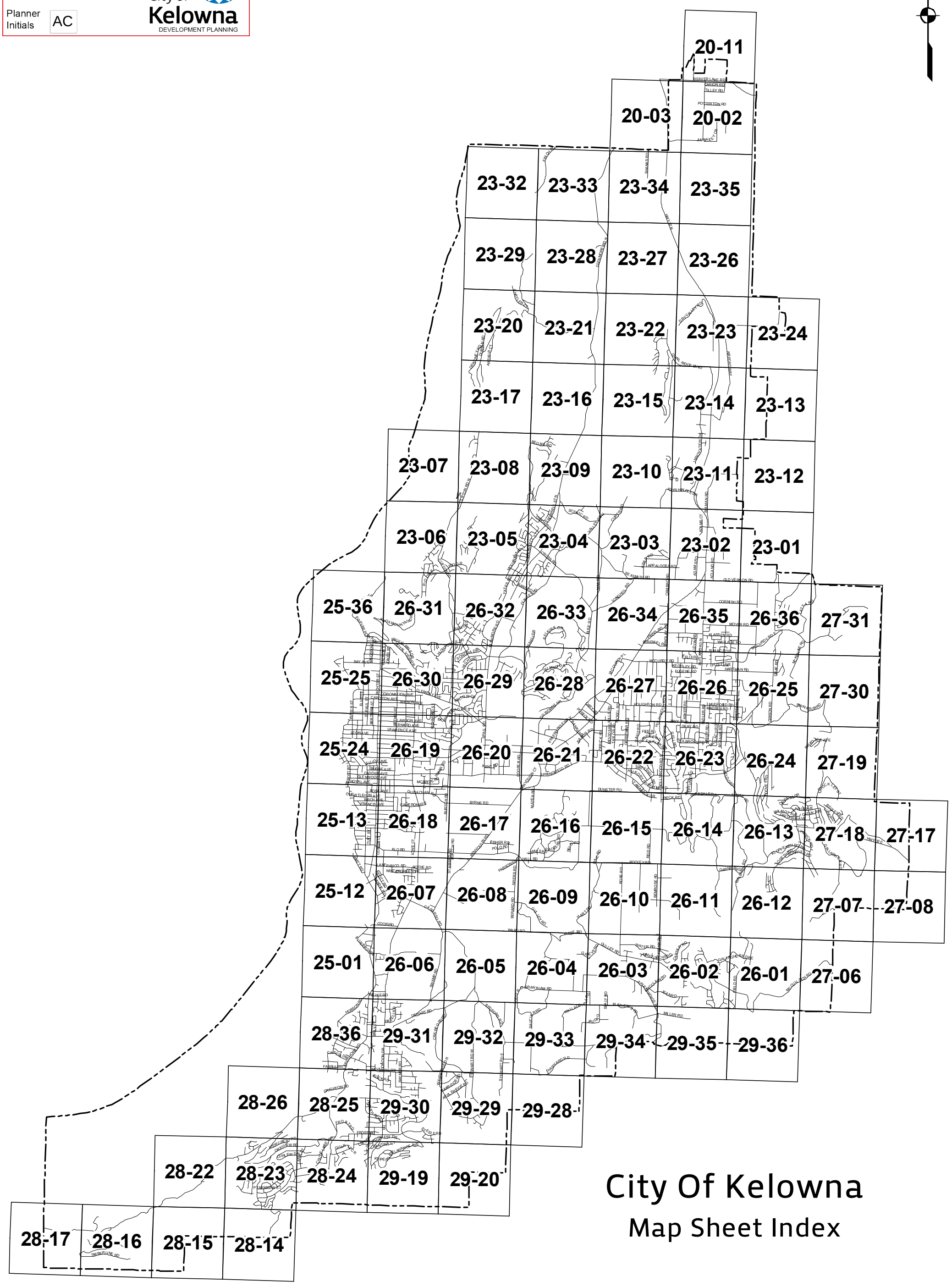
SCHEDULE B

This forms part of application

Z24-0001

Planner Initials AC

City of Kelowna
DEVELOPMENT PLANNING



City Of Kelowna

Map Sheet Index

Date: Feb.6 2012

City of Kelowna

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

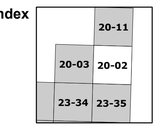
City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 20-02

Index



Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

N

Scale (meters)
0 25 50 100 150

Scale: 1:2500

Revision: 1/15/2024

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City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 20-03

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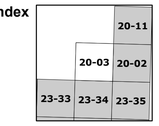

Legend

ZONING

Proposed Zoning

ADDRESSES

10 — Lot Number
234 — Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

N

Scale (meters)
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Scale: 1:2500

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City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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No. 20-11

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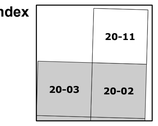

Legend

ZONING

Proposed Zoning

ADDRESSES

10 Lot Number
234 Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING



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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / ***234*** — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

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10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Proposed Zoning

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10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

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Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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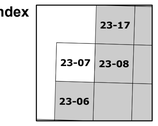

Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

W1

RR1

P4

RU1

P3

KAP88538

KAP41162

KAP18805

KAP90555

KAP69507

Lochview Rd

CROWN

N

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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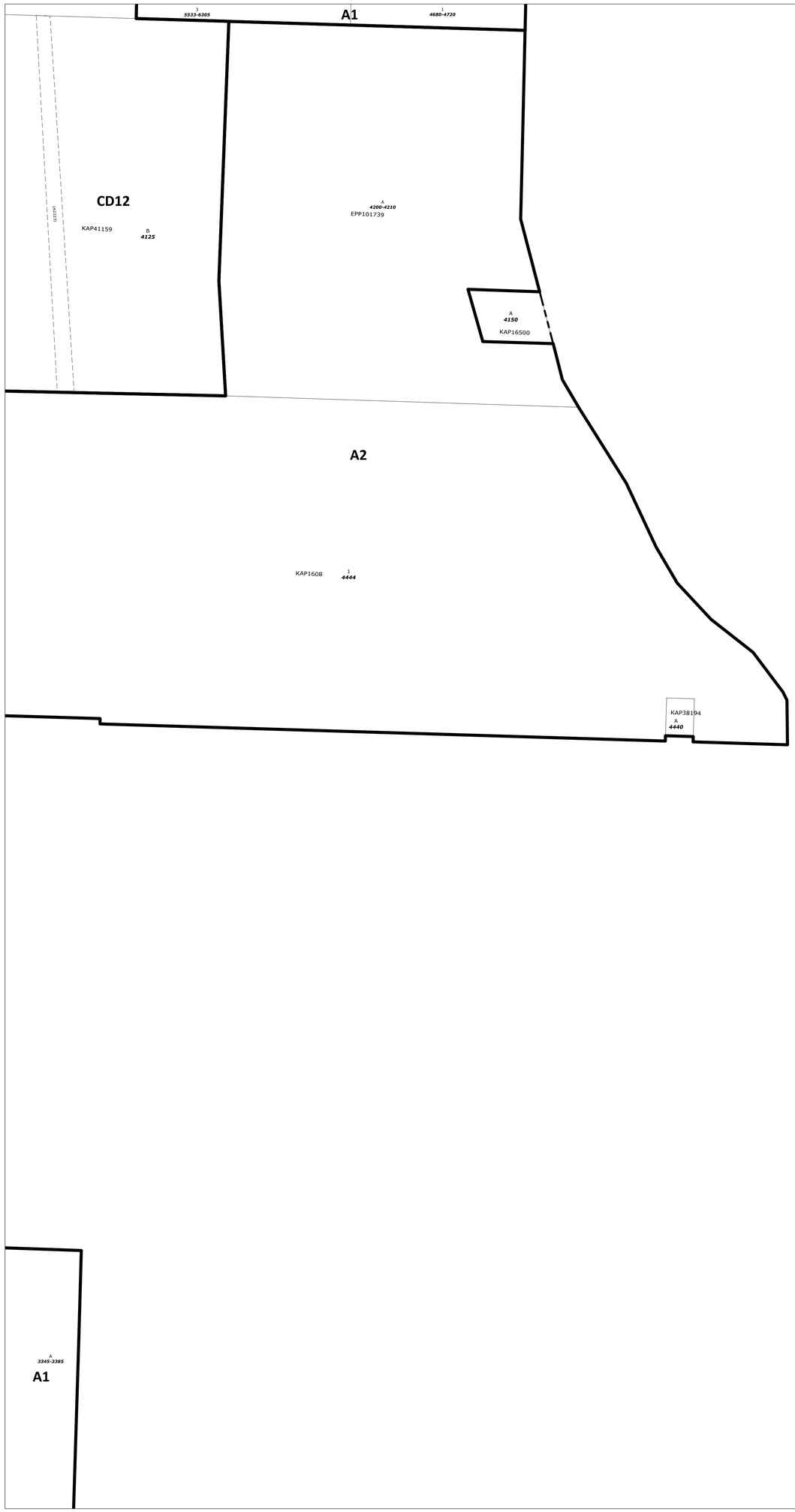

City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10
234
Lot Number
Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

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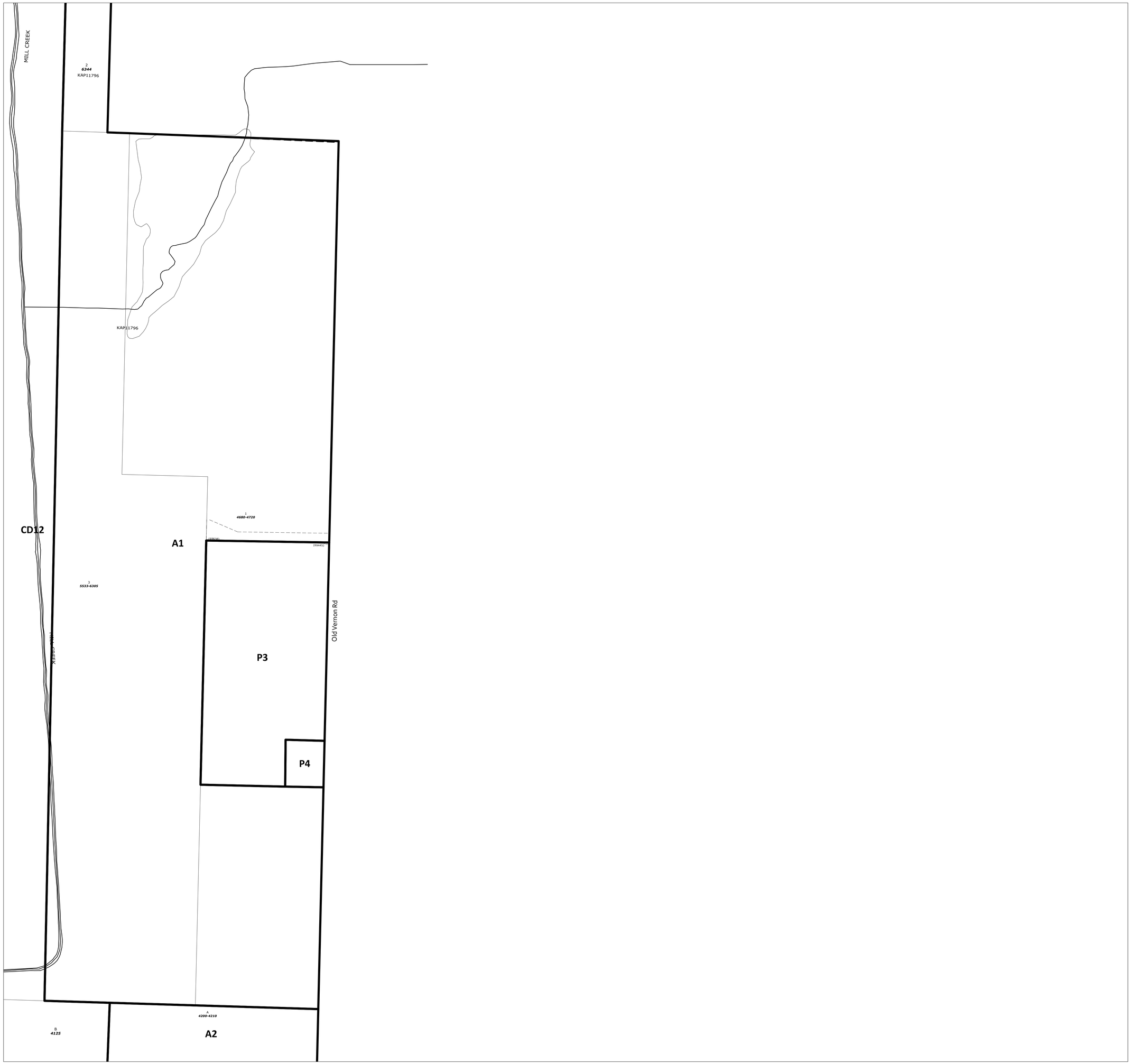

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 Lot Number
234 Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

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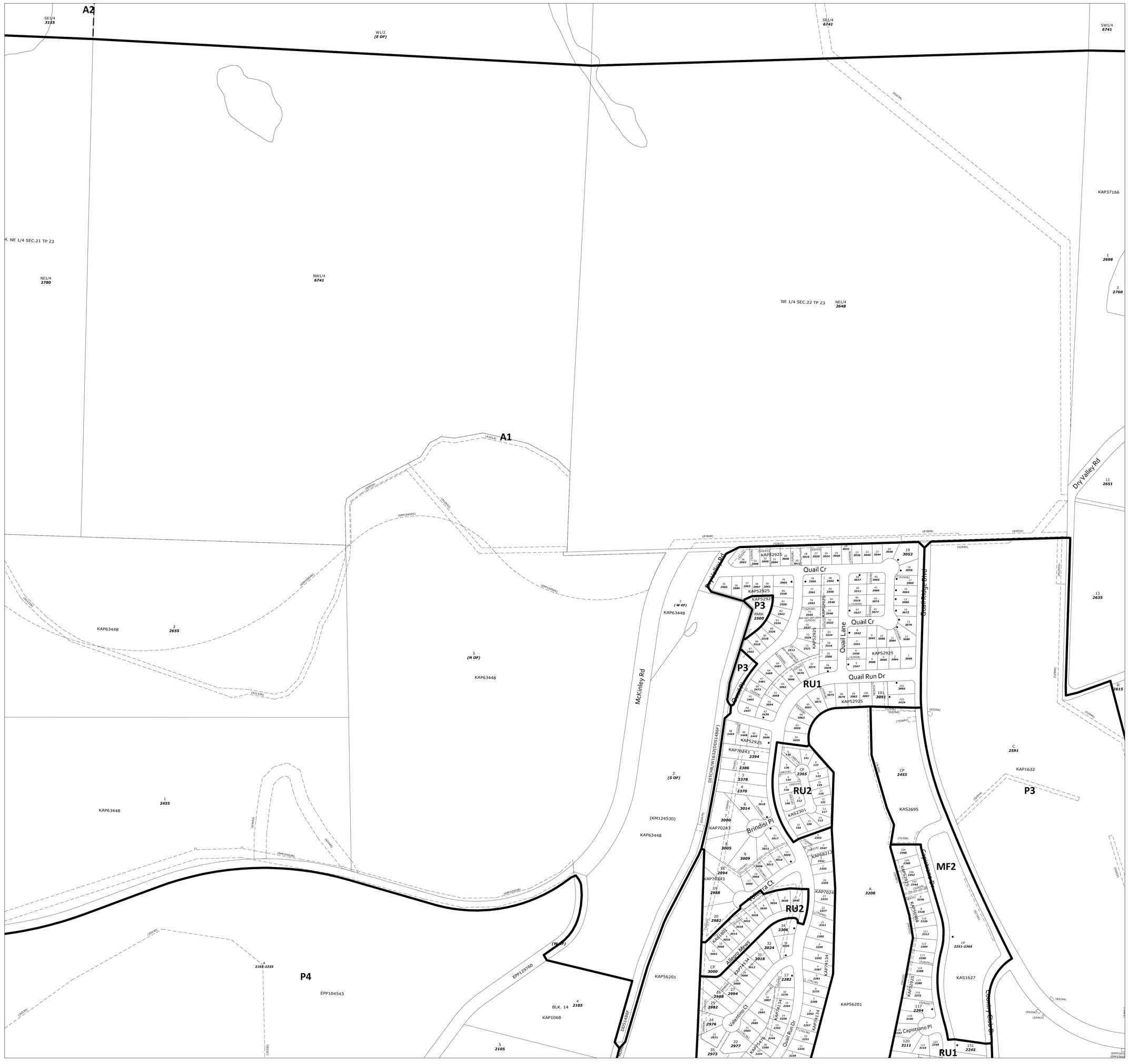

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Legend

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Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

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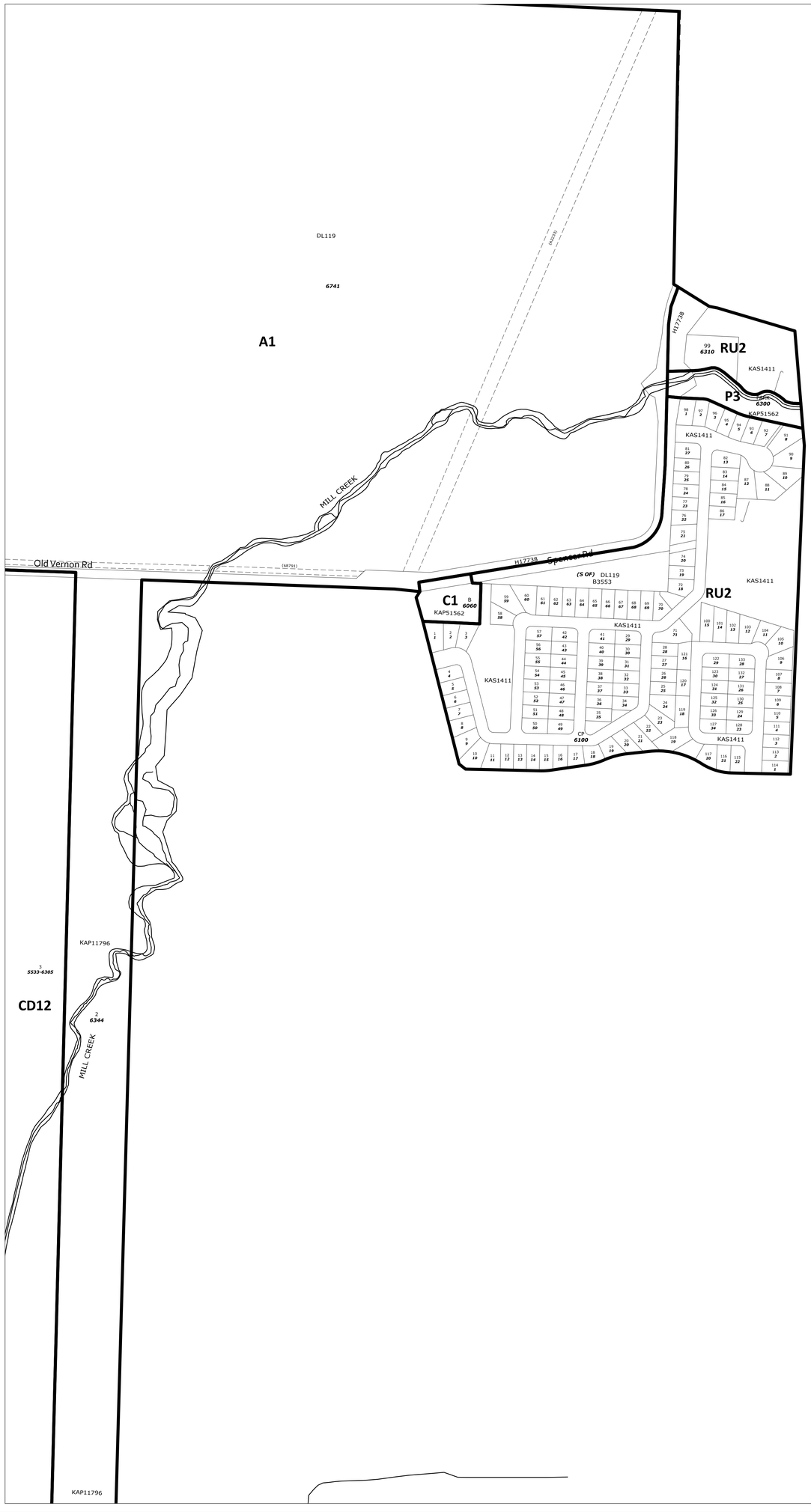

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 Lot Number
234 Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

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City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 23-29

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application

Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

N

Scale (meters)

0 25 50 100 150

Scale: 1:2500

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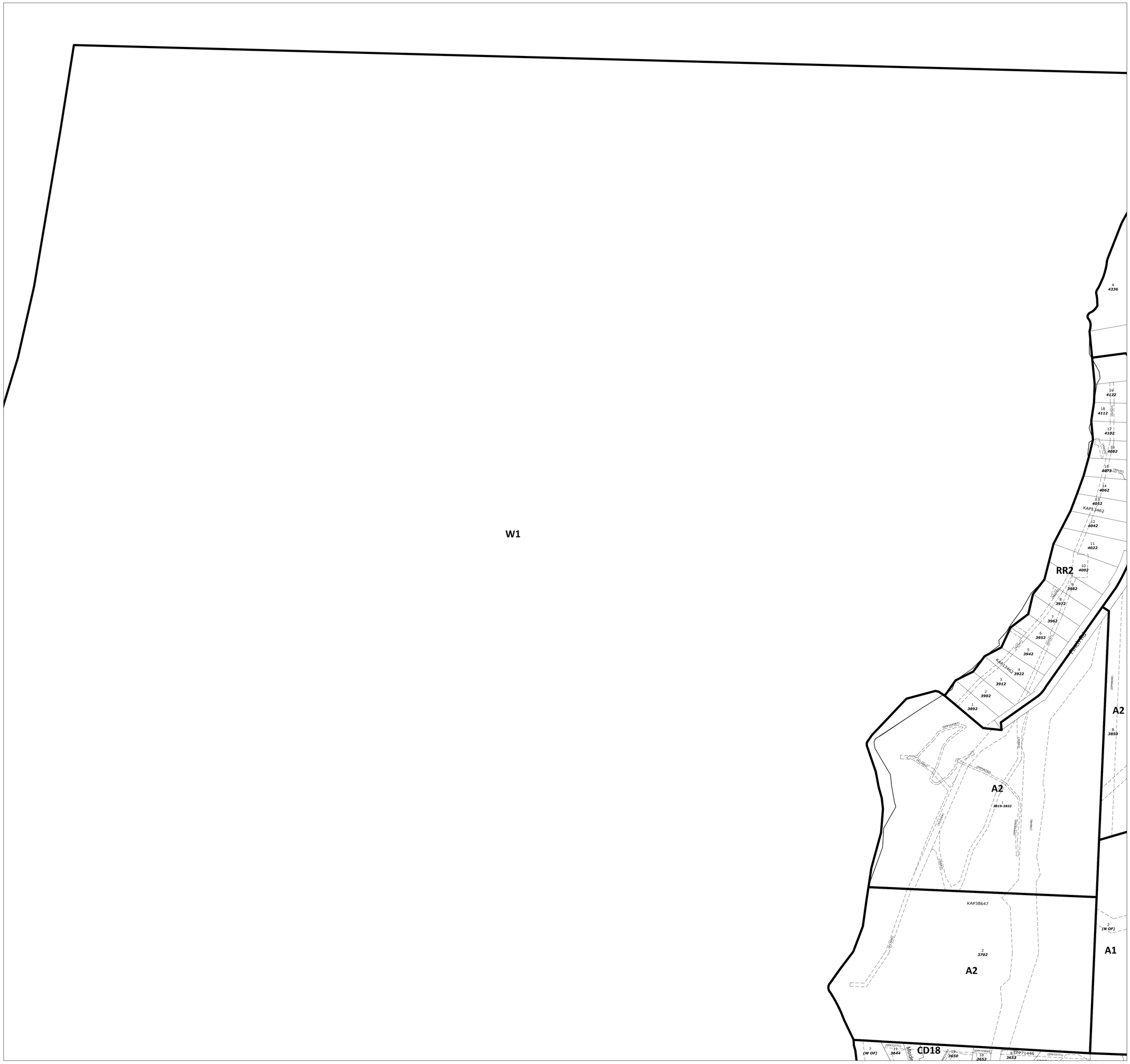
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3922
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3912
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3902
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3892
RR2
A2
B
3850
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3702
A2
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A1
7
(W OF)
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CD18
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18
3652
EPP71446
3653
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KAP13462
KAP13462
KAP13462



City of Kelowna

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Scale (meters)

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Scale: 1:2500

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Scale: 1:2500

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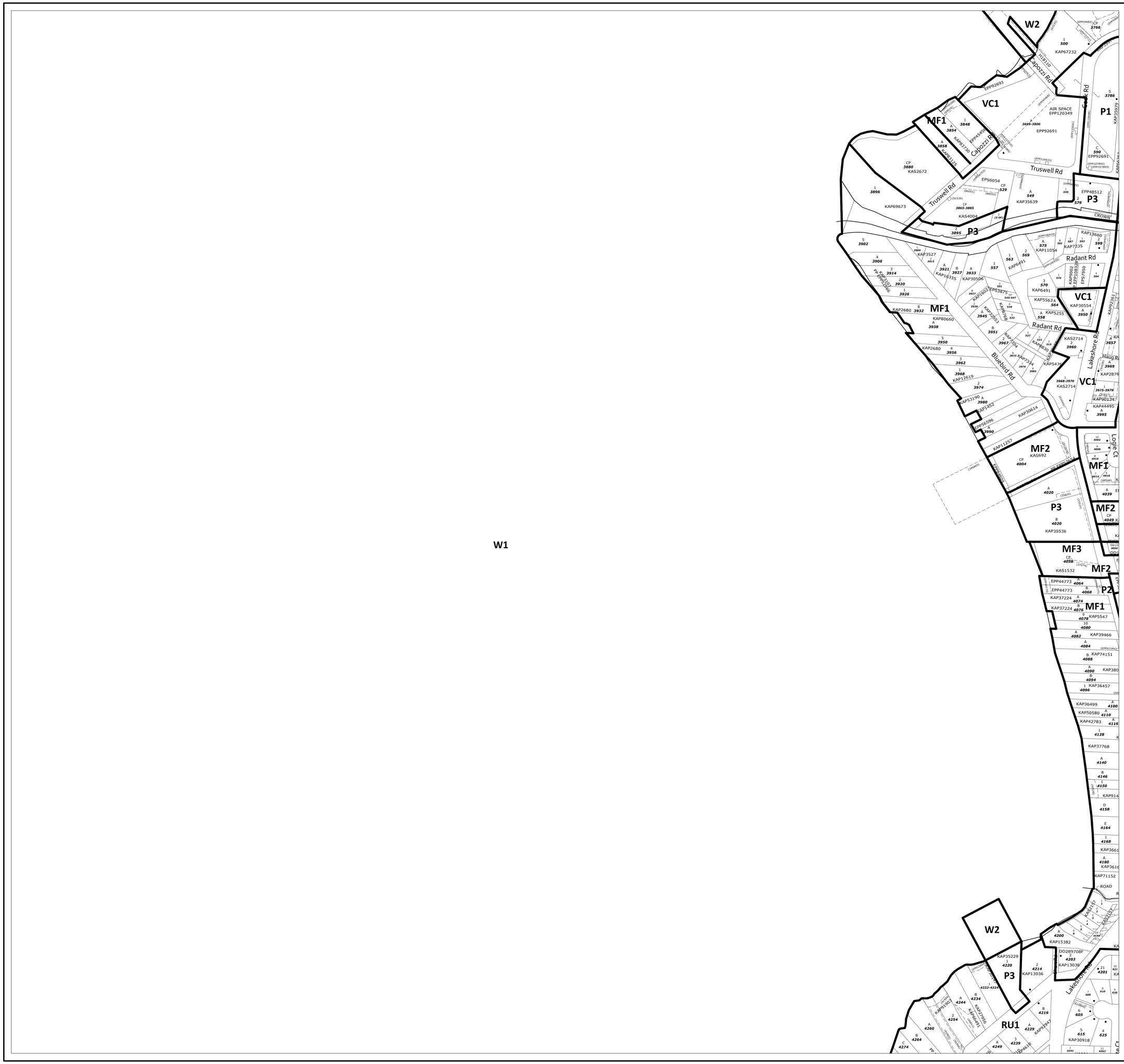

City of Kelowna

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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P3
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P3
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MF1
MF2
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Capozzi Rd
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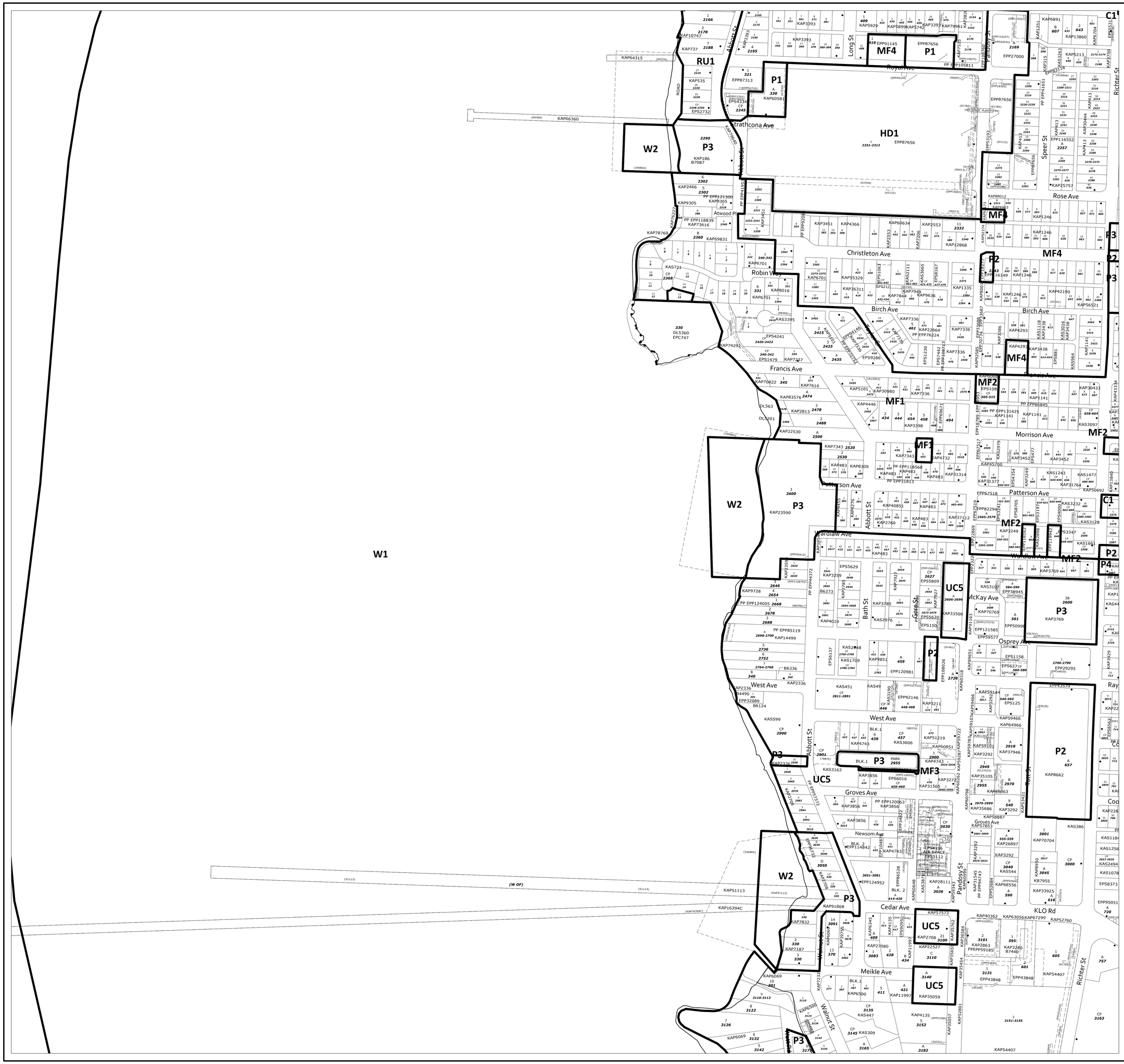
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Strathcona Ave
Speer St
Rose Ave
Christleton Ave
Robin Way
Birch Ave
Francis Ave
Morrison Ave
Patterson Ave
Bath St
West Ave
Groves Ave
Newsom Ave
Cedar Ave
Meikle Ave
Walnut St
Pandosy St
Richter St
KLO Rd
Osprey Ave
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KAP23596
KAP23596
KAP23596

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

Scale (meters)

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 25-36

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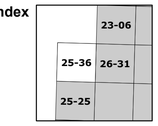

Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application

Z24-0001

City of Kelowna DEVELOPMENT PLANNING

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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Scale (meters)

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

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Planner Initials AC

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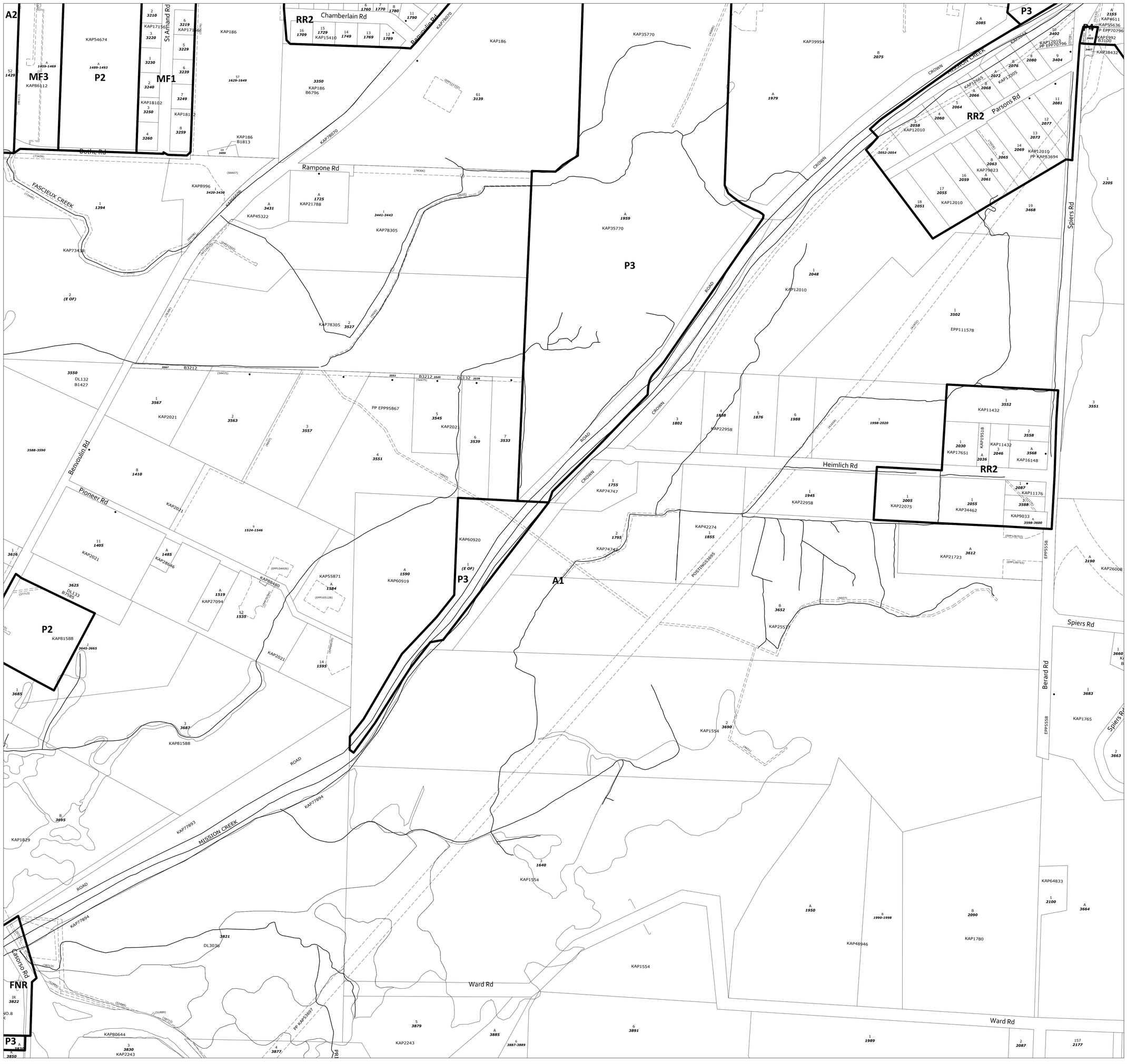

City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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ZONING

Proposed Zoning

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10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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Charleswood Dr
Bella Vista St
Bellagio Lane
Lago Vista St
Loseth Rd
Bellagio Ave
Monte Vista Ave
Cortina Dr
Tramonto Ct
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Walburn Rd
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MISSION CREEK
Field Rd
MISSION CREEK
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RR2
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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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City of Kelowna DEVELOPMENT PLANNING

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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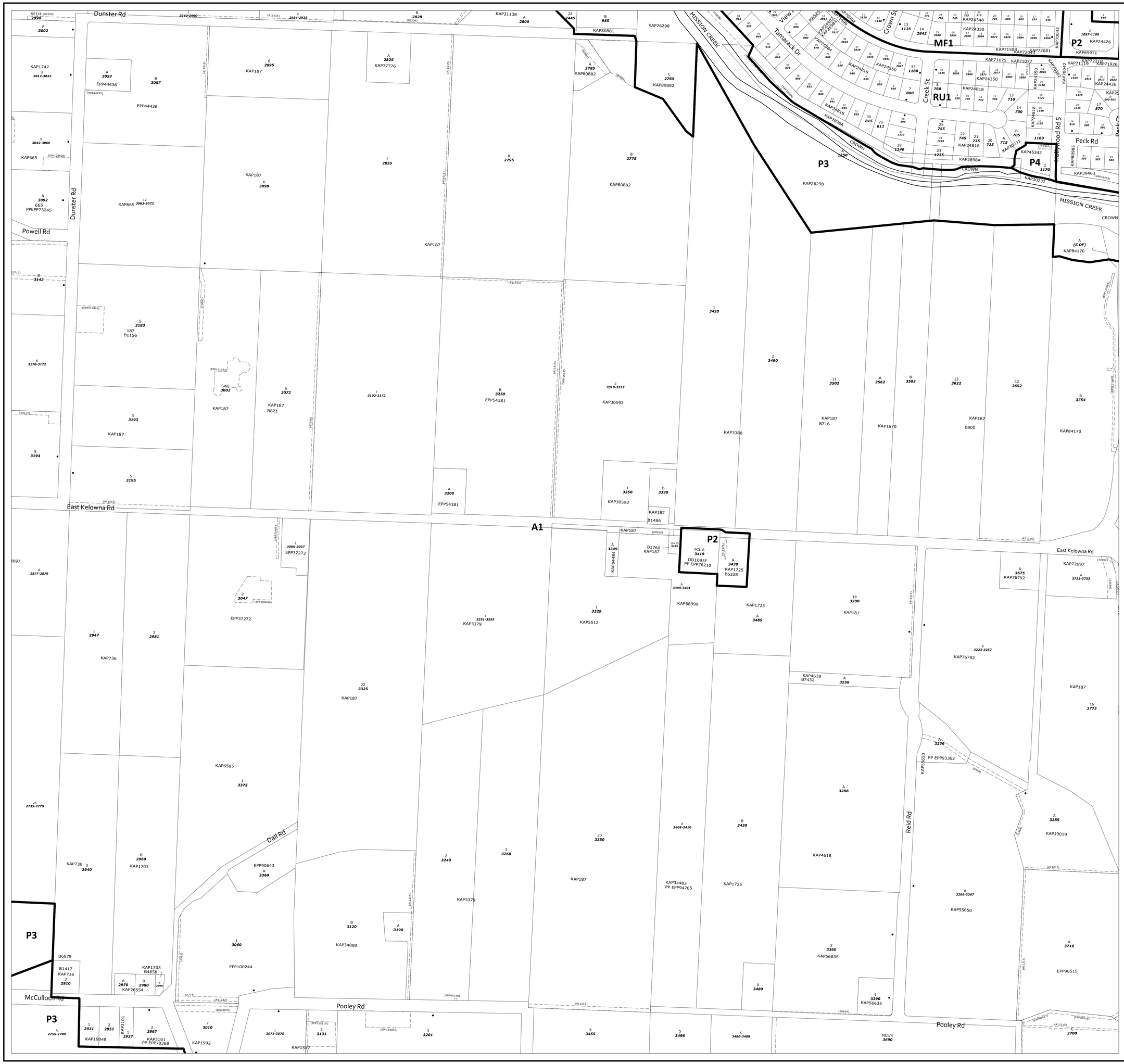
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CROWN
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RU1
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No. 26-16

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ZONING

Proposed Zoning

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10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Indicates Address Fronting Street

City Boundary

SCHEDULE B

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City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

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Proposed Zoning

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10 / 234 Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

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ZONING

Proposed Zoning

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Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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Proposed Zoning

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Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Proposed Zoning

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Indicates Address Fronting Street

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Proposed Zoning

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Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Indicates Address Fronting Street

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Planner Initials AC

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Indicates Address Fronting Street

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This forms part of application # Z24-0001

Planner Initials AC

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Planner Initials AC

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Indicates Address Fronting Street

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Indicates Address Fronting Street

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10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

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Planner Initials AC

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10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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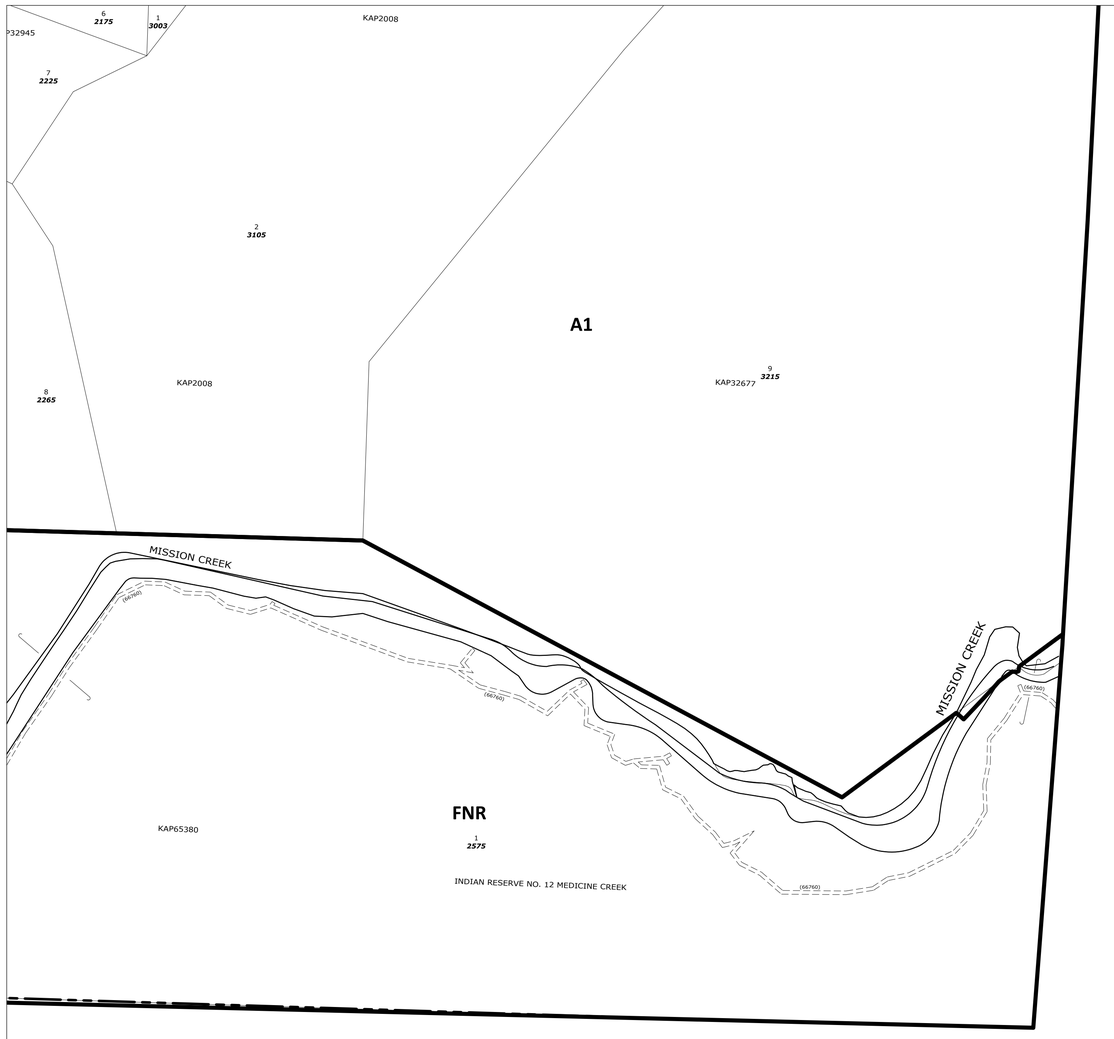

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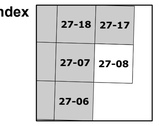

Legend

ZONING

Proposed Zoning

ADDRESSES

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City Boundary

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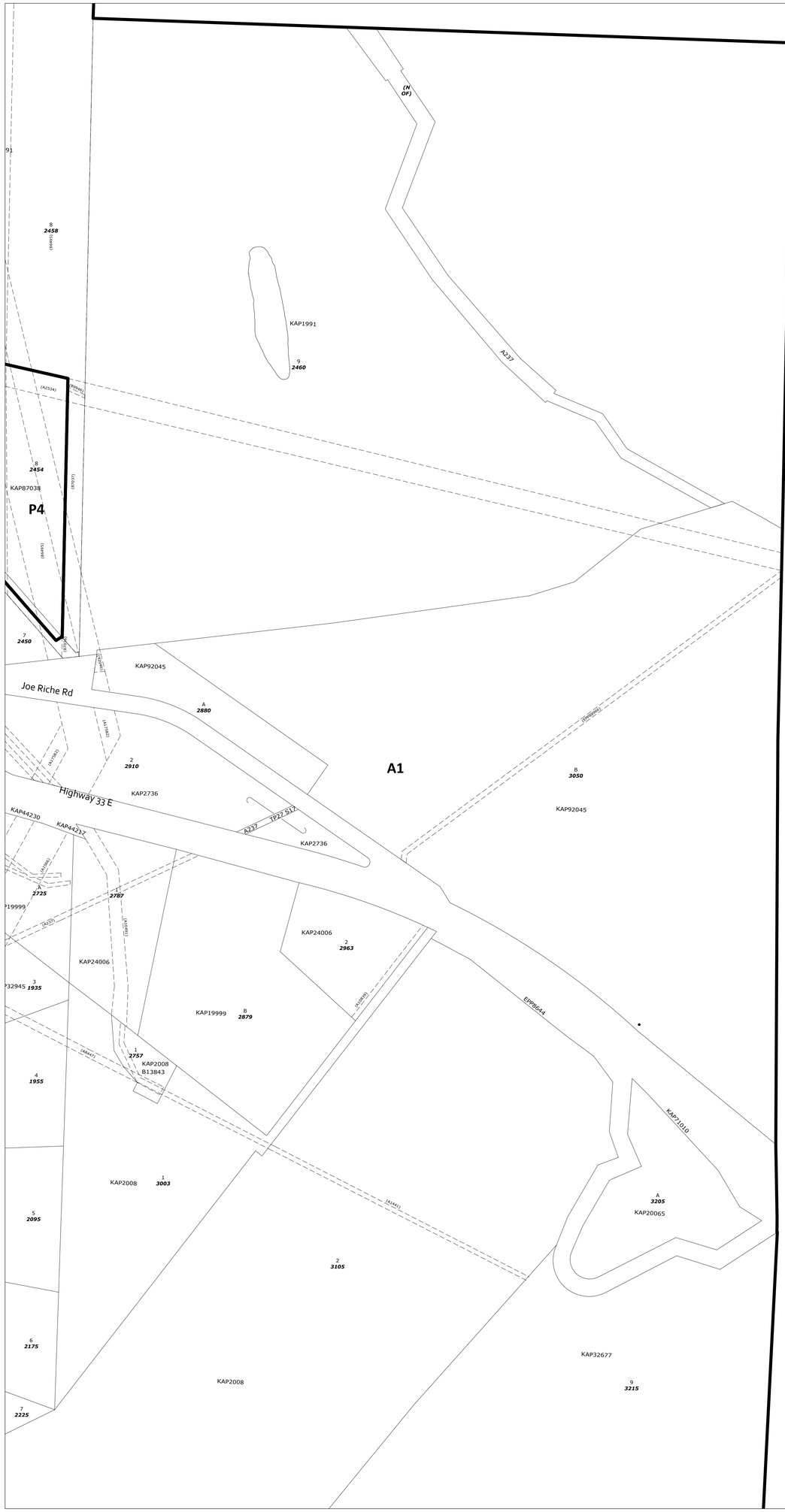

City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 27-17

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

N

Scale (meters)
0 25 50 100 150

Scale: 1:2500

Revision: 1/15/2024

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

N

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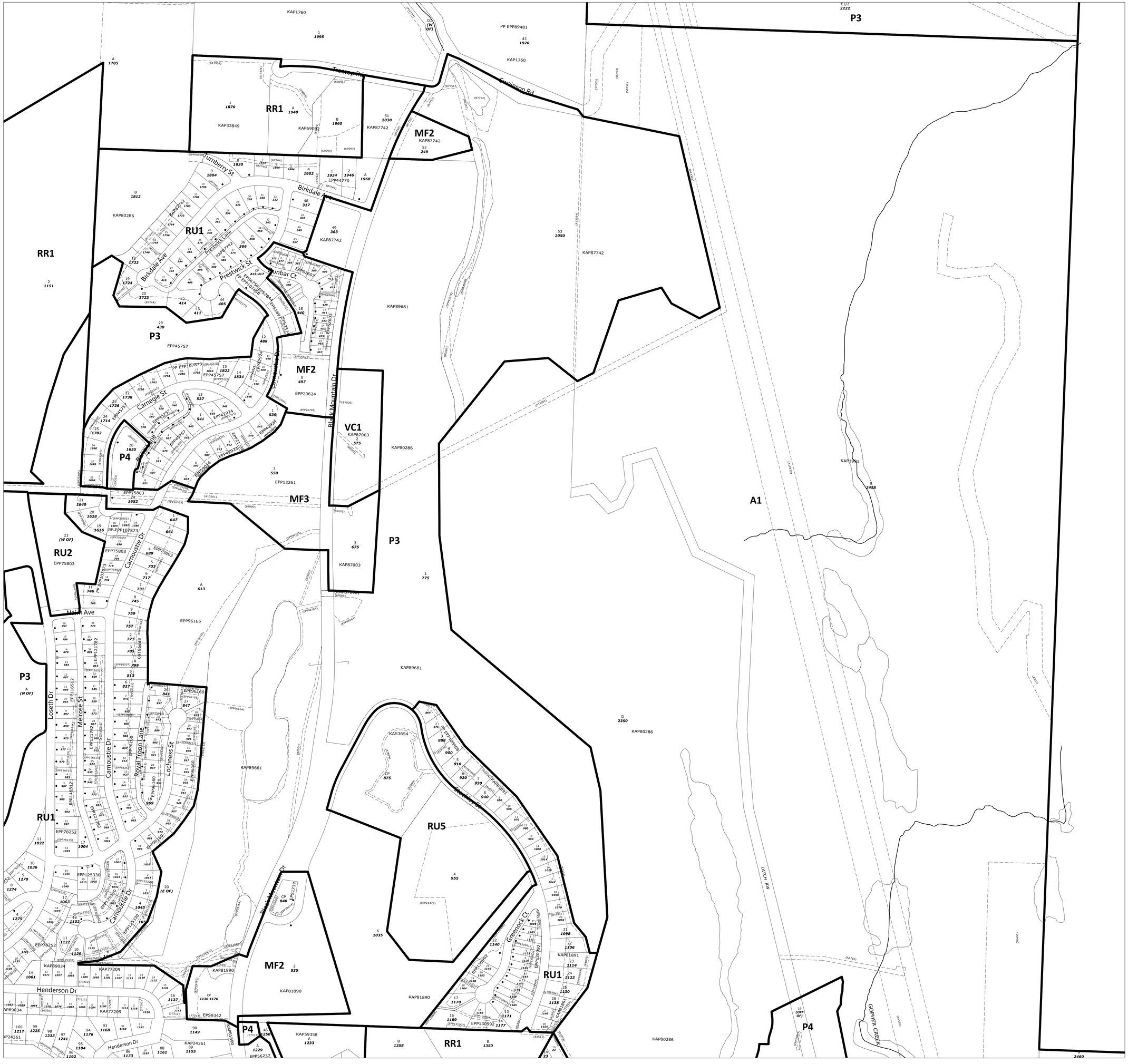

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

City of Kelowna DEVELOPMENT PLANNING

Planner Initials AC

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 Lot Number
234 Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

N

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0 25 50 100 150

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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City of Kelowna DEVELOPMENT PLANNING

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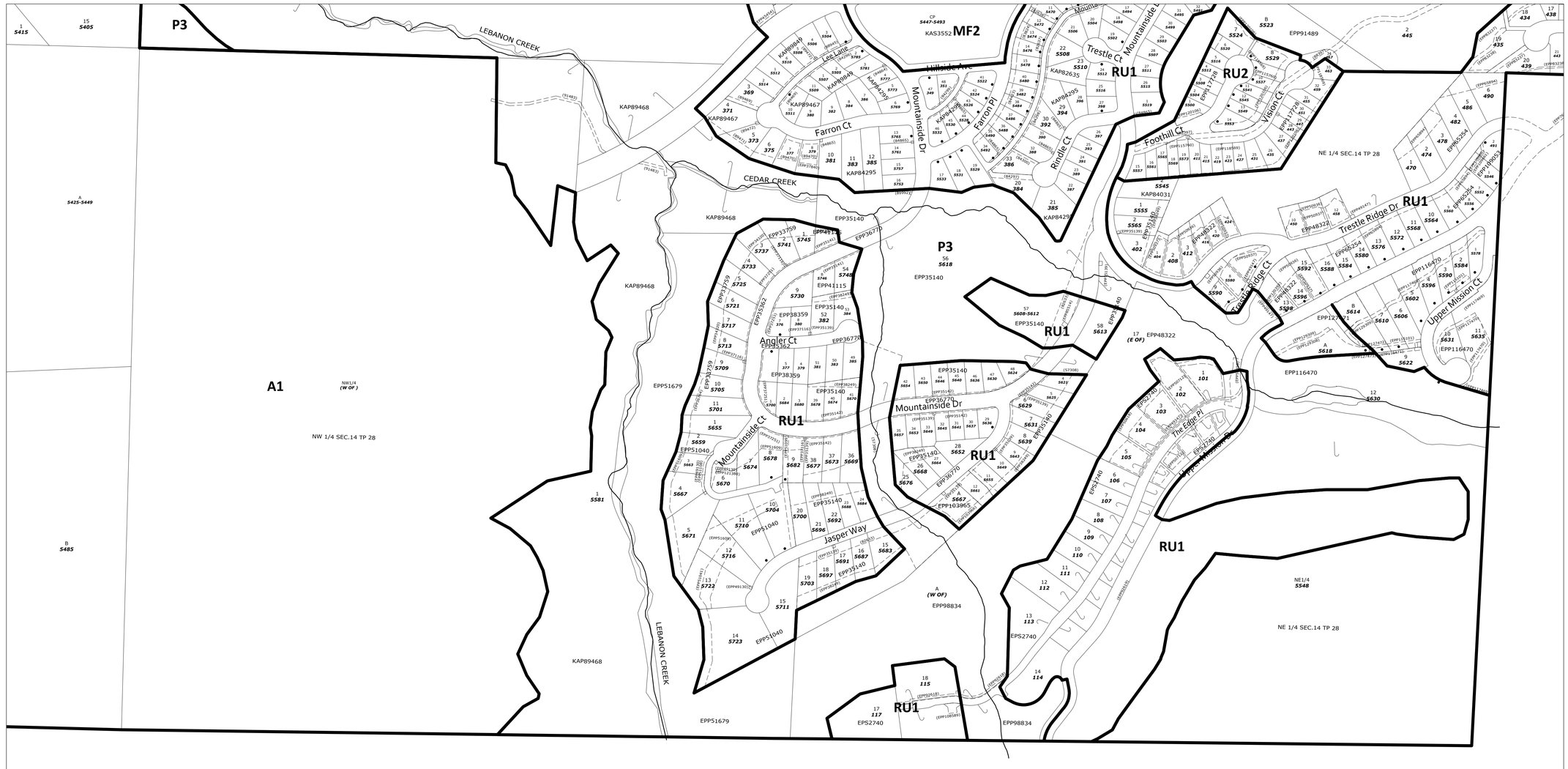

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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City of Kelowna DEVELOPMENT PLANNING

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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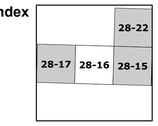

Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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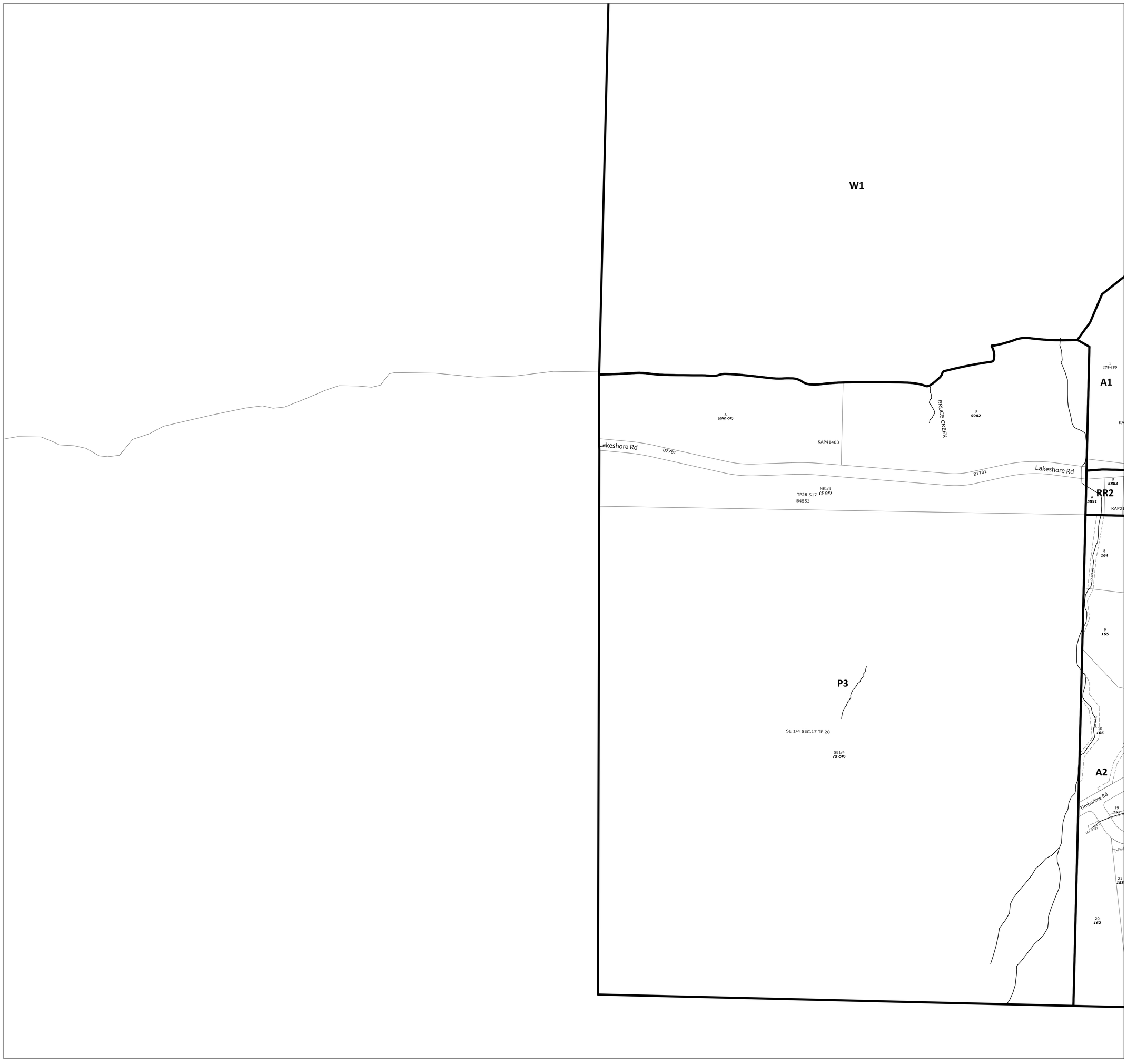

City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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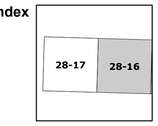

Legend

ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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W1



City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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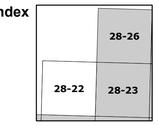

Legend

ZONING

Proposed Zoning

ADDRESSES

10 — Lot Number
234 — Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

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N

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 28-26

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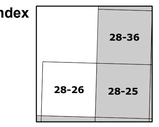

Legend

ZONING

Proposed Zoning

ADDRESSES

10 Lot Number
234 Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
This forms part of application
Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

W1



N

Scale (meters)
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Scale: 1:2500

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ZONING

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ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B
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Z24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application # Z24-0001

Planner Initials AC

City of Kelowna DEVELOPMENT PLANNING

DISCLAIMER: THE LINEWORK FOR PLAN KAP18912 IS APPROXIMATE, PLEASE CONFIRM PROPERTY PINS IN THE GROUND FOR ACCURATE PROPERTY LINE LOCATIONS

N

Scale (meters)

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Scale: 1:2500

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Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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ZONING

Proposed Zoning

ADDRESSES

10 / 234 — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Z24-0001

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City of Kelowna DEVELOPMENT PLANNING

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ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

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City Boundary

SCHEDULE B

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Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Legend

ZONING

Proposed Zoning

ADDRESSES

10 / *234* — Lot Number / Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

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Planner Initials AC

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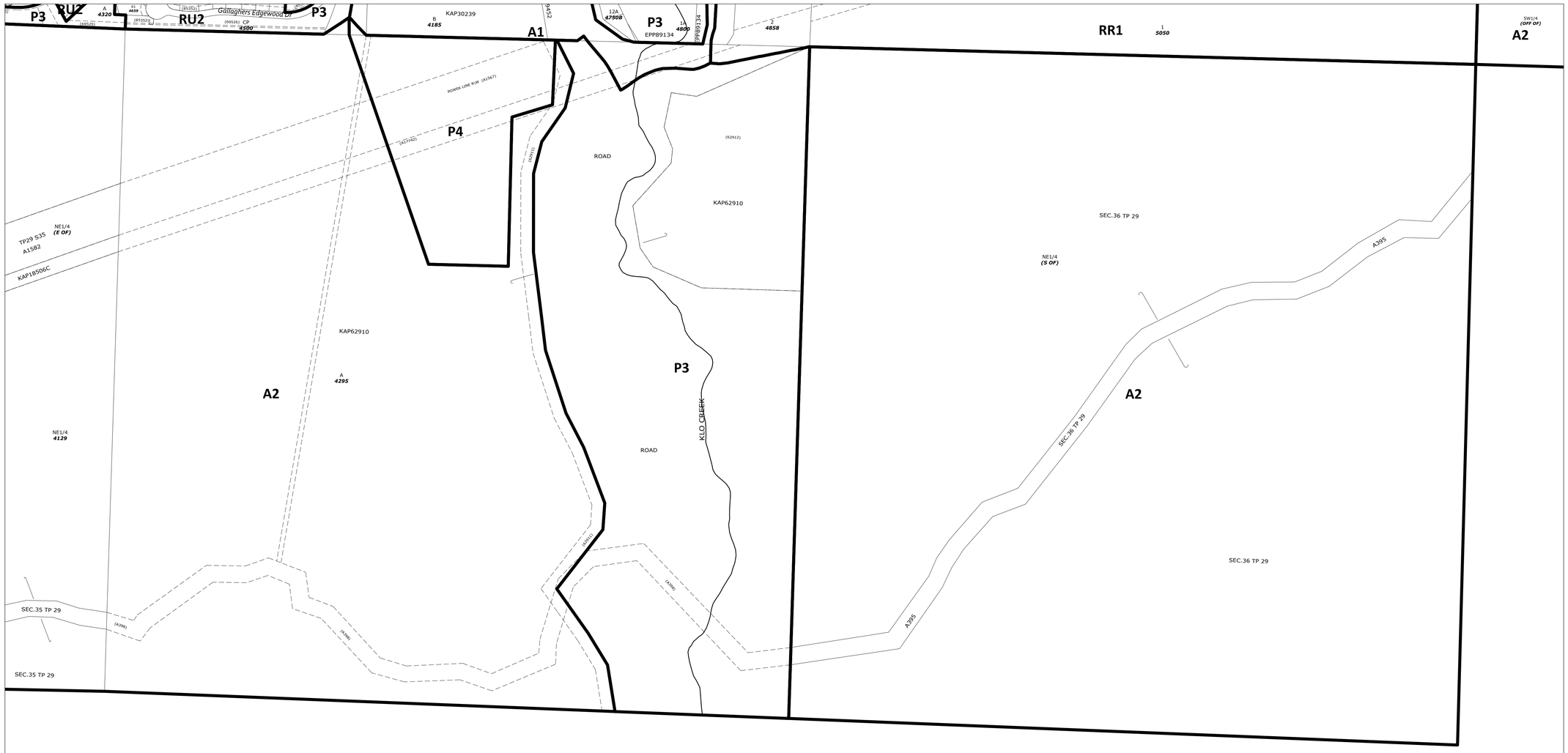


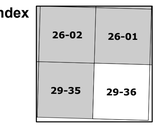
City of Kelowna

Zoning Bylaw Mapping Amendments Implementing Provincial Housing Legislation

Z24-0001

No. 29-36

Index



Legend

ZONING

Proposed Zoning

ADDRESSES

10
234

Lot Number
Street Address

Indicates Address Fronting Street

City Boundary

SCHEDULE B

This forms part of application
Z24-0001

Planner Initials AC

City of Kelowna
DEVELOPMENT PLANNING

N

Scale (meters)

0 25 50 100 150

Scale: 1:2500

Revision: 1/15/2024

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Schedule C – Proposed Amendments to Official Community Plan Bylaw 12300

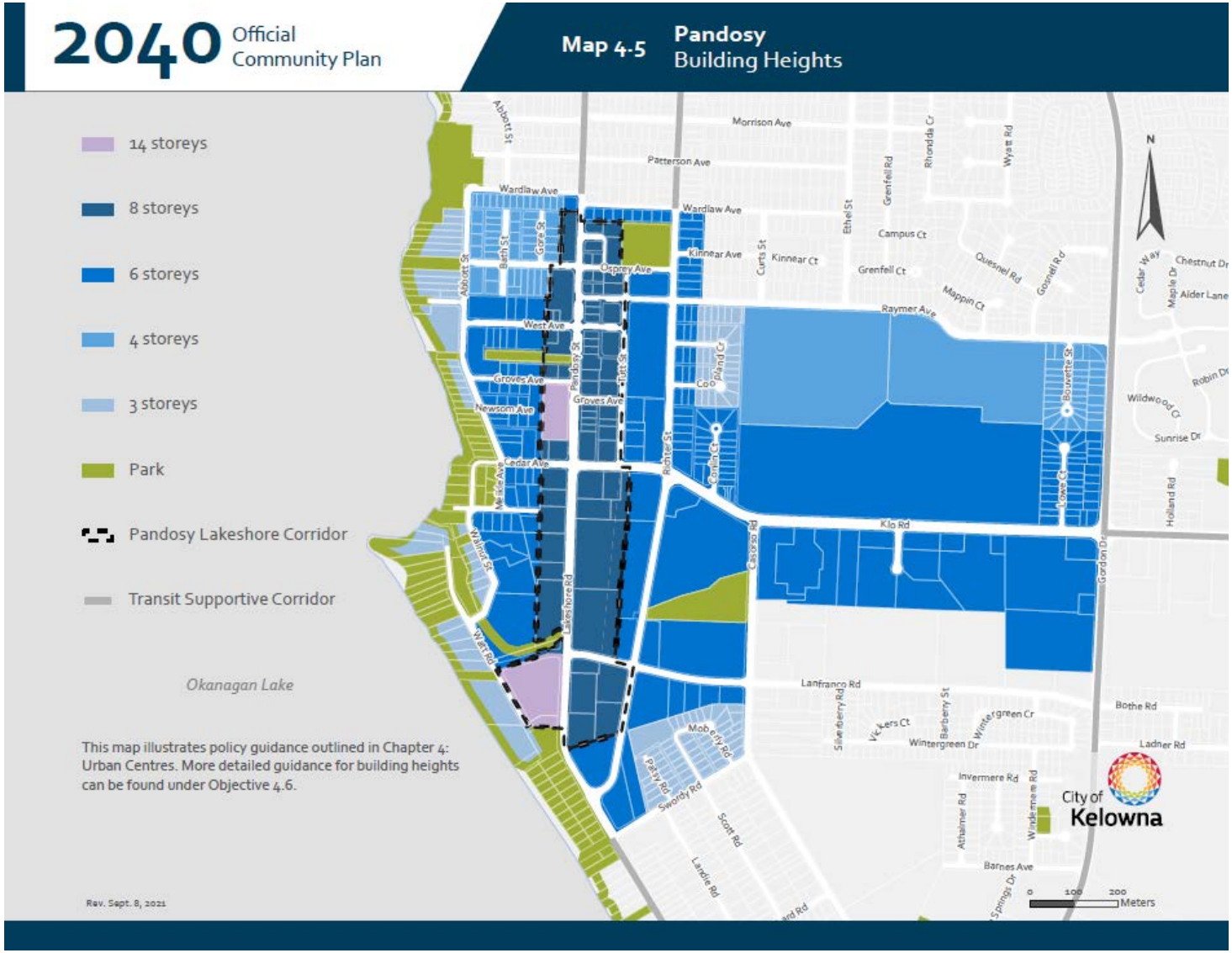
Mapping Changes to Official Community Plan Bylaw Bylaw No. 12300

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Chapter 4 Urban Centres Map 4.5 Pandosy Building Heights	See Chart A	See Chart B	To implement and comply with the provincial Transit Oriented Development Areas legislation regarding building heights and density.
2.	Chapter 4 Urban Centres Map 4.7 Rutland Building Heights	See Chart C	See Chart D	To implement and comply with the provincial Transit Oriented Development Areas legislation regarding building heights and density.

SCHEDULE C
This forms part of application
OCP24-0001
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING

Chart A

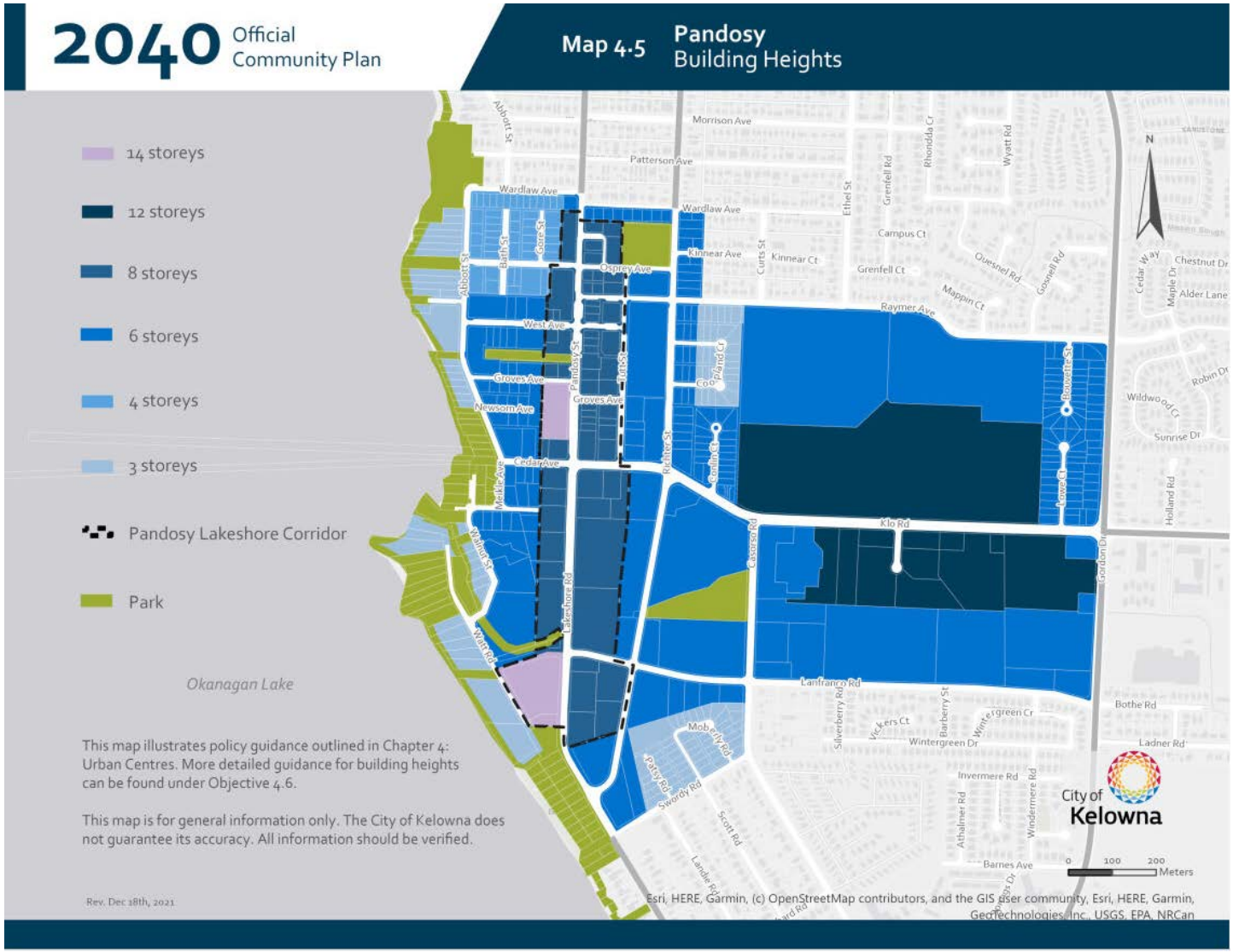
Original – Chapter 4 – Map 4.5 Pandosy Building Heights



SCHEDULE C
This forms part of application
OCP24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

Chart B

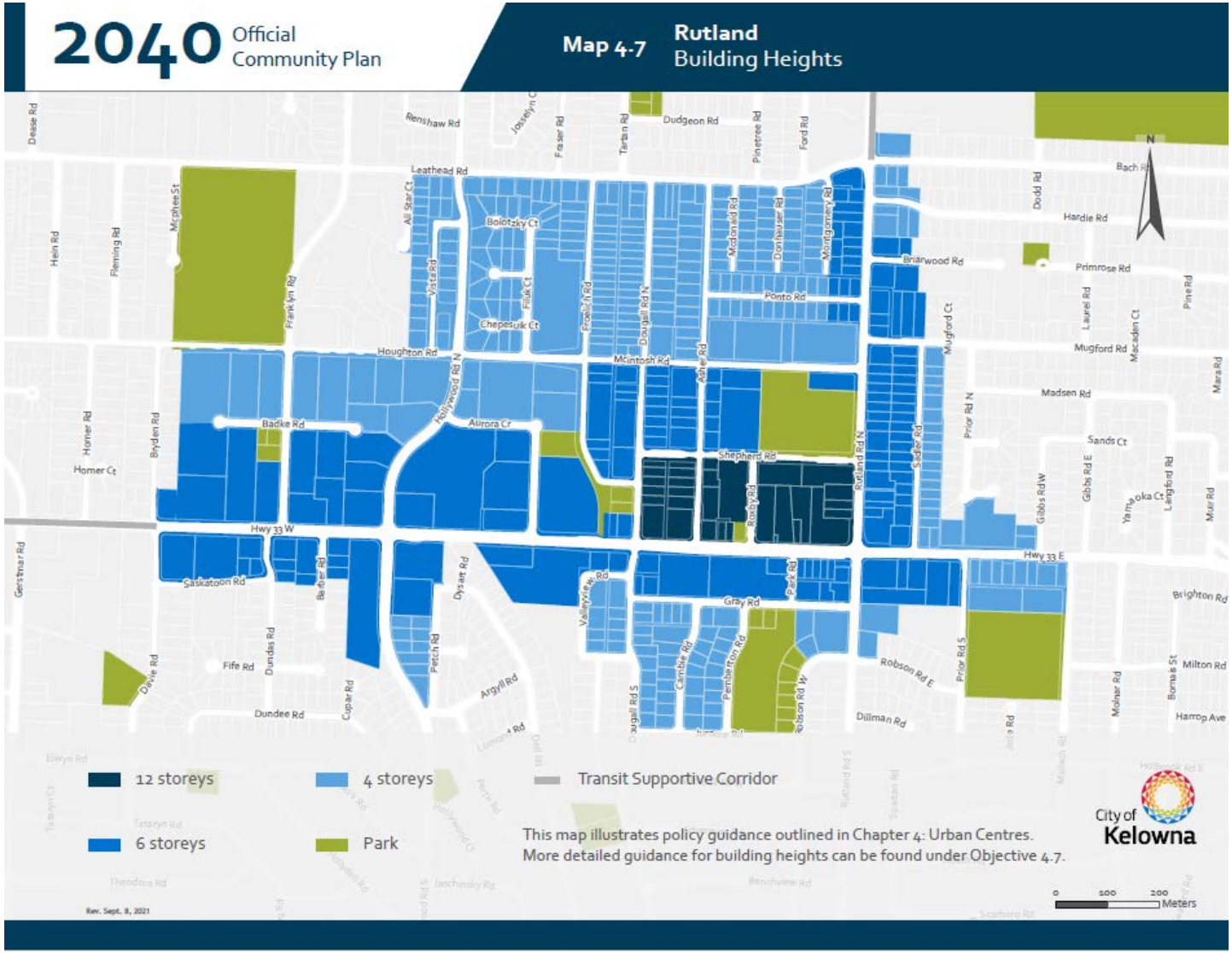
Proposed – Chapter 4 – Map 4.5 Pandosy Building Heights



SCHEDULE C
This forms part of application
OCP24-0001
Planner Initials AC
City of Kelowna
DEVELOPMENT PLANNING

Chart C

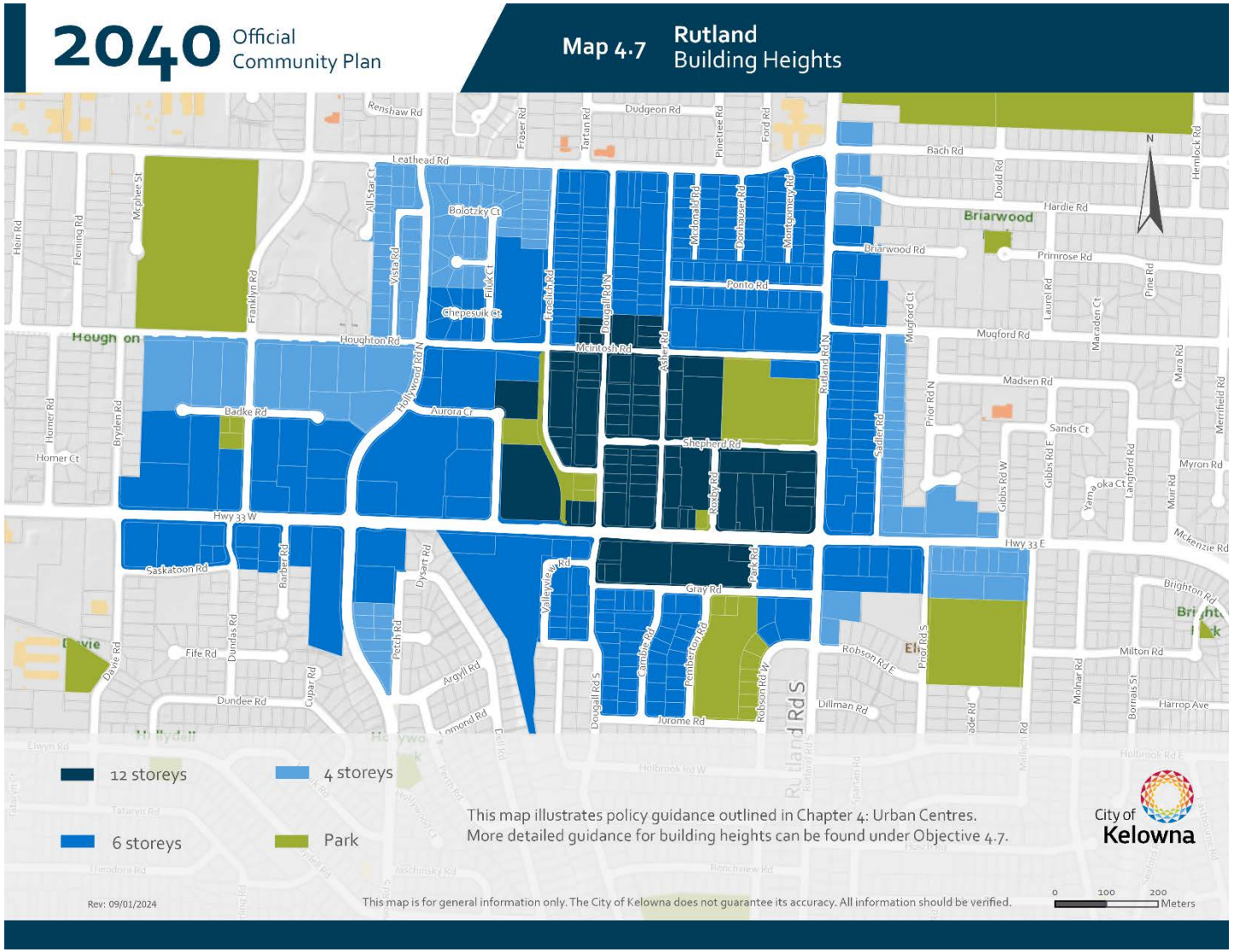
Original – Chapter 4 – Map 4.7 Rutland Building Heights



SCHEDULE C
This forms part of application
OCP24-0001
Planner Initials AC
City of Kelowna DEVELOPMENT PLANNING

Chart D

Proposed – Chapter 4 – Map 4.7 Rutland Building Heights





City of Kelowna

OCP24-0001

OCP Building Height Map Amendments

May 14, 2024

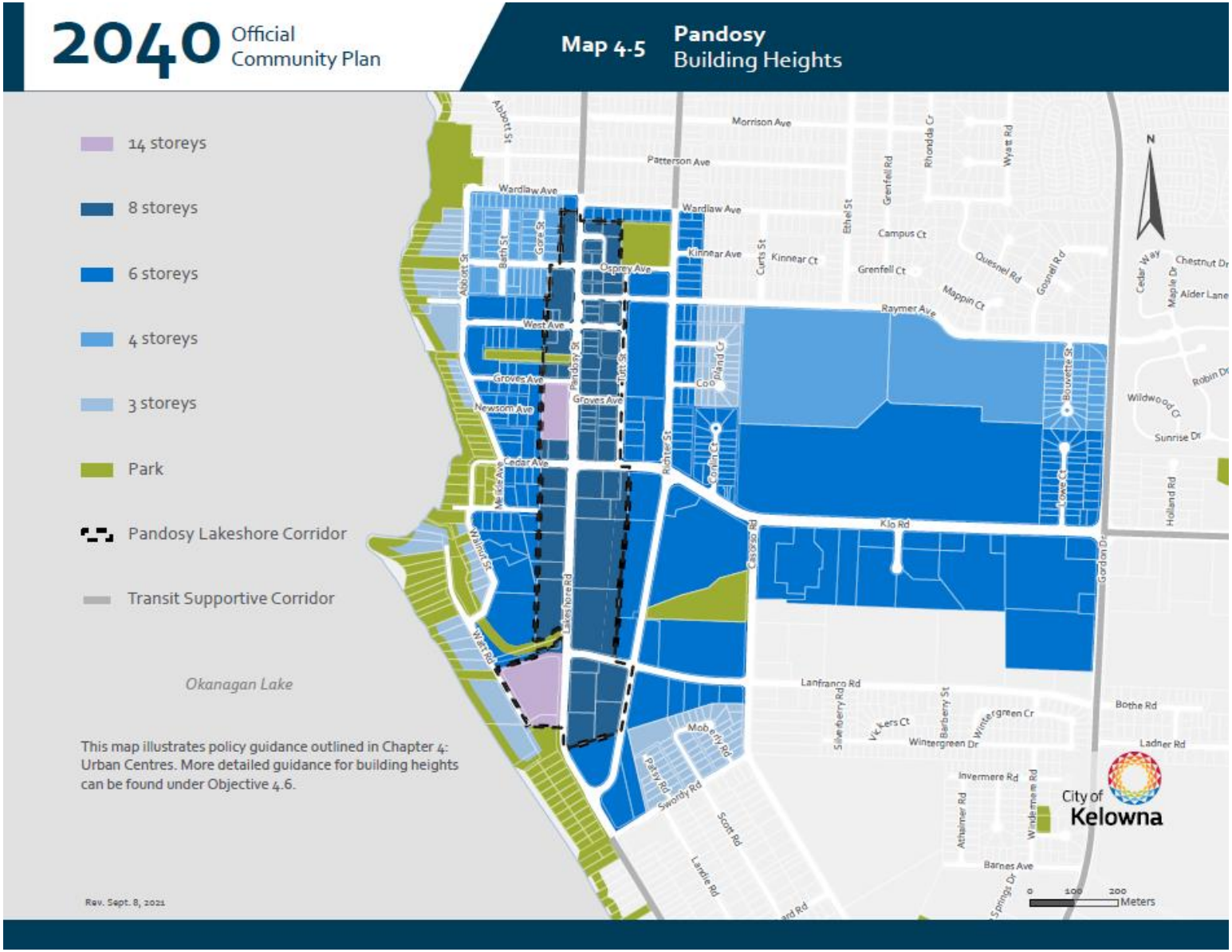
Purpose

- The purpose of these mapping amendments are to implement the provincial legislation regarding Transit Oriented Areas

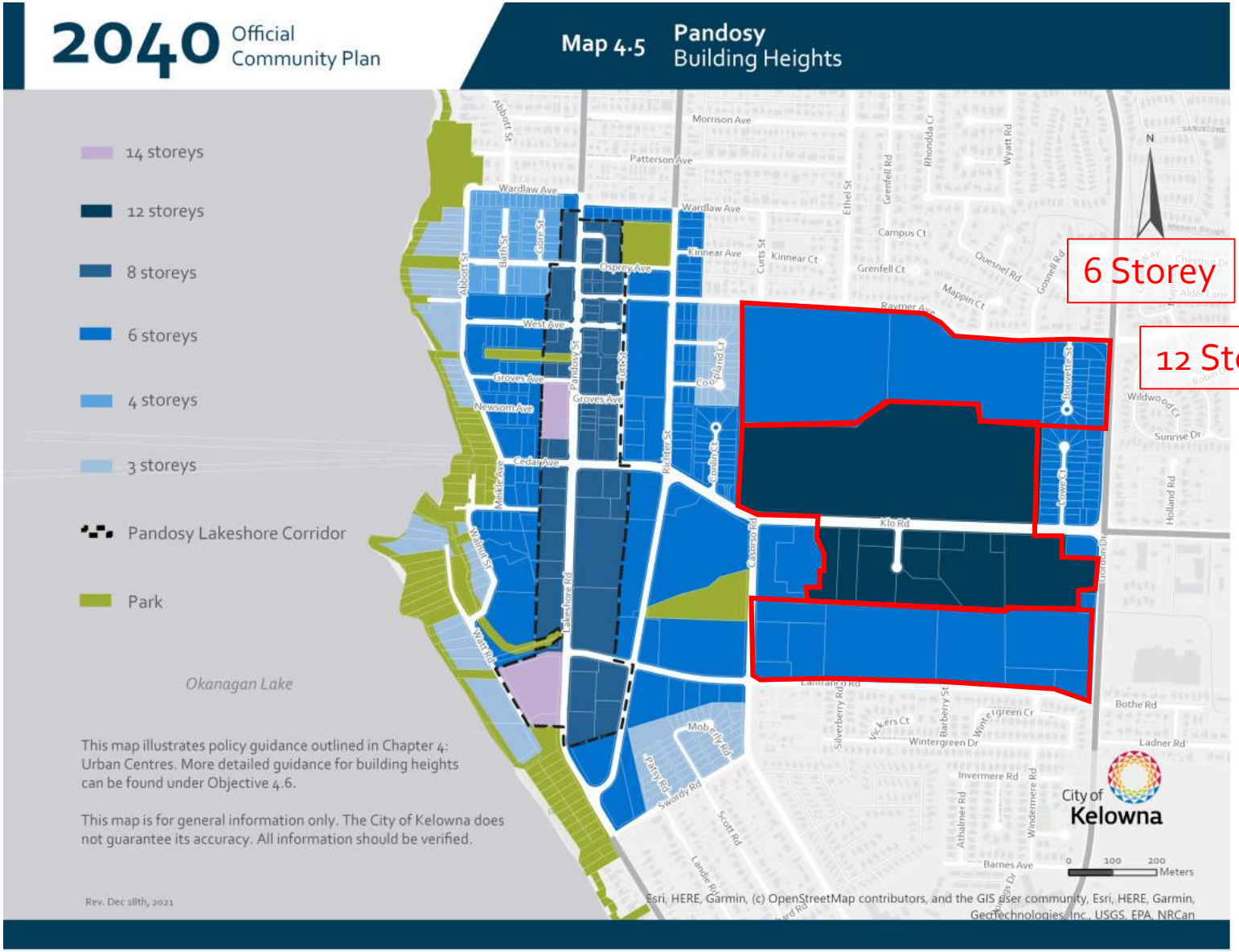
Background

- Small-Scale, Multi-Unit Housing Legislation (SSMUH)
- Transit Oriented Development Areas Legislation (TOD Areas)
  - Zoning Bylaw Text changes adopted March 18th 2024
  - OCP Building Heights Map required a public hearing

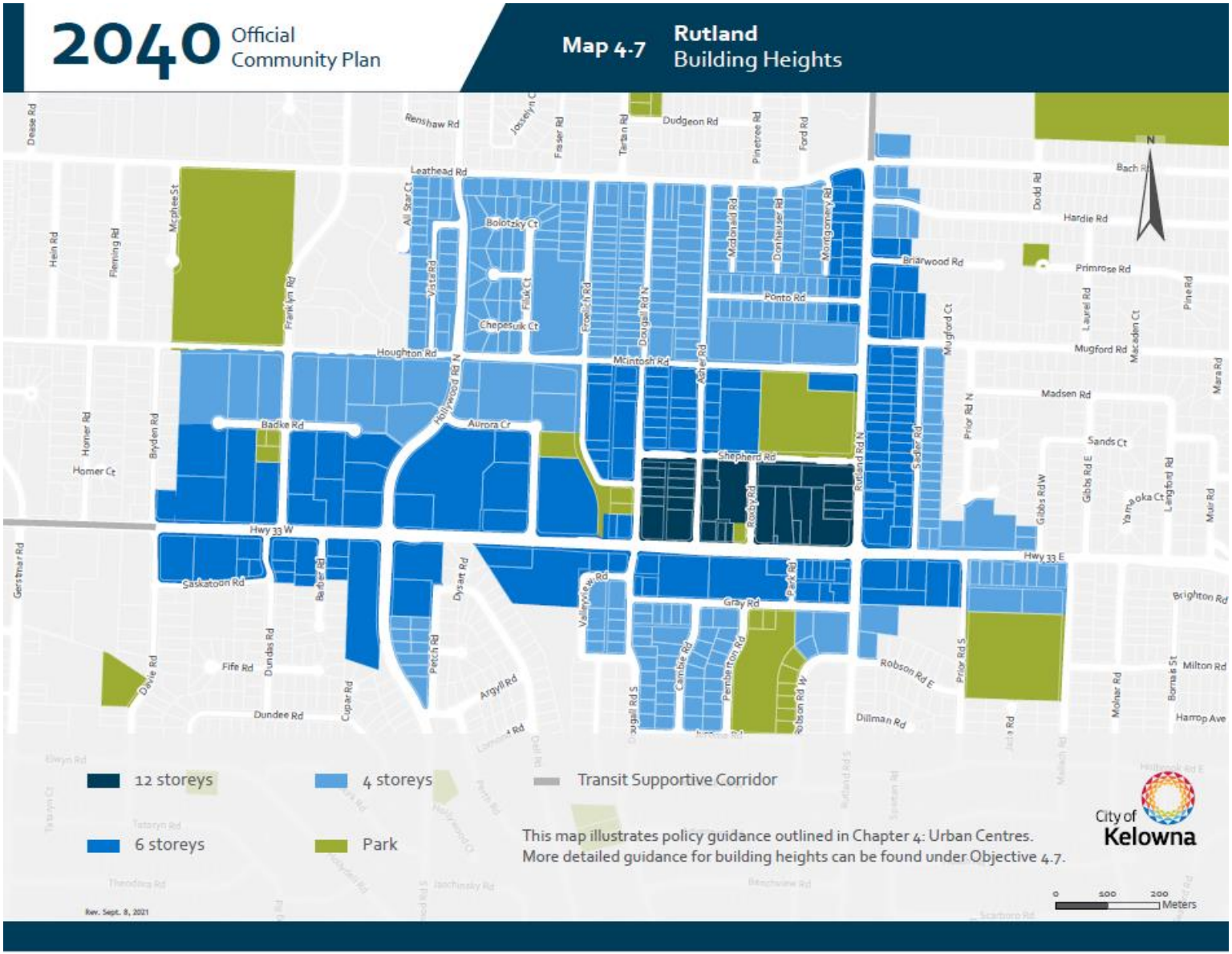
Original Map



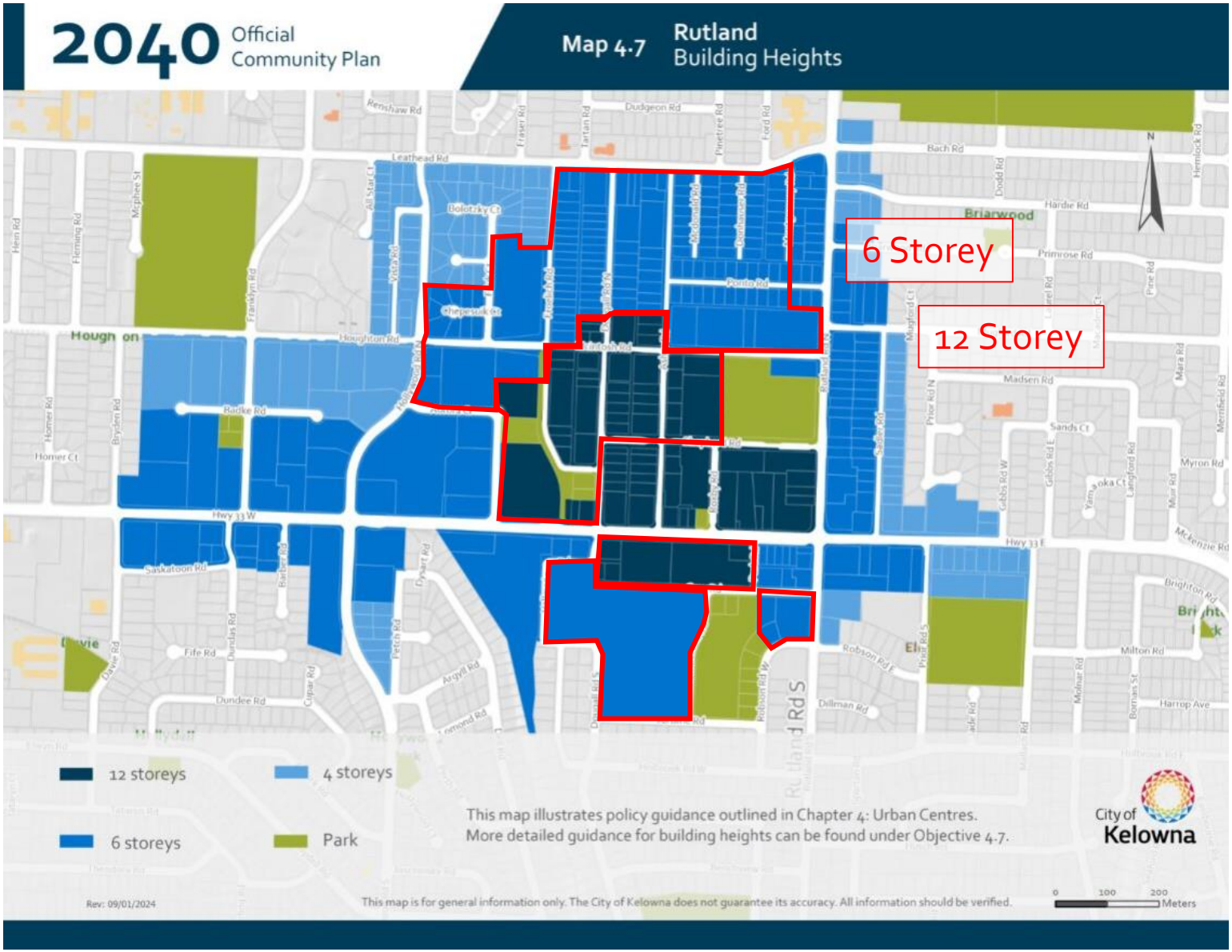
Proposed Map



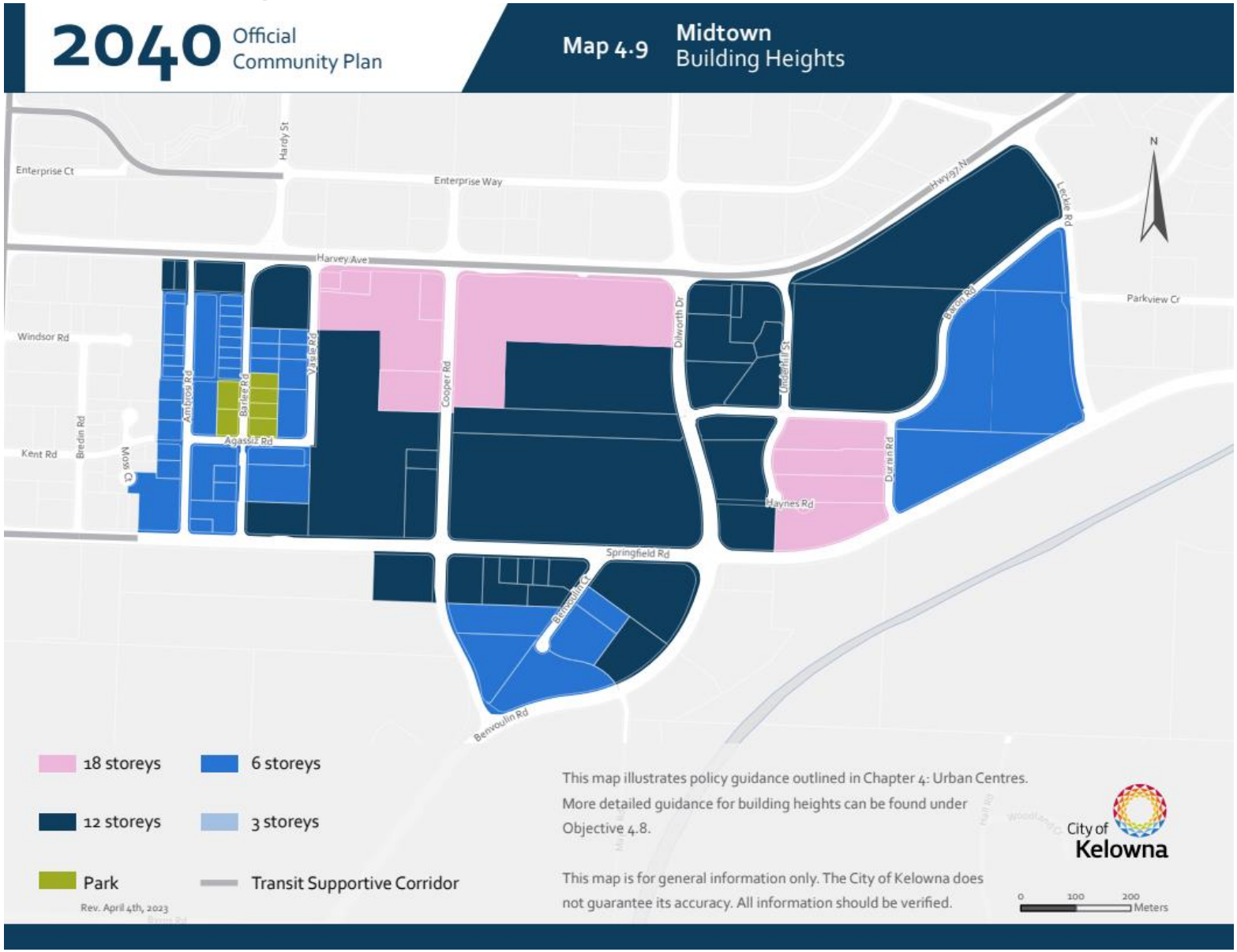
Original Map



Proposed Map



No Change Proposed



Staff Recommendation

- Staff recommend support for OCP24-0001 and accompanying bylaws



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12621

Official Community Plan Amendment No. OCP24-0001
Pandosy and Rutland Building Heights Maps

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

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

1. THAT "Kelowna 2040 – Official Community Plan Bylaw No. 12300", **Schedule "A", Chapter 4 – Urban Centres** be amended by deleting **Map 4.5 Pandosy Building Heights** in its entirety and replacing it with Map 4.5 as outlined in **Schedule A** attached to and forming part of this bylaw;

2. AND THAT "Kelowna 2040 – Official Community Plan Bylaw No. 12300", **Schedule "A", Chapter 4 – Urban Centres** be amended by deleting **Map 4.7 Rutland Building Heights** in its entirety and replacing it with Map 4.7 as outlined in **Schedule B** attached to and forming part of this bylaw.

3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

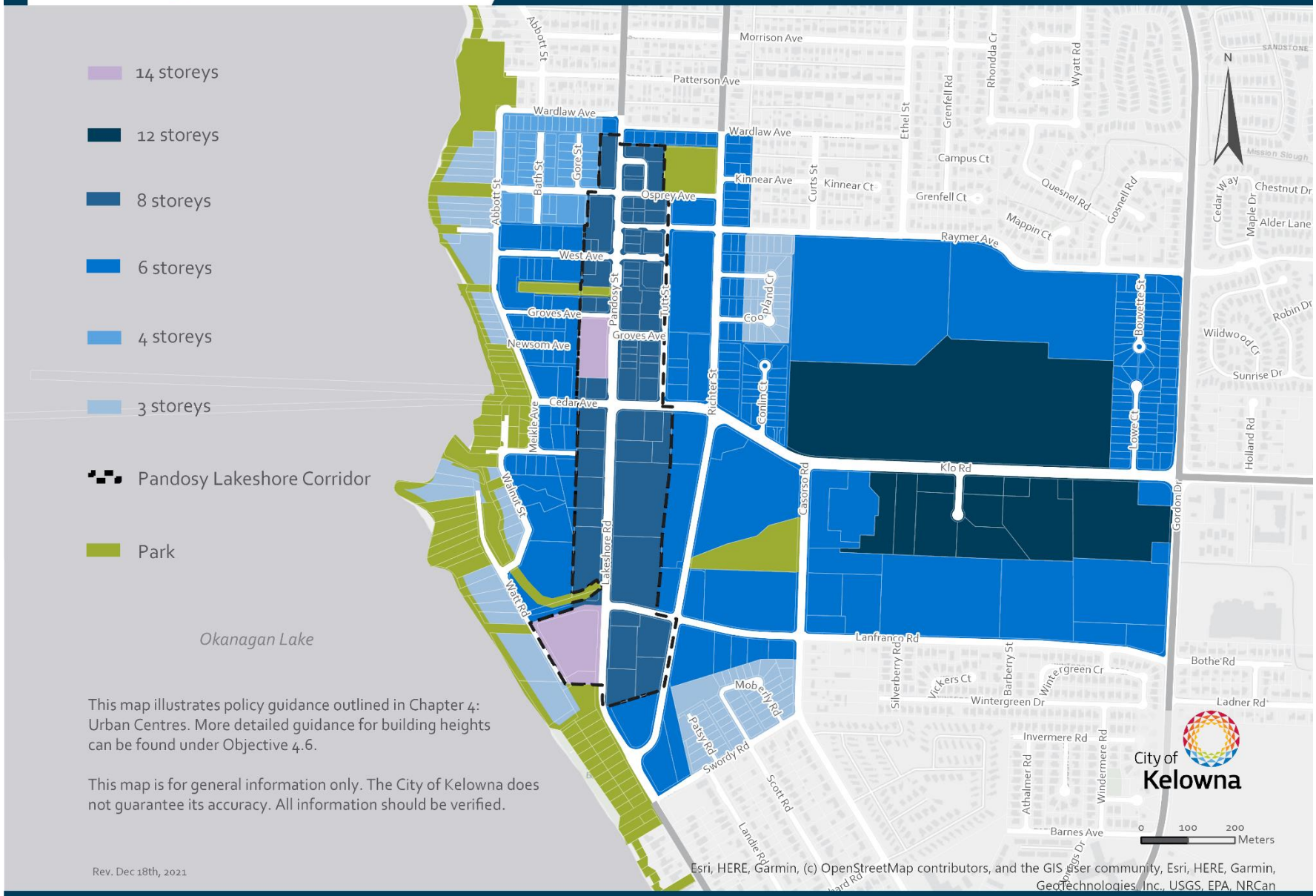
Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

2040 Official Community Plan

Map 4.5 Pandosy Building Heights

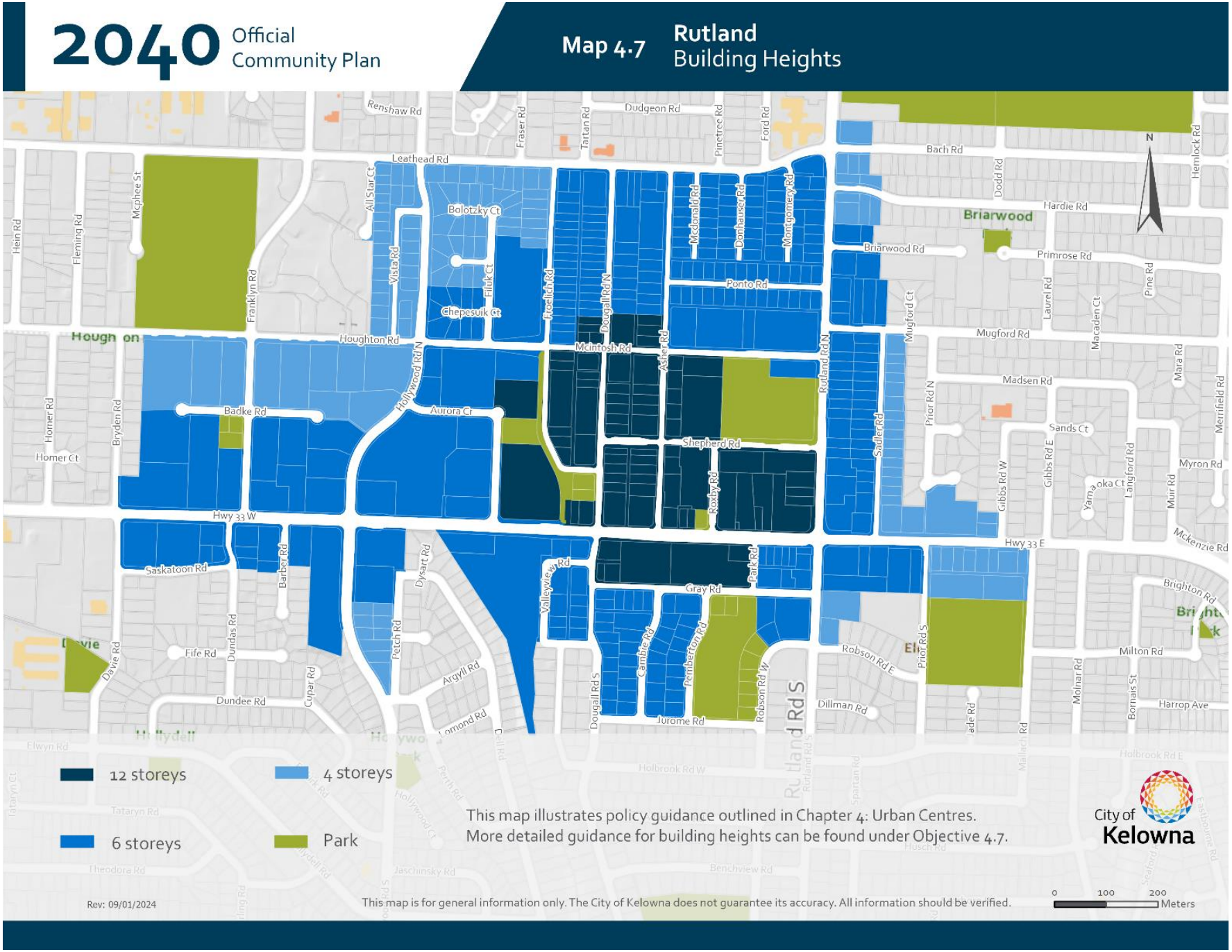


This map illustrates policy guidance outlined in Chapter 4: Urban Centres. More detailed guidance for building heights can be found under Objective 4.6.

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

Rev. Dec 18th, 2021

Schedule B


2040 Official Community Plan
Map 4.7 Rutland Building Heights
Renshaw Rd
Dudgeon Rd
Leathead Rd
Bach Rd
Hardie Rd
Briarwood
Briarwood Rd
Primrose Rd
Ponto Rd
Mugford Rd
Houghton Rd
Mcintosh Rd
Madsen Rd
Sands Ct
Badke Rd
Aurora Cr
Shepherd Rd
Hwy 33 W
Hwy 33 E
Saskatoon Rd
Gray Rd
Fife Rd
Dundee Rd
Argyll Rd
Jurome Rd
Robson Rd E
Milton Rd
Dilliman Rd
Harrop Ave
Brighton Rd
Mckenzie Rd
Myron Rd
Merrifield Rd
Elwyn Rd
Holbrook Rd W
Holbrook Rd E
Tataryn Rd
Theodora Rd
Jaschinsky Rd
Benchview Rd
Rutland Rd S
12 storeys
4 storeys
6 storeys
Park
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: 09/01/2024
This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
0 100 200
Meters

Report to Council

Date:	April 22, 2024
To:	Council
From:	City Manager
Subject:	OCP24-0005: Small-Scale Multi-Unit Housing and Transit Oriented Areas Alignment
Department:	Policy and Planning

1.0 Recommendation:

THAT Official Community Plan Amendment Application No. OCP24-0005 to amend the Kelowna Official Community Plan Bylaw No. 12300 as shown in Schedule "A" and Schedule "B" attached to the Report from the Policy and Planning Department, dated April 22, 2024, be considered by Council;

AND THAT Official Community Plan Amendment Bylaw No. 12649 be forwarded to a Public Hearing for further consideration.

2.0 Purpose:

To amend the Official Community Plan by updating various sections to align with provincial legislation regarding Small-Scale Multi-Unit Housing and Transit Oriented Areas.

3.0 Background:

In November 2023, the provincial government enacted legislation that will significantly change housing throughout British Columbia. The province's goals of these legislative amendments are to:

1. Increase housing supply with an emphasis on:
    a. Small-scale, multi-unit homes
    b. Transit oriented areas
    c. Affordable housing
2. Streamline the housing approvals process;
3. Plan for long-term housing needs (both through updated Housing Needs Assessment processes and corresponding OCP updates) on a more frequent planning cycle.

These changes affect the approval process for residential projects, allowing density increases beyond what has been traditionally permitted in Kelowna neighbourhoods. As noted above, these changes are mandated by the Province with the intent of addressing affordability by creating more housing supply. As a first step, Staff prepared a comprehensive Zoning Bylaw package to align land use densities, heights, and other pertinent development regulations to comply with the minimum requirements as established

by the provincial government. Following that, a second package was prepared to address the corresponding utility/infrastructure servicing requirements associated with the increased densities.

This package comprehensively addresses the OCP policies, maps, and future land use designations that need to be updated to meet provincial requirements and to align with the Zoning Bylaw regulations to ensure that both policy and development regulations are complimentary and synchronized. Additionally, the corresponding Infill Form and Character Development Permit guidelines have been updated to reflect the breadth of housing forms/typologies that are now allowed and to ensure that corresponding form and character is guided to result in the desired built form, landscaping, and on-site rainwater management requirements.

Amendments to the Heritage Conservation Area Guidelines, which are found in Chapter 23 of the OCP, will be covered in a separate report to Council.

3.1 Policy & Planning Approach

The OCP amendments introduced largely center around two main objectives:

1) Increasing density on typical single-family lots. The legislation requires that three to four units of small-scale, multi-unit housing must be permitted on each parcel of land (if zoned exclusively for single-family or duplex residential) and;

2) To designate Transit-Oriented Development Areas (TOD Areas) near transit hubs. These TOD areas (for the purposes of Kelowna) are defined as areas within 400 meters of a bus exchange. The City of Kelowna has been assigned four transit exchange areas:
    i. Rutland bus exchange
    ii. Okanagan College bus exchange
    iii. Orchard Park Mall bus exchange
    iv. Hospital bus exchange

    In these designated areas, local governments are required to:
    - Ensure that minimum levels of density, size, and dimension established by the Province are allowed in TOD Areas;
    - Remove restrictive parking minimums for off-street residential and allow parking volumes to be determined by market need and demand.

In light of the above, the package of OCP amendments have been thoughtfully compiled to ensure that the recent amendments to the Zoning Bylaw are now aligned with and correspond to growth strategy and OCP policy direction. The proposed amendments are bundled into themes as itemized below.

3.2 Future Land Use Designations:

Modest content changes have been updated for various future land use designations to ensure that growth direction encompasses new transit oriented residential development opportunities. For Suburban-Residential designated areas, the housing typologies have been updated to allow for the range of different housing forms that are now permitted on any single parcel.

Additionally, mapping updates have been added to reflect the Transit Oriented Areas (TOAs), where minimum building heights and densities are stipulated to provide a greater diversity of housing options in close proximity to key transit exchanges.

Of particular note, a new Core Area – Heritage District future land use designation has been created for the Heritage Conservation Area outside of Transit Oriented Area, reflecting the modest approach of corresponding zoning that is unique in this geography of the Core Area. This new Future Land Use Designation reflects that the City's approach to zoning essentially imposes the minimum amount of density that this area must accommodate in accordance with the provincial legislation.

3.3 Urban Centres:

The Rutland, Orchard Park, and Okanagan College transit exchanges are within designated Urban Centres in the OCP. The maximum zoning heights that have been updated and therefore corresponding OCP maximum building heights need to be synchronized.

Building Heights: To acknowledge the TOA boundaries in the Pandosy, Rutland and Midtown Urban Centers, revised building height policy is included to respond to these new height allowances. The recommendation is to apply the 12 storey category in Urban Centres, which corresponds with the maximum Mass Timber building heights in the BC Building Code.

Parking Requirements: To respond to the provincial legislation, parking policies now reflect the prohibition of required residential parking within designated TOAs, except for parking for people with disabilities. Policy has been simplified to reflect the diversity of innovative parking approaches and emerging transportation technologies.

3.4 Core Area:

Transit Supportive Corridor Building Heights: In response to the provincial legislation allowing infill in all neighborhoods, the Core Area will experience the most significant low-scale infill within the Permanent Growth Boundary of the City. As such, policy content has been updated to direct housing forms and building heights based on their proximity to Transit Supportive Corridors.

Heritage Conservation Area: The addition of the Core Area – Heritage District (C-HER) future land use designation enables policy direction to allow for gentle densification in the form of ground-oriented residential uses such as single detached homes, duplexes, and house-plexes while encouraging the adaptive re-use of existing homes where heritage assets are identified. This is considered the minimum density approach to satisfy the legislation requirements, acknowledging that heritage conservation areas are not exempt from small-scale residential density requirements.

Transit Oriented Regional Commercial Lands: A Transit Oriented Area has been identified around the Orchard Park Exchange, which includes properties designated as Regional Commercial. Policy direction has been updated to acknowledge greater heights that are signaled in accordance with the mandated building heights and densities.

Health District Transit Oriented Area: The Health District is now encompassed by the Hospital Exchange Transit Oriented Area, and accordingly, so will its function in supporting the strategic and planned growth of the KGH camps. Policy has been updated to reflect this amplified role, and to reflect the height allowance as stipulated by the TOA legislation. Of note, this area has a height cap of 6 stories that is below the provincial minimum (10 stories) due to the flight path of helicopters to and from the KGH campus. This height limitation has been established through consultation with appropriate IH staff to ensure the functionality and longevity of the helipad.

Suburban Neighborhoods: The new legislation permits up to four units per lot, including those suburban neighborhoods. Therefore, policy content has been updated to include the various housing forms that these units can be accommodated in such as secondary suites, duplexes, four-plexes, and other configurations.

3.5 Updated Infill Form and Character Development Permit Guidelines

The Infill Section of Chapter 18 – Form and Character provides design guidance for infill development in the city. The guidelines aim to encourage diverse building forms for ground-oriented housing up to 3 storeys and 6 residential units. The updates are intended to support the creation of more infill housing options in the city, while ensuring that they are well-designed and compatible with the existing neighbourhoods.

The main updates to the Infill Section include:

- A focus on site planning, such as creating attractive and functional outdoor areas, ground-oriented housing, waste management, site access, and mature tree retention;
- Guidelines for 3 storeys infill developments to respond to the evolving context and to reduce shadow impacts;
- Language encouraging mature tree retention where possible, and to allow for relaxations to development regulations to facilitate mature tree protection. This helps to preserve the natural features and canopy cover of the neighbourhood;
- Updated precedent imagery, to illustrate examples of good infill design that meet the guidelines;
- Updated infill lot scenario diagrams to show how different types of infill development can fit on various lot configurations and sizes, specifically with and without lane access.

The new guidelines affect the application process for the MF1- Infill Housing zone, which is a zone that allows for a range of infill housing typologies.

Conclusion:

The OCP amendment package is in direct response to the provincial government legislation that applies across the province. The provincial updates intend to fulfill the *Homes for People Plan* and to respond to the provincial housing crisis that requires swift action to onboard new supply.

Favorably, the City of Kelowna is in a very advantageous position as the 2040 OCP approach had foresight and vision to signal a progressive growth strategy that is well poised to accommodate infill housing in terms of policy direction and the early introduction of Infill Options 1.0. The 2040 OCP policy framework purposefully embeds a wide spectrum of infill housing options to serve our growing community with diverse housing forms to respond to the changing housing preferences and needs of Kelowna residents. Of note, the areas where special consideration is warranted have been approached as such. For example, the Heritage Conservation Area is proposed to have a new future land use designation that identifies its unique character and corresponding context while acknowledging the new infill housing that heritage areas are not provincially exempt from. As a next step, Staff will be bringing forward an additional OCP amendment package to update the corresponding Heritage Conservation

Area Development Guidelines to reflect the new housing forms and densities that correspond with provincial legislation.

In conclusion, these amendments align with the corresponding Zoning Bylaw and other related bylaw/policy amendments that have recently been endorsed by Council. Ensuring that significant master plans such as the 2040 OCP are synchronized with development regulations is a key success factor to ensure that all stages of development inquiries through to approvals are successfully guided in a clear, transparent, and predictable manner. The amendments contained within this package are considered to be modest and meet the minimum requirements as established by the new provincial legislation.

Legal/Statutory Authority:
Local Government Act s. 464(2)
Bill 44 – Housing Statues (Residential Development) Amendment Act
Bill 47 – Housing Statues (Transit Oriented Areas) Amendment Act

Submitted by:

R. Miles, Long Range Planning Manager

Approved for inclusion: D. Noble-Brandt, Department Manager of Policy and Planning

Attachments:
Schedule A: Proposed OCP Text Amendments (including Infill Development Permit Guidelines)
Schedule B: Proposed OCP Mapping Amendments

cc:
N. Kilmartin, Development Planning Department Manager
J. Black, Urban Planning Manager
D. Strachan, Community Planning & Development Manager
B. Hallam, Integrated Transportation Department Manager
M. VanZerr, Strategic Transportation Planning Manager

Schedule A – Proposed OCP Text Amendments

No.	Section	Current Policy or Wording Excerpt	Proposed Policy or Wording Excerpt	Reason for Amendment
1.	**Chapter 3: Future Land Use** Core Area Neighbourhood (Growth Strategy Role)	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.	Except where located along a Transit Supportive Corridor, new small scale infill development would be integrated ~~largely in keeping with the~~ into existing ~~scale and building orientation of the~~ neighbourhoods. ~~to maintain the overall feel, particularly in Heritage Conservation Areas.~~	A new Future Land Use (FLU) designation has been created for the Heritage Conservation Areas outside of Transit Oriented Areas. Directions for those neighbourhoods are now outlined in the C-HER FLU.
2.	**Chapter 3: Future Land Use** Core Area Neighbourhood (Supported Uses and Typologies)	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.	~~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.~~	A new Future Land Use (FLU) designation has been created for the Heritage Conservation Areas outside of Transit Oriented Areas. Directions for those neighbourhoods are now outlined in the C-HER FLU.
3.	**Chapter 3: Future Land Use** Table 3.3: Core Area Neighbourhood Summary	Density (FAR) • Approximately 1.0 • Allow for up to approximately 1.8 along Transit Supportive Corridors and strategic locations	Density (FAR) • ~~Approximately 1.0~~ • ~~Allow for up to approximately 1.8 along Transit Supportive Corridors and strategic locations~~ • N/A	Density is now captured in the revised MF1 and MF2 zones.
4.	**Chapter 3: Future Land Use** Table 3.3: Core Area Neighbourhood Summary	Other Characteristics • Sensitive infill in keeping with neighbourhood scale and orientation • Buildings oriented to Transit Supportive Corridor • Sensitivity to Heritage Conservation Areas	Other Characteristics • ~~Sensitive~~ Small scale infill ~~in keeping with~~ integrated into existing neighbourhoods ~~scale and orientation~~ • Buildings oriented to Transit Supportive Corridors • ~~Sensitivity to Heritage Conservation Areas~~	A new Future Land Use (FLU) designation has been created for the Heritage Conservation Areas outside of Transit Oriented Areas. Directions for those neighbourhoods are new outlined in the C-HER FLU.
5.	**Chapter 3: Future Land Use** Core Area Health District (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	The Health District supports the operations of the Kelowna General Hospital campus and associated health care uses ~~and integrates the campus with~~	The Health District now covers the Hospital Exchange Transit Oriented Area its role and supported uses expanded to

		surrounding neighbourhoods, recognizing their unique heritage character.	~~the surrounding neighbourhoods, recognizing their unique heritage character.~~ while supporting more transit-oriented housing opportunities and strategically located commercial uses near this major employment hub.	respond to the TOA legislation. Some properties fall within a revised HCA boundary and direction is provided in policy.
6.	**Chapter 3: Future Land Use** Core Area Health District (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.	The Health District integrates uses ~~in~~ that 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.~~ with new transit oriented residential and mixed use development opportunities.	The Hospital Exchange Transit Oriented Area encompasses the Health District, so its role and supported uses expanded to respond to the TOA legislation.
7.	**Chapter 3: Future Land Use** Core Area Health District (Supported Uses and Typologies)	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.	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.~~ also supports more transit oriented housing opportunities near this major employment centre, including single and two dwelling, ground oriented multi-unit and low-rise apartment housing. Integration of health services	The Hospital Exchange Transit Oriented Area encompasses the Health District, so its role and supported uses expanded to respond to the TOA legislation.

			and commercial uses with housing is encouraged where guided by policy.	
8.	**Chapter 3: Future Land Use** Table 3.4: Core Area – Health District Summary	***Table 3.4: Core Area – Health District Summary*** Supported Uses • Institutional (health services) • Ground- oriented multi-unit residential • Small-scale commercial • Apartment housing	***Table 3.4.1: Core Area – Health District Summary*** Supported Uses • Institutional (health services)* • Ground oriented commercial* • Single and two dwelling residential • Secondary suites and carriage houses • Ground- oriented multi-unit residential* • Apartment housing* • ~~Small-scale commercial~~	The Hospital Exchange TOA does not preclude continued single and two dwelling residential housing. Asterisks signal additional policy guidance for location and lot consolidation considerations.
9.	**Chapter 3: Future Land Use** Table 3.4: Core Area – Health District Summary	Density (FAR) • Approximately 1.5 • Allow for up to approximately 1.8 for residential uses along Transit Supportive Corridors and strategic locations	Density (FAR) • ~~Approximately 1.5~~ • ~~Allow for up to approximately 1.8 for residential uses along Transit Supportive Corridors and strategic locations~~ • Up to approximately 2.5	The Transit Oriented Area legislation requires a minimum FAR of 2.5.
10.	**Chapter 3: Future Land Use** Table 3.4: Core Area – Health District Summary	Other Characteristics • Development should be consistent with the Hospital Area Plan	Other Characteristics • Development should be consistent with the Hospital Area Plan • Located in a **Transit Oriented Area**	The Health District is located in a **Transit Oriented Area.**
11.	**Chapter 3: Future Land Use** NEW FUTURE LAND USE DESIGNATION: Core Area - Heritage District (C-HER)	N/A	See Chart A	This new Future Land Use (FLU) designation has been created for the Heritage Conservation Areas outside of Transit Oriented Areas, reflecting the approach taken to zoning that is unique in the Core Area.
12.	**Chapter 3: Future Land Use** Suburban – Residential (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	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~~	The SSMUH legislation will allow up to four units on each residential lot. The revised wording aims to clarify that the OCP's overall growth strategy

		neighbourhood design that responds to the surrounding context, including hillsides and environmentally sensitive areas.	~~neighbourhood design that responds to the surrounding context, including hillsides and environmentally sensitive areas.~~ lower density forms of housing, alongside new small scale multi-unit homes, responding to their surrounding hillside and natural environment contexts.	continues to signal more housing opportunities in the Core Area.
13.	**Chapter 3: Future Land Use** Suburban – Residential (Supported Uses and Typologies)	These portions of suburban neighbourhoods support single and two dwelling housing, with opportunities for secondary suites and carriage houses.	~~These portions of suburban neighbourhoods support single and two dwelling housing, with opportunities for secondary suites and carriage houses.~~ Suburban Residential lands support single and two dwelling housing, secondary suites, carriage houses and house-plexes.	The SSMUH legislation will allow up to four units on each residential lot.
14.	**Chapter 3: Future Land Use** Table 3.5: Suburban – Residential Summary	Supported Uses • Single and two dwelling residential • Secondary suites and carriage houses • Small scale institutional uses	Supported Uses • Single ~~and two dwelling residential~~ detached housing • Duplexes, semi-detached • Secondary suites and carriage houses • Ground-oriented multi unit residential • Small scale institutional uses	The SSMUH legislation will allow up to four units on each residential lot.
15.	**Chapter 3: Future Land Use** Table 3.5: Suburban – Residential Summary	Supported Forms • Attached and detached buildings	Supported Forms • Attached and detached buildings up to 3 storeys	The revised language supports the building heights outlined in revised approach to zoning in suburban neighbourhoods.
16.	**Chapter 3: Future Land Use** Regional Commercial (Supported Uses and Typologies)	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.	~~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.~~ Residential development in **Transit Oriented Areas** is supported where commercial space is	The Orchard Park Exchange has been identified as a Transit Oriented Area and some Regional Commercial lands fall within the designated area.

			provided at street level. Residential uses may also be considered in other Regional Commercial lands where consistent with Objective 5.6. and its associated policies.	
17.	**Chapter 3: Future Land Use** Table 3.7: Regional Commercial Summary	Supported Forms • Buildings up to approximately 4 storeys	Supported Forms • Buildings up to approximately 4 storeys • Buildings up to approximately 12 storeys in Transit Oriented Areas	The Orchard Park Exchange has been identified as a Transit Oriented Area and some Regional Commercial lands fall within the designated area.
18.	**Chapter 3: Future Land Use** Table 3.7: Regional Commercial Summary	Other Characteristics • Considerations for transit orientation and pedestrian safety and comfort	Other Characteristics • Considerations for transit orientation and pedestrian safety and comfort • Transit Oriented Area on some lands	The Orchard Park Exchange has been identified as a Transit Oriented Area and some Regional Commercial lands fall within the designated area.
19.	**Chapter 3: Future Land Use** NEW ADDITIONAL MAPPING NOTES Transit Oriented Areas	N/A	*Transit Oriented Areas* Transit Oriented Areas (TOAs) are areas within 400 metres of select transit exchanges where the City must adhere to minimum building heights and densities to provide a greater diversity of housing options near those key transit facilities. In TOAs, the City cannot regulate residential vehicle parking minimums, instead allowing the market to determine needed parking for new development. TOAs were identified by the Government of British Columbia as part of amendments to the Local Government Act in 2023. They do not preclude transit oriented development in other areas of the city, such as Urban Centres, Village Centres and Transit Supportive Corridors. Kelowna has four provincially identified TOAs, each of which has specific policy guidance in the OCP:	Alongside Transit Supportive Corridors, this Transit Oriented Areas section will outline the role that these areas play in terms of height, density and parking regulations.

			• Okanagan College Exchange (see Chapter 4 and Map 4.5) • Rutland Exchange (see Chapter 4: Urban Centres and Map 4.7) • Orchard Park Exchange (see Chapter 4: Urban Centres, Chapter 5: The Core Area, and Map 4.9) • Hospital Exchange (see Chapter 5: The Core Area)	
20.	**Chapter 3: Future Land Use** 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.	The Permanent Growth Boundary serves at the City's **Urban Containment 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.	Clarification that for the purpose of meeting the SSMUH legislation, the Permanent Growth Boundary is the City's Urban Containment Boundary.
21.	**Chapter 4: Urban Centres** 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	*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~~	A Transit Oriented Area has been identified around the Okanagan College Exchange. This revised policy includes that TOA in height policy.

		• Tapering building heights down east of Richter Street to transition into adjacent **Core Area** neighbourhoods.	• Supporting mid-rise buildings on and around the Okanagan College **Transit Oriented Area**; and • Tapering building heights down towards adjacent **Core Area** neighbourhoods.	
22.	**Chapter 4: Urban Centres** 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.	*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~~ in the Rutland **Transit Oriented Area** 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.	A Transit Oriented Area has been identified around the Rutland Exchange. This revised policy includes that TOA in height considerations.
23.	**Chapter 4: Urban Centres** 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	*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	A Transit Oriented Area has been identified around the Orchard Park Exchange, located in the Midtown Urban Centre. This revised policy includes that TOA in height considerations.

		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.	Centre that is generally consistent with the building heights outlined in Map 4.9. Buildings should be highest towards Highway 97, the Frequent Transit Network and ~~transit exchanges, tapering down towards Springfield Road.~~ the Orchard Park **Transit Oriented Area.**	
24.	**Chapter 4: Urban Centres** Policy 4.19.1	*Parking Relaxations.* Consider parking requirement relaxations, where the development provides a robust Transportation Demand Management (TDM) 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.	*Parking Relaxations.* ~~Consider parking requirement relaxations, where the development provides a robust Transportation Demand Management (TDM) 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.~~ Do not require residential vehicle parking within **Transit Oriented Areas** in Urban Centres, except universally accessible parking. Consider vehicle parking requirement relaxations in other areas or projects, where: • Mode share shifts are anticipated or have been realized; • A viable car-sharing program is provided; or • Additional bicycle parking and end-of-trip facilities that exceed bylaw requirements.	Local governments are prohibited from requiring residential parking with designated Transit Oriented Areas, except for parking for people with disabilities. Criteria for other parking relaxations has been simplified to reflect the diversity of innovative approaches and emerging transportation technology.
25.	**Chapter 5: The Core Area** Policy 5.2.2	*Building Height.* Encourage housing forms up to six storeys in height in Core Area Neighbourhoods that front or directly abut Transit Supportive Corridors. Consider heights below six storeys for such projects where adjacent neighbourhoods are not anticipated to experience significant infill and redevelopment. Consider buildings	*Transit Supportive Corridor Building Heights.* Encourage housing forms up to six storeys in height in Core Area Neighbourhoods that front or directly abut Transit Supportive Corridors. ~~Consider heights below six storeys for such projects where adjacent neighbourhoods are not anticipated to experience significant infill~~	Bill 44 requires allowing infill in all neighbourhoods. In the Core Area, all neighbourhoods are anticipated to experience significant infill, making the existing policy challenging to enforce. More detailing planning work will be required for Transit Supportive Corridors to provide

		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.	~~and redevelopment.~~ Explore higher or lower heights through dedicated corridor planning processes. 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.	more detailed guidance on an area by area basis.
26.	**Chapter 5: The Core Area** Policy 5.3.1	*Ground Oriented Infill.* Encourage gentle densification in the form of **ground-oriented** residential uses such as house-plexes, 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.	~~*Ground Oriented*~~ *Core Area Neighbourhood Infill.* ~~Encourage gentle densification in the form of **ground-oriented** residential uses such as house-plexes, 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.~~ Encourage **ground-oriented** residential uses such as house-plexes, townhouses and narrow lot housing up to approximately 3 storeys to fit with the existing neighbourhood development pattern. Consider larger infill projects, including those where lot consolidation is required, where they are in a Transit Supportive Corridor transition area, on a block end or near community amenities including, but not limited to, parks and schools, as outlined in Figure 5.3.	The revised MF1- Infill zone will allow for 3 storey buildings, as per the SSMUH legislation. Setbacks are addressed in the Zoning Bylaws.
27.	**Chapter 5: The Core Area** Figure 5.3	See Chart B	See Chart C	The revised MF1 zone will allow for 3 storey buildings, as per the SSMUH legislation.

28	**Chapter 5: The Core Area** 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 Areas. Discourage stacked row housing, apartment housing, and larger infill projects where lot consolidations are required, even where located along a Transit Supportive Corridor.	~~*Respect the Heritage Conservation Area.*~~ *Heritage District Housing.* ~~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 Areas. Discourage stacked row housing, apartment housing, and larger infill projects where lot consolidations are required, even where located along a Transit Supportive Corridor.~~ Allow for gentle densification in the form of **ground-oriented** residential uses such as single detached homes, duplexes house-plexes using the guidance outlined in Chapter 23: Heritage Conservation Areas. Encourage and incentivize adaptive re-use of existing homes where heritage assets are identified to balance historical conservation with additional housing opportunities.	The addition of the Core Area – Heritage District (C-HER) FLU designation allows for Policy 5.3.7 to more directly outline land use directions in this neighbourhood.
29	**Chapter 5: The Core Area** 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.	*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.~~ Recognize the critical role tree canopy cover plays in pedestrian comfort, cooling of the urban heat island, habitat for local	Clear policy is required to identify the importance of trees on private property as well as in streetscapes, especially as more residential infill in onboarded.

			animal species and beautification of the public realm. Encourage the integration of trees in **Core Area** streetscape improvement projects and on private property with adequate growing medium, while protecting existing mature trees where possible.	
30.	**Chapter 5: The Core Area** Policy 5.6.2.	*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 5.6.2. Transit Oriented ~~Design~~ Regional Commercial Lands.* ~~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.~~ Support buildings up to 12 storeys in **Transit Oriented Areas** on Regional Commercial lands. Development on Regional Commercial lands adjacent to Transit Supportive Corridors should locate buildings closer to and oriented towards the street, provide additional landscaping treatments, and locate surface parking in the rear of buildings.	A Transit Oriented Area has been identified around the Orchard Park Exchange, which includes properties designated Regional Commercial (RCOM). This revised policy outlines the greater heights that would be supported in these areas.
31.	**Chapter 5: The Core Area** 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:	*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~~ some or a combination of the following:	A Transit Oriented Area has been identified around the Orchard Park Exchange, which includes properties designated Regional Commercial (RCOM). This revised policy allows for support of mixed residential and commercial development in keeping with the Transit Oriented Areas legislation.

		• 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.	• <u>The project is within a **Transit Oriented Area;**</u> • 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/or • The residential uses are secondary to the commercial uses.	
32.	**Chapter 5: 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.	Support the strategic ~~and planned~~ growth of the Kelowna General Hospital campus ~~as the region's most critical health facility~~ <u>with supporting services and housing opportunities.</u>	The Health District now covers the Hospital Exchange Transit Oriented Area so its role and supported uses would expand to respond to the TOA legislation.
33.	**Chapter 5: The Core Area** Policy 5.7.2	*Hospital Area Plan.* Use the Hospital Area Plan for planning guidance in the Core Area Health District.	~~*Hospital Area Plan.*~~ <u>*Health District Transit Oriented Area.*</u> ~~Use the Hospital Area Plan for planning guidance in the Core Area Health District.~~ <u>Support low-rise buildings up to 6 storeys, with due consideration of helicopter operations at Kelowna General Hospital and in keeping with the district's identification as a **Transit Oriented Area.**</u> <u>Encourage lot consolidation where apartment housing is proposed.</u>	The Health District now covers the Hospital Exchange Transit Oriented Area. Due to the flight path of helicopters to and from Kelowna General Hospital, 10 storey buildings are not supported within 200 metres.
34.	**Chapter 5: The Core Area** 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	*Health District Neighbourhood ~~Transition~~ <u>Services.</u>* ~~Limit development north and south of the Kelowna General Hospital Campus to small scale health services and residential~~	The Health District now covers the Hospital Exchange Transit Oriented Area so its role and supported uses would expand to respond to the TOA legislation.

		towards Core Area Neighbourhoods and the Abbott Street Heritage Conservation Area.	~~uses that provide a sensitive transition towards Core Area Neighbourhoods and the Abbott Street Heritage Conservation Area.~~ Strategically focus health services and other services that support local residents and employees in the following ways: • Support a mix of health and commercial services, integrated with housing opportunities; • Provide health and/or commercial services at grade along Pandosy Street south of Royal Avenue and along Rose Avenue; and • Limit health and commercial services near the Heritage District.	Health and commercial services are limited near the Heritage District to reduce their impact on that neighbourhood.
35.	**Chapter 5: The Core Area** Policy 5.19.1.	*Parking Relaxations.* Consider parking requirement relaxations, where the development provides a robust Transportation Demand Management (TDM) 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.	*Parking Relaxations.* ~~Consider parking requirement relaxations, where the development provides a robust Transportation Demand Management (TDM) 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.~~ Do not require residential vehicle parking within Transit Oriented Areas in the Core Area, except parking for people with disabilities. Consider vehicle parking requirement relaxations in other areas or projects, where: • Mode share shifts are anticipated or have been realized;	Local governments are prohibited from requiring residential parking with designated Transit Oriented Areas, except for parking for people with disabilities. Criteria for other parking relaxations has been simplified to reflect the diversity of innovative approaches and emerging transportation technology.

			• A viable car-sharing program is provided; or • Additional bicycle parking and end-of-trip facilities that exceed bylaw requirements.	
36.	**Chapter 7: Suburban Neighbourhooods** Land Use and Urban Design	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.	Some forms of ~~intensification~~ infill are expected as ~~market preferences change over the next 20 years.~~ these neighbourhoods grow and evolve. 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.~~ alongside lower density forms of multi-unit housing, such as four-plexes. Townhouses and low-rise apartments would be located in and around Village Centres, neighbourhood commercial nodes, schools and parks, contributing to the evolution of these neighbourhoods into more complete communities.	The SSMUH legislation will allow up to four units per lot, requiring a reconsideration of the directions for land use in Suburban Neighbourhoods.
37.	**Chapter 11: Heritage** Policy 11.1.3	*Heritage Financial Supports.* Support the conservation, rehabilitation, interpretation, operation and maintenance of heritage assets through grants, incentives and other means.	*Heritage Financial Supports.* Support the conservation, rehabilitation, interpretation, operation and maintenance of heritage assets through grants, incentives, supportive land uses and other means.	The Zoning Bylaw allows up to four units in the Heritage District. Expanding ways to preserve existing structures with heritage value is one way to preserve these assets.
38.	**Chapter 16: Making the Plan Work** Table 16.1: Implementation Actions	• Update the Heritage Conservation Area Design Guidelines • 11.1.2 Heritage Strategy	• Update the Heritage Conservation Area Development Guidelines and Identify Conservation Incentives and Tools	Due to the impacts of Bill 44 on the Heritage Conservation Area, the scope of the HCA review has been expanded.

	Implementation Action 48	• Strategy / Program • LT	• 11.1.2 Heritage Strategy • Strategy / Program • ~~LT~~ ST	
39	**Chapter 17: Definitions** NEW DEFINITION: Transit Oriented Area	• N/A	**Transit Oriented Area** Areas within 400 metres of select transit exchanges where the City must adhere to minimum building heights and densities to provide a greater diversity of housing options near those key transit facilities. In TOAs, the City cannot regulate residential vehicle parking minimums, instead allowing the market to determine needed parking for new development. See Chapter 3: Future Land Use for more details.	A Transit Oriented Areas definition will outline the role that these areas play in terms of height, density and parking regulations.
40	**Chapter 18: Form and Character Development Permit Guidelines** *Introduction and Overview: Properties Affected*	Unless exempted (see Exemptions below), a development permit addressing design guidelines 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.	Unless exempted (see Exemptions below), a development permit addressing design guidelines must be approved for all properties that are currently, or become, ~~zoned~~ developed 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.	With more multiple unit residential development anticipated with Bills 44 and 47, additional clarity is needed on when Form and Character Development Permits are required.
42	**Chapter 18: Form and Character Development Permit Guidelines** *Townhouses and Infill*	See Chart D	See Chart E	Due to the recent changes to the MF1-Infill Housing zone updated design guidelines were warranted to address: - Up to 3 stories in building height;

				- Site planning for properties with and without laneways; - Mature tree retention; and - Surrounding neighbourhood context. Additionally, the guidelines were updated to reduce repetition and update precedent imagery.

Chart A

Proposed - Chapter 3: Core Area – Heritage District (C-HER)

Core Area – Heritage District (C-HER)

Growth Strategy Role

The Heritage District aims to accommodate a modest amount of Kelowna's future growth in a way that is sensitive to the heritage defining features of the existing neighbourhood. While up to four residential units are supported on each property, the preservation of existing homes with character defining features is strongly encouraged through Heritage Revitalization Agreements and other tools available to local governments. New development and alterations to existing buildings should be guided by the Heritage Conservation Area Guidelines as outlined in Chapter 23.

Supported Uses and Typologies

The Heritage District supports residential development up to four units per property, including single detached housing, two dwelling housing, carriage houses, secondary suites and house-plexes. Small-scale local commercial and institutional uses that serve the surrounding residents may be considered, especially where they form part of a Heritage Revitalization Agreement or other tool to preserve heritage assets.

Additional policy direction for the Core Area Heritage District can be found in Chapter 5: The Core Area.

Table 3.4.2 Core Area – Heritage District 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*	• Attached and detached buildings up to 3 storeys	• N/A	• Consistency with Heritage Conservation Area Development Guidelines

*As guided by policy.

Chart B

Existing – Figure 5.3: Core Area Neighbourhood Cross Section

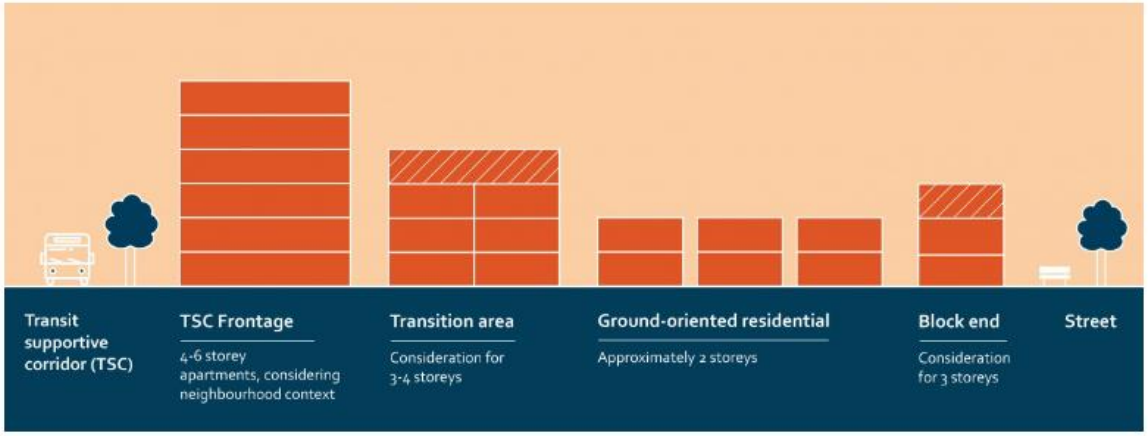
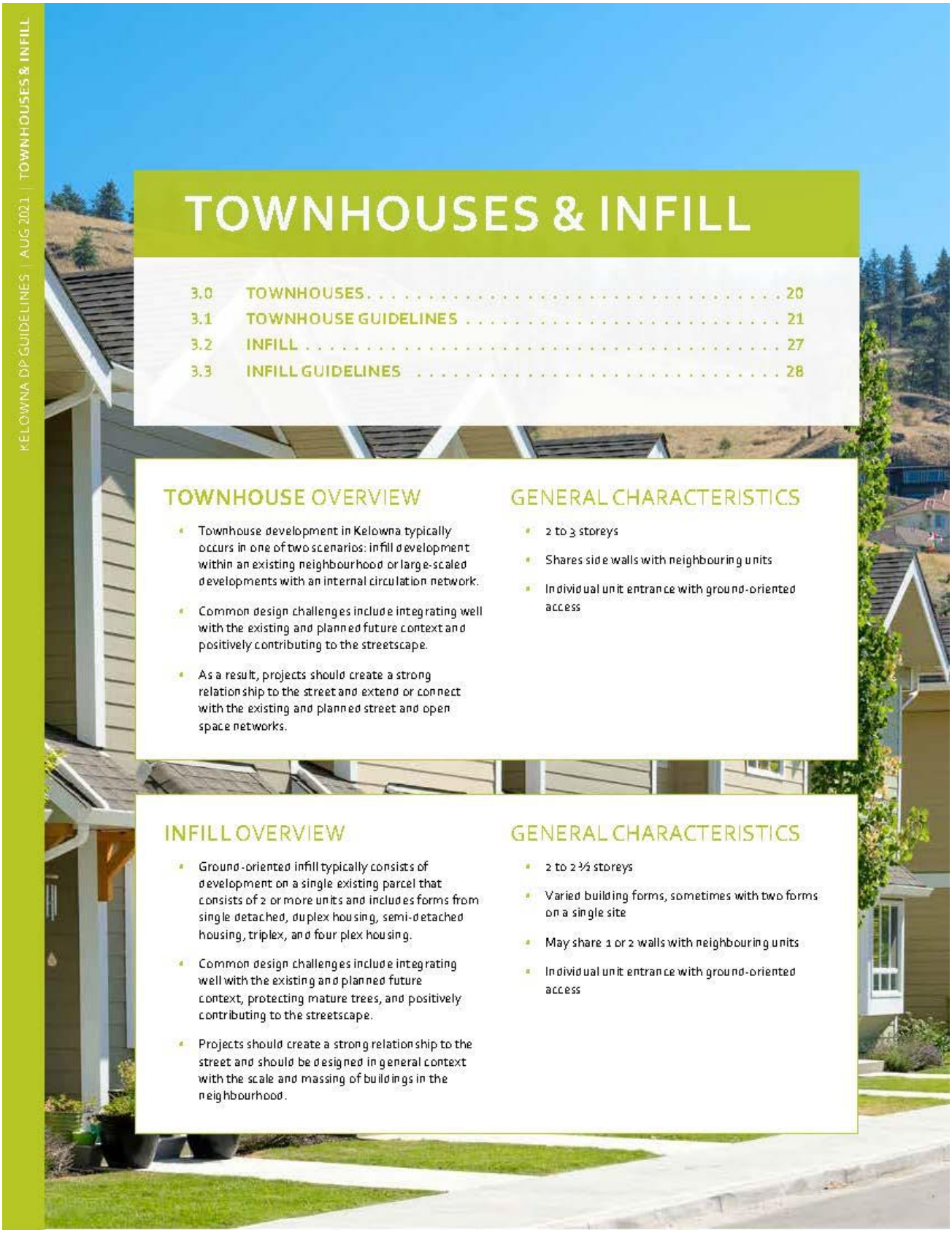


Chart C

Proposed – Figure 5.3: Core Area Neighbourhood Cross Section



Chart D Existing – Chapter 18 – Form and Character Development Permit Guidelines – Townhouses and Infill



3.0 TOWNHOUSES



KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

A **3.0.1 a** – Orient building entries, windows , patios, and balconies to face the fronting street, with the primary entry clearly visible and directly accessible from the sidewalk (see 3.1.1).

B **3.0.1 b** – Provide usable outdoor amenity spaces and generous and well-designed landscaped areas that offer privacy, screening, and attractive interfaces with streets and open spaces (see 3.1.4).

C **3.0.1 c** – Use building articulation, scaling, and setbacks to define individual units or intervals and to contribute to a consistent frontage pattern, pedestrian scale and rhythm along the fronting street (see 3.1.2 and 3.1.6).

D **3.0.1 d** – Locate and design buildings to maximize access to sunlight, increase privacy, and reinforce neighbourhood character (see 3.1.4 and 3.1.6).

E **3.0.1 e** – Provide access to parking from a secondary street or lane, wherever possible (see 3.1.5).

3.1 TOWNHOUSE GUIDELINES

3.1.1 Relationship to the Street

Design Intent

To site and design buildings to positively frame and activate streets and public open spaces, while providing a clearly-defined public-private transition zone.

TOWNHOUSE



Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

a. Design primary unit entrances to provide:
   - A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop *(See Figure 17)*;
   - Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies;
   - A sense of transition from the public to private realm by utilizing strategies such as changes in grade, decorative railings, and planters; and
   - Punctuation, articulation and rhythm along the street.

b. A maximum 1.2m height (e.g., 5-6 steps) is desired for front entryways or stoops. Exceptions can be made in cases where the water table requires this to be higher.

c. In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.

d. For buildings oriented perpendicularly to the street (e.g., 'shotgun' townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade *(See Figure 18)*.

e. For large townhouse projects (e.g., master planned communities with internal circulation pattern), guidelines 3.1.1 a-d apply for units facing strata roads as well as those units fronting onto public streets.

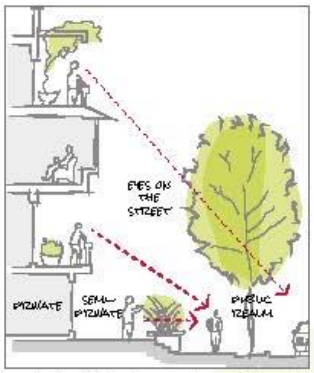


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).



Figure 18: In 'shotgun' townhouse projects, ensure that the end unit facing the street is a true street-oriented unit (3.1.1. d).

3.1.2 Scale and Massing

Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

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.

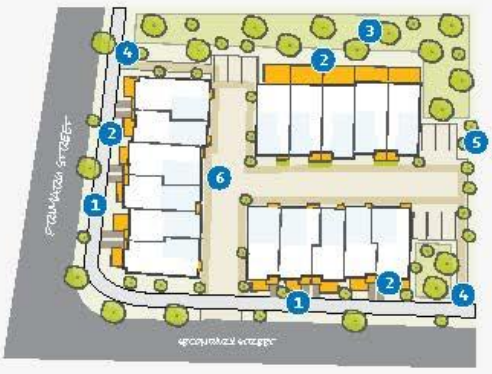


Figure 20: Example of a mid-block connection through a townhouse site, with building entries facing onto the path (3.2.3 d).

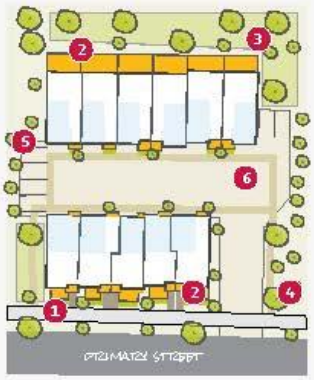
DEMONSTRATION PLANS – INFILL LOTS

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.

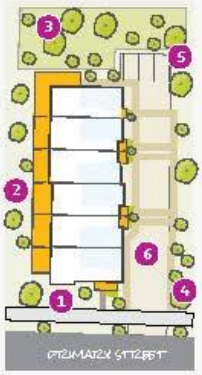
CORNER LOT



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



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.



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).

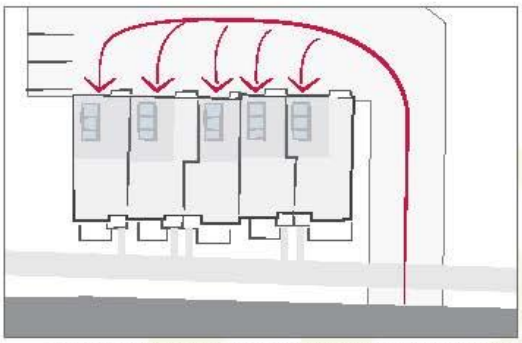


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

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*).

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.

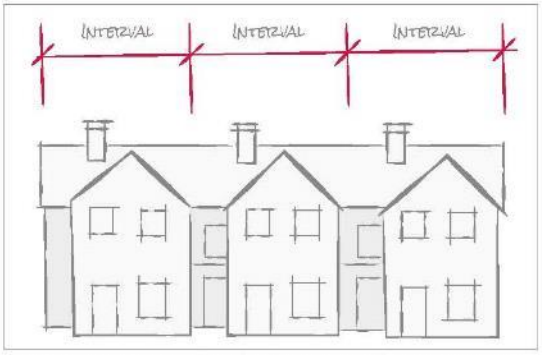


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).



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

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 incividual units in a way that is clearly oriented to pedestrians rather than to vehicles and that emphasizes connection to the street (see 3.3.1).

F **3.2.1 f** Orient building entries, windows, patios and balconies to face the fronting and flanking streets, with primary entries clearly visible and directly accessible from the sidewalk see (3.3.1).

G **3.2.1 g** Building design elements, details and materials should create a well-proportioned and cohesive building design and exhibit an overall architectural concept (see 3.3.6).

H **3.2.1 h** Provide access to parking from a flanking street or lane, where available.

3.3 INFILL GUIDELINES

3.3.1 Relationship to the Street

Design Intent

To site and design buildings to support a positive relationship to the street and public open spaces, while providing a clearly-defined public-private transition zone.

INFILL HOUSING



Guidelines

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

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).



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



Figure 29: Use building height, scale and setbacks to limit height differences between new and existing development in the surrounding area (3.3.2 b).



Figure 30: Break down the massing of large buildings through articulation of individual units and avoid symmetry (3.3.2 c, d).

3.3.3 Site Planning

Design Intent

To site buildings to enhance liveability, privacy, safety, and accessibility; to increase connectivity to surrounding public spaces; and to contribute towards a healthy urban forest.

Guidelines

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 31: Provide pedestrian pathways on site to connect sidewalks, open spaces, unit entrances, and parking areas (3.3.3 b).

c. Where multiple buildings are located on a site, ensure that outdoor amenity space provided at grade between the buildings is generous and comfortable.

d. Maintain privacy of units on site and on adjacent properties by minimizing overlook and direct sight lines from the building using strategies such as:

- Off-setting the location of windows in facing walls and locating doors and patios to minimize privacy concerns from direct sight lines;
- Use of clerestory windows;
- Use of landscaping or screening; and
- Use of setbacks and articulation of the building.

3.3.4 Open Spaces

Design Intent

To design landscapes and open spaces that enhance neighbourhood character, that provide high-quality outdoor living spaces that are useable year-round, and that provide a clear transition between the private and public realm.

Guidelines

In addition to the strategies outlined in the General Residential:

a. Design all units to have easy and direct access to high-quality, private outdoor amenity space located at grade that are useable year-round.

b. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages/areas, and break up long facades (*See Figure 32*).

c. Design open spaces and landscaped areas to protect and to feature mature trees on site, where possible. Where mature trees cannot be protected or where there were no mature trees on site, ensure that adequate open spaces are provided that will allow shade trees to reach mature sizes.

d. Design private outdoor amenity spaces to:

- Have access to sunlight;
- Offer privacy; and
- Have landscaped areas to soften the interface with the street or open spaces (*See Figure 33*).

e. Design front patios to:

- Provide an entrance to the unit; and
- Create a semi-private transition zone using landscape plantings or material changes, or modest (max. 0.6m) grade changes (*See Figure 33*).

f. Design rooftop patios to:

- Minimize direct sight lines into nearby units;
- Have access away from primary facades;
- Have parapets with railings; and
- Minimize the impact of rooftop accesses on the overall height and massing of a building.



Figure 32: Provide landscaping that frames building entrances, softens edges, screens parking, and breaks up long facades (3.3.4 b).



Figure 33: Provide usable outdoor, landscaped amenity spaces that create a transition zone from the street to private residential units (3.3.4 d, e).

g. Maximize the use of permeable surfaces in all landscaped and open spaces. Discourage the use of impermeable surfaces, such as poured-in-place concrete.

h. Design outdoor amenity areas so that they are not impacted by parking, mechanical equipment or servicing areas.

i. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.

j. Design internal driveways to serve as additional shared space using strategies such as:

   - High-quality, permeable pavement materials (e.g.: interlocking, permeable pavers);
   - Providing useable spaces for sitting, gathering and playing; and
   - Providing landscaping that frames and defines pedestrian entrances and soften edges between buildings and hardscapes (*See Figure 36*).

k. Encourage low (1.06m maximum), semi-transparent fencing or railings in the front yard to define the transition between public and private realms. Discourage tall hedges, opaque or tall fencing in the front yard which would limit public interface.

3.3.5 Site Servicing, Access, and Parking

Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of streets, sidewalks, and open spaces.

Guidelines

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

a. Ensure that site layouts include provision for solid waste pick-up and bin storage that is enclosed or otherwise screened from view (*See Figure 35*).

b. Locate mechanical equipment and site services, such as transformers and mailboxes, to minimize impacts on outdoor amenity areas through appropriate siting and screening.

c. Ensure that all vehicle parking access is taken from the lane or secondary street, where available.

d. Locate parking directly adjacent to street/lane access points to reduce or eliminate driveways, where possible.

e. Support common parking areas or garages that eliminate the need to integrate parking into individual units. Where parking is not contained within a garage, ensure it is appropriately screened.

f. Where vehicle access is only available via the primary street, ensure that vehicle parking is enclosed and integrated into one or more principal buildings on the site. Limit the visual impact of enclosed parking by using strategies such as recessing the garage from the rest of the façade.

g. Ensure that internal circulation for vehicles is designed to accommodate necessary turning radii and provides for logical and safe access and egress.

h. Locate access points and windows to minimize impact of headlights on building interiors.



Figure 34: Use permeable paving techniques for driveway areas, and soften paved areas by providing landscaping (3.3.4 j).



Figure 35: Ensure that site layouts include provision for solid waste pick-up and bin storage that is enclosed or otherwise screened from view (3.3.5. b).



Figure 36: Incorporate design elements, proportions, and materials found in the existing neighbourhood (3.3.6 b).



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 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.

j. Infill designs should not be repetitive in nature and variation between properties is encouraged.



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.

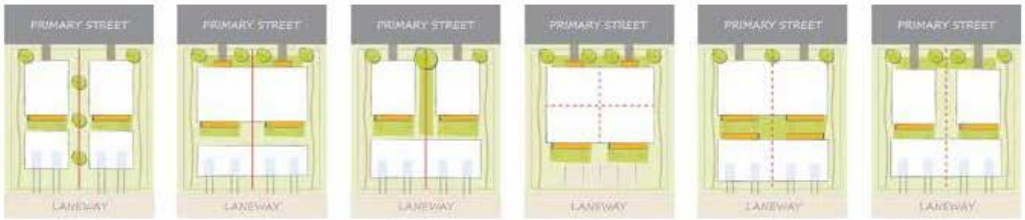
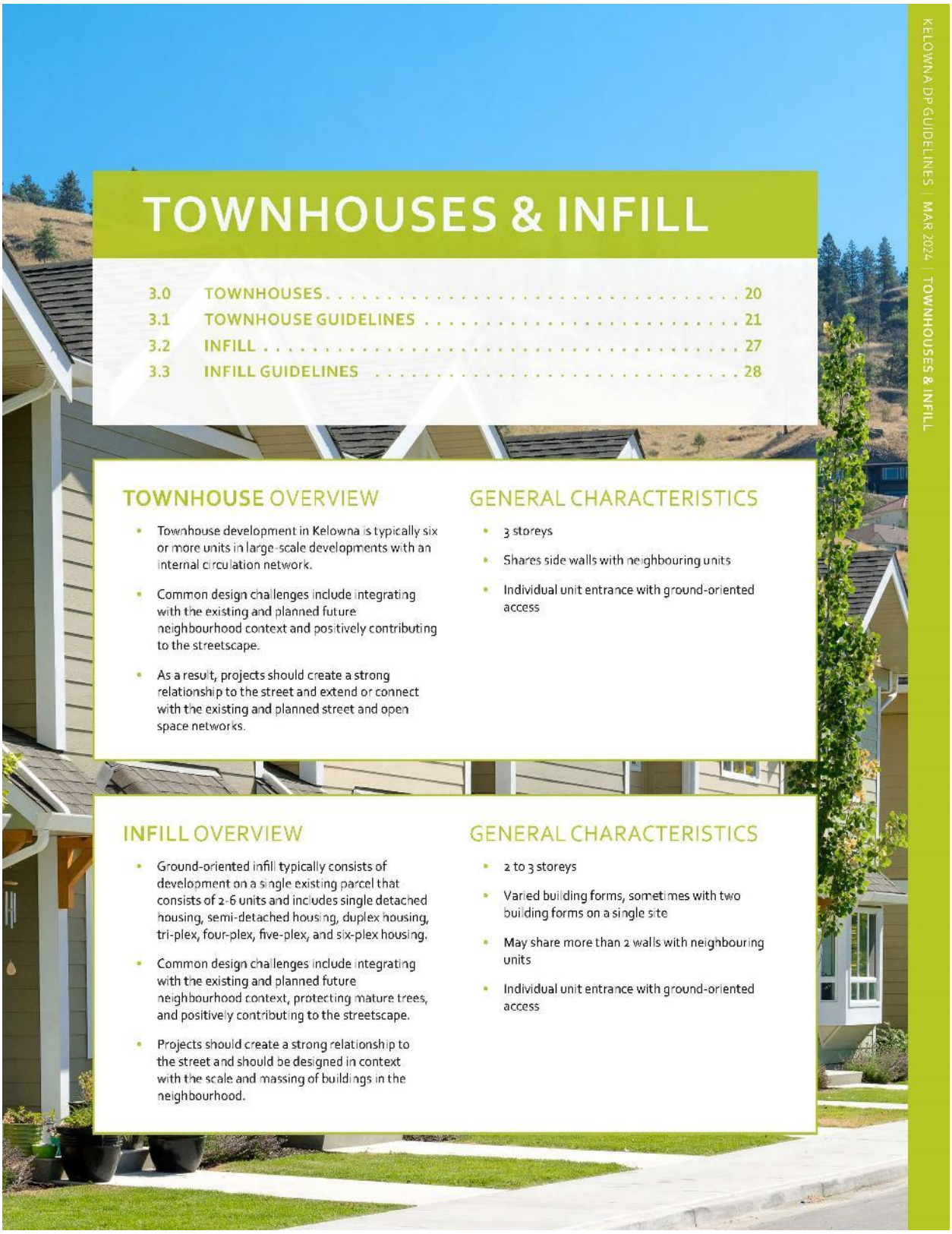




Chart E Proposed – Chapter 18 – Form and Character Development Permit Guidelines – Townhouses and Infill



3.0 TOWNHOUSES



KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

A **3.0.1 a –** Orient building entries, windows , patios, and balconies to face the fronting street, with the primary entry clearly visible and directly accessible from the sidewalk (see 3.1.1).

B **3.0.1 b –** Provide usable outdoor amenity spaces and **generous and well-designed landscaped areas that offer** privacy, screening, and attractive interfaces with streets and open spaces (see 3.1.4).

C **3.0.1 c –** Use building articulation, scaling, and setbacks to **define individual units or intervals and to contribute to a** consistent frontage pattern, pedestrian scale and rhythm along the fronting street (see 3.1.2 and 3.1.6).

D **3.0.1 d –** Locate and design buildings to maximize access to sunlight, increase privacy, and reinforce neighbourhood character (see 3.1.4 and 3.1.6).

E **3.0.1 e –** Provide access to parking from a secondary street or lane, wherever possible (see 3.1.5).

3.1 TOWNHOUSE GUIDELINES

3.1.1 Relationship to the Street

Design Intent

To site and design buildings to positively frame and activate streets and public open spaces, while providing a clearly-defined public-private transition zone.

TOWNHOUSE



Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

a. Design primary unit entrances to provide:
   - A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop *(See Figure 17)*;
   - Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies;
   - A sense of transition from the public to private realm by utilizing strategies such as changes in grade, decorative railings, and planters; and
   - Punctuation, articulation and rhythm along the street.

b. A maximum 1.2m height (e.g., 5-6 steps) is desired for front entryways or stoops. Exceptions can be made in cases where the water table requires this to be higher.

c. In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.

d. For buildings oriented perpendicularly to the street (e.g., 'shotgun' townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade *(See Figure 18)*.

e. For large townhouse projects (e.g., master planned communities with internal circulation pattern), guidelines 3.1.1 a-d apply for units facing strata roads as well as those units fronting onto public streets.

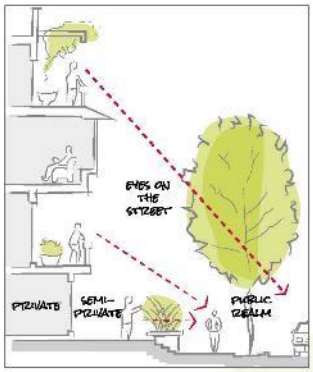


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).



Figure 18: In 'shotgun' townhouse projects, ensure that the end unit facing the street is a true street-oriented unit (3.1.1. d) .

3.1.2 Scale and Massing

Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

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).

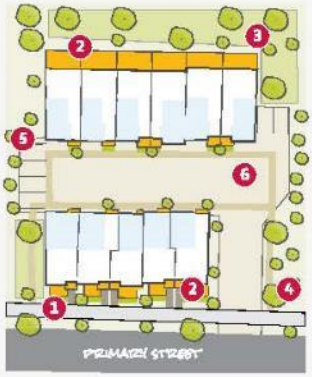
DEMONSTRATION PLANS – INFILL LOTS

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.**

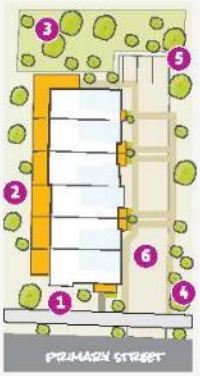
CORNER LOT



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



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.



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).

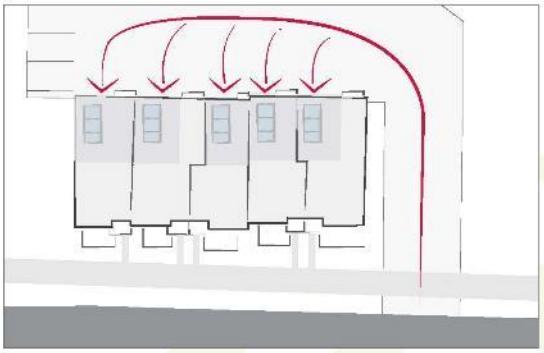


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

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*).

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.

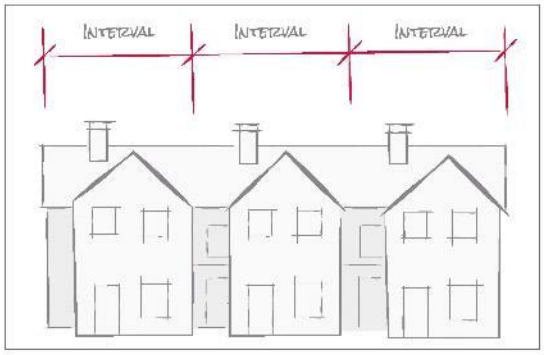


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).



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

3.2 INFILL



KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

A **3.2.1 a** Design diverse buildings forms that respond to the evolving massing and density of the neighbourhood while positively contributing to the streetscape rhythm (See 3.3.1).

B **3.2.1 b** Any portion of the building facing a street should be pedestrian focused with ease of access from the fronting street to front entrances. Avoid blank walls facing the street at-grade. (See 3.3.2).

C **3.2.1 c** Ensure that all vehicle access is taken from the lane or secondary street, where available (See 3.3.4).

D **3.2.1 d** Ensure required garbage and recycling carts have an assigned storage area and achieve maneuvering space to wheel the carts to the street or the lane (See 3.3.4).

E **3.2.1 e** Ensure onsite landscaping and the off-site frontage contributes to the urban livability of the neighbourhoods by promoting sidewalks and large trees (See 3.3.5)

F **3.2.1 f** Provide meaningful outdoor spaces that offer privacy, screening, and context sensitivity to surrounding neighbours through strategic at-grade outdoor spaces, decks, patios, balconies and/or rooftop patios (See 3.3.3).

G **3.2.1 g** Limit impermeable surfaces in landscaped areas and open spaces to maximize stormwater infiltration (See 3.3.3).

H **3.2.1 h** Locate and design buildings to protect existing mature non-invasive trees on-site. Support minor variances to the infill housing development regulations if the existing mature non-invasive trees are protected before, during, and after construction including a tree protection plan. (See 3.3.3).

3.3 INFILL GUIDELINES

3.3.1 Relationship to the Street

Design Intent

To design and site buildings to support a positive relationship to the street and public open spaces, while providing a clearly defined public-private transition zone.

INFILL HOUSING



Guidelines

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

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)*. Design primary entrances to provide:

   - 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.
   - For buildings oriented perpendicularly to the street (e.g. 'slot townhomes'), ensure that the end unit facing the street is a custom street-oriented unit with the primary entrance directly accessible from the fronting street and living space at grade *(See Figure 18)*.

b. Use low fencing, landscaping, and modest changes in grade to define a sense of transition from the public to the private realm.

c. Limit the height of front entryways or stoops to a maximum of 1.2 m (5-6 steps) to improve street interface and connectivity. Exceptions may be considered in situations where the water table requires greater height, however, in such cases buildings should be stepped-back.



Figure 27: In the case of lots with multiple frontages, buildings must also be oriented and designed to address flanking streets (3.3.1 a).



Figure 28: Front doors should be directly accessible via a walkway, porch and/or stoop, and front yards should incorporate complementary landscaping and modest fencing (3.3.1. c, d).

d. 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.

e. Ensure that all vehicle surface parking is screened using fencing, landscaping, and other tools to mitigate visual impacts to the street and neighbouring properties *(See Figure 29)*.

3.3.2 Scale, Massing and Building Articulation

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. Articulate individual units through integration of recessed entries, balconies, materials, and projections/recesses in the façade. Building articulation should be distinct, but designed to achieve cohesive scale, massing, and proportion *(See Figure 30)*.

b. Large windows, balconies and rooftop patios should be oriented towards the front, rear, or internal portion of the property to increase privacy for neighbouring properties. Side yard design considerations to increase privacy for neighbours and reduce overlook include *(See Figure 31)*:

   - Enhancing landscaping (i.e. trees and shrubs).
   - In setting balconies.
   - In-setting rooftop patios back from building edges and using opaque railings.
   - Utilizing clerestory and/or frosted windows on upper storeys.

c. Design the third storey of buildings to reduce direct sight lines into neighbouring properties, increase privacy, and optimize sunlight exposure for ground-floor areas. *(See Figure 31)*.

d. Avoid blank walls by incorporating windows, articulating the façade with recesses or projections, reinforced by building material changes and landscaping.

e. For exterior cladding assemblies use durable, low-maintenance and fire resistant or non-combustible materials (e.g. natural stone, masonry, metal panels, fibre cement siding, or approved alternatives). Avoid untreated wood and vinyl siding.

f. Infill designs should not be repetitive in nature and variation between properties is encouraged.



Figure 29: Screen vehicle surface parking using fencing, landscaping, and other tools to mitigate visual impacts (3.3.1. e).



Figure 30: Break down the massing of large buildings through articulation of individual units and avoid symmetry (3.3.2 a).



Figure 31: Use building height, scale and setbacks to limit height differences between new and existing development in the surrounding area (3.3.2 c).

3.3.3 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 is useable year-round.

b. Provide landscaping in strategic locations throughout the site to frame building entrances, soften building edges, screen parking garages/areas, and break up long facades.

c. Design open spaces and landscaped areas to protect and to feature mature trees on site, where possible *(See Figure 32)*.

   - Relaxations to select development regulations may be considered to retain existing mature trees *(See Figure33)*.

d. Open spaces should be designed to allow for required shade trees to reach mature sizes.

e. Design outdoor amenity spaces to:

   - Have landscaped areas to soften the interface with the street or open spaces *(See Figure 34)*.
   - Maximize the permeable surfaces in all landscaped and open spaces. Discourage the use of impermeable surfaces, such as poured-in-place concrete.
   - Not be impacted by parking, mechanical equipment, or servicing areas.
   - Avoid a 'rear yard' condition with undeveloped frontages along streets and open spaces.

f. Design private balconies to:

   - Minimize direct sight lines and overlook into nearby units and properties.
   - Be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.

g. Design rooftop patios to:

   - Minimize direct sight lines and overlook into nearby units;
   - Encourage opaque glass guard rails on rooftops to reduce impact on privacy and overlook into neighbouring properties.

h. Design internal driveways to serve as additional shared space using strategies such as:

   - High-quality, permeable pavement materials (e.g. interlocking, permeable pavers).



Figure 32: Protect and feature mature trees, where possible (3.3.3 c).

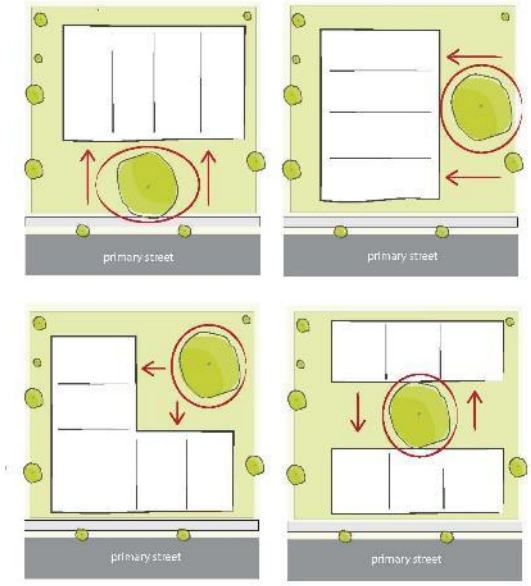


Figure 33: Relaxations on select development regulations may be considered to retain existing mature trees (3.3.3 c).



Figure 34: Have landscaped areas to soften the interface with the street and open spaces (3.3.3 e).

3.3.4 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 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 located within a protected enclosure for public pickup or in-ground for private pickup.

b. The location of garbage and recycling storage space should:

   - Be located in an area such that noise and odour impacts to building occupants and neighbouring properties are minimized.
   - Not block laneways, drive aisles, parking stalls, or other publicly owned rights-of-way where it may disrupt pedestrian or traffic circulation patterns *(See Figure 35)*.
   - Not be located in the required front yard setback with the exception of in-ground bins (e.g. Molok).
   - Include additional widths if individual bins are proposed to be stored in garages, to accommodate the required cart aisle width and cart placement *(See Figure 36)*.

c. Locate mechanical equipment (e.g. AC units) and site services outside of amenity areas, to reduce noise and nuisance through appropriate siting and screening.

d. Discourage surface parking areas. If surface parking is provided, then the parking area should be appropriately screened from the public view.

e. Ensure that all vehicle access is taken from the lane or secondary street, where available. If vehicle access is only available via the primary street, mitigate impact through landscaping, screening, open spaces, and other measures.

f. Ensure that internal circulation for vehicles is designed to accommodate necessary turning radii and provides for logical and safe access and egress.

g. Locate access points and windows to minimize the impact of headlights on building interiors and neighbouring properties.

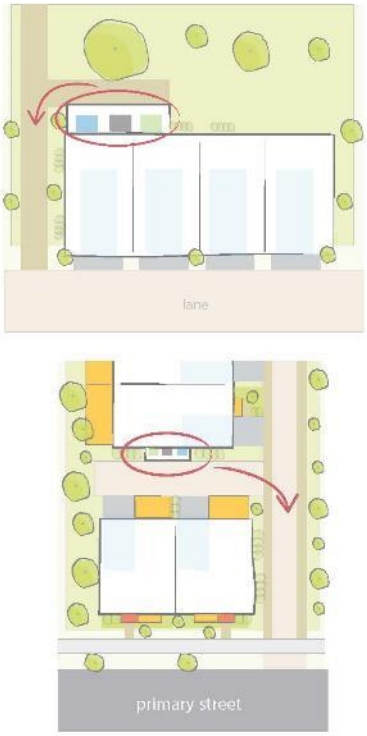


Figure 35: Ensure that garbage and recycling areas do not block laneways, drive aisles, parking stalls, or disrupt pedestrian and traffic patterns (3.3.4 b).



Figure 36: Ensure that site layouts include provision for solid waste pick-up and bin storage that is enclosed or otherwise screened from view (3.3.4. b).

3.3.5 Site Planning and Subdivision Design

Design Intent

To provide a flexible approach to unit mix and tenure forms in small-scale infill development. 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

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

a. Locate buildings on a site to:
   - Establish ground-oriented units to directly front onto primary and secondary streets.
   - Minimize impermeable surfaces such as drive aisles and parking areas.
   - Protect and retain mature trees, where possible.
   - Maximize sunlight access to interior spaces and to outdoor amenity areas.

b. Provide pedestrian pathways on site to connect:
   - Main unit entrances to public sidewalks and open spaces (minimum width of 1.2m lit pathway) *(See Figure 37)*.
   - Parking areas to unit entrances; where applicable.
   - From the site to adjacent pedestrian/trail/cycling networks, where applicable.
   - The common utility and water servicing location.

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. Encourage the redevelopment of properties while maintaining existing dwellings, if possible. Internal housing conversions, such as additional units within a structure are encouraged *(See Figure 38)*.

e. For proposals that retain existing dwellings, relaxations to design guidelines and development regulations may be considered.

f. Permissible site layout configurations include, but are not limited to, those shown in the diagrams on the next page:



Figure 37: Provide pedestrian pathways on site to connect sidewalks, open spaces, unit entrances, and parking areas (3.3.5 b).



Figure 38: Encourage the redevelopment of properties while maintaining existing dwellings (3.3.5 d).

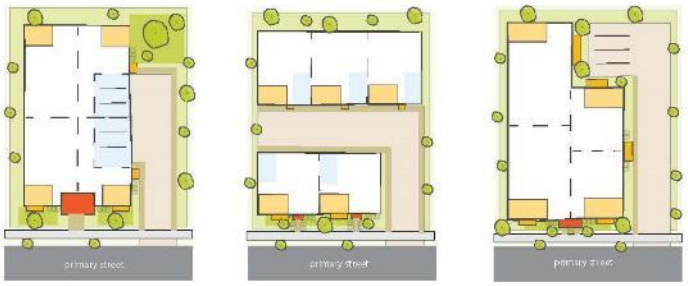
DEMONSTRATION PLANS – INFILL LOTS

The conceptual site plans on this page demonstrate common infill scenarios. These plans are not intended to be a 'how to' for developing sites with similar characteristics, but rather to demonstrate how the guidelines accommodate various infill configurations.

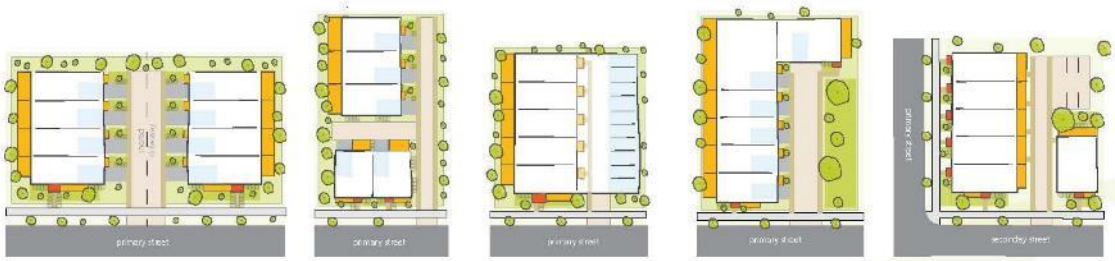
LEGEND

- Ground-oriented Primary Street Entrance
- On-site Pathway
- Ground-oriented Outdoor Space / Entryway
- Rooftop Outdoor Space
- Greenspace
- Primary Street
- Lane / Shared Driveway
- Sidewalk
- Covered Parking

NARROW LOTS



WITHOUT LANE ACCESS



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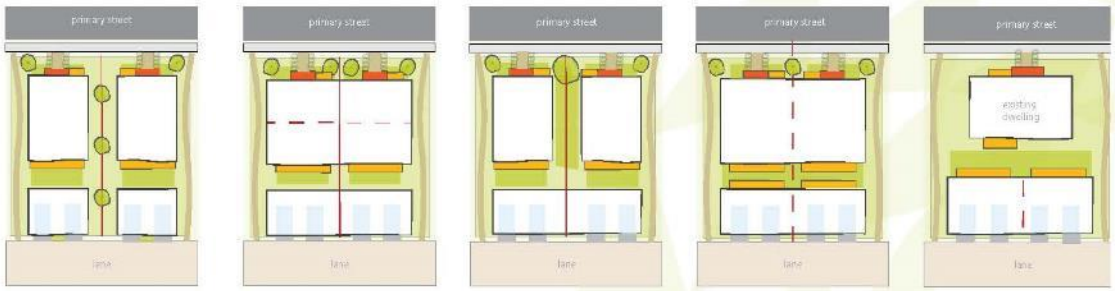


Schedule B – Proposed Mapping Amendments

No.	Section	Amended Area	Description of Amendment	Reason for Amendment
1.	**Map 1.1** Growth Strategy Districts	Pandosy Urban Centre Boundary See Chart F	Expand the Pandosy Urban Centre Boundary to include additional properties along Lanfranco Road. See Chart G	Bill 47 has identified the Okanagan College Transit Exchange as a Transit Oriented Area, requiring support for buildings of at least 6 or 12 storeys in height, consistent more with an Urban Centre then the Core Area. The Pandosy Urban Centre Boundary has been expanded to reflect this change.
2.	**Map 3.1** Future Land Use	Properties within 400 metres of the Hospital Exchange transit stop. See Chart H	Expand the Core Area – Health District to include properties that fall within the Hospital Exchange TOA. See Chart I	Bill 47 has identified the Hospital Exchange as a Transit Oriented Area, requiring support for buildings of at least 6 storeys in height, consistent with supported heights in the Core Area – Health District. The Core Area – Health District future land use designation has been expanded to reflect this change.
3.	**Map 3.1** Future Land Use	Properties with the Heritage Conservation Area outside of the Hospital Exchange Transit Oriented Area. See Chart H	Apply a new "Core Area – Heritage District" Future Land Use Designation to apply to the neighbourhood. See Chart I	A new Future Land Use (FLU) designation has been created for the Heritage Conservation Areas outside of Transit Oriented Areas. Directions for those neighbourhoods are now outlined in the C-HER FLU.
4.	**Map 3.1** Future Land Use	N/A See Chart H	Apply a new "Transit Oriented Area" layer to Map 3.1 for the Okanagan College Exchange, Orchard Park Exchange, Rutland Exchange and Hospital Exchange Transit Oriented Areas. See Chart I	Bill 47 has identified four Transit Oriented Areas in Kelowna with additional considerations for height, density and parking regulations. Adding this layer to Map 3.1 provides users with a clarity as which properties are subject to these considerations.

Chart F Existing – Map 1.1 Growth Strategy Districts

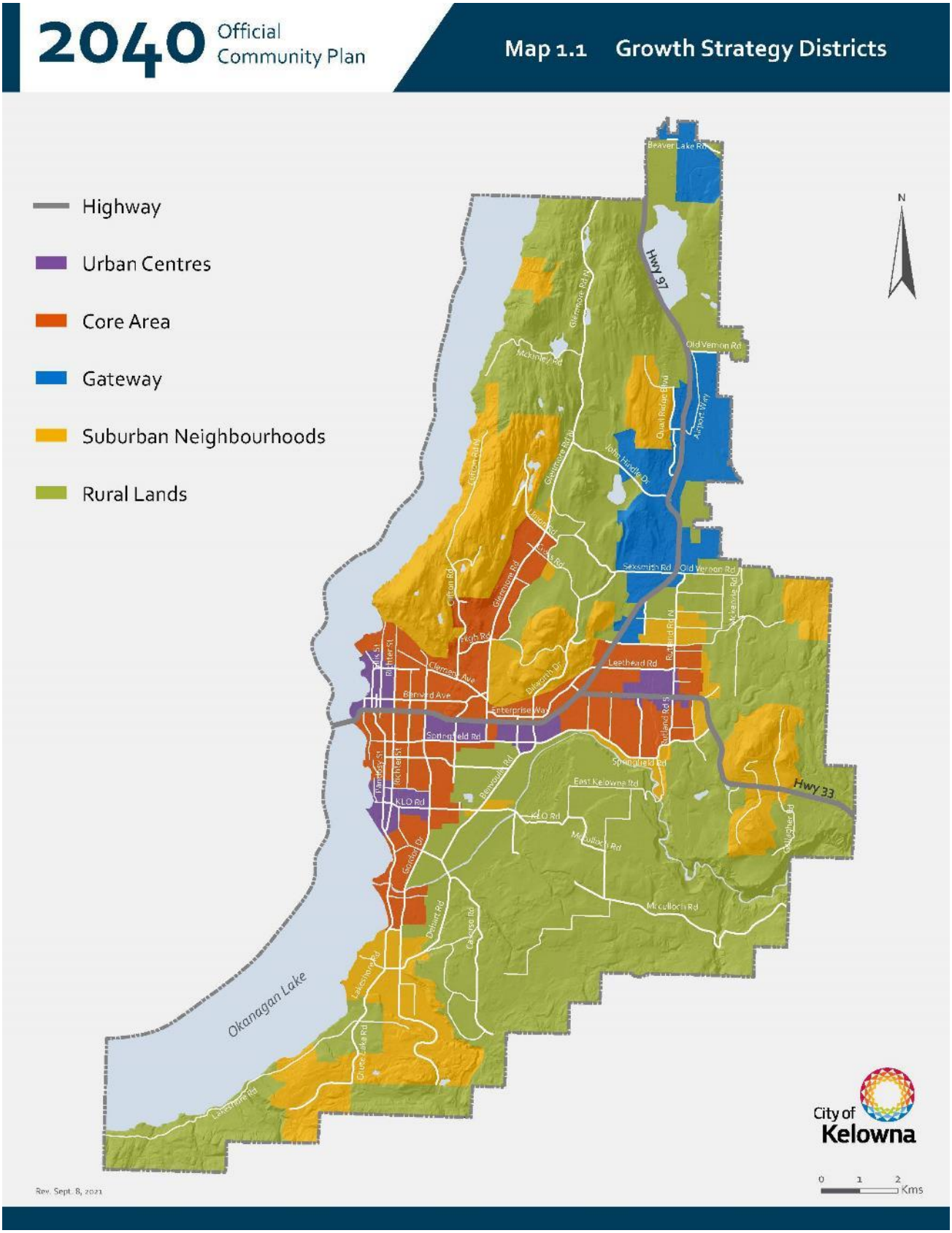


Chart G Proposed – Map 1.1 Growth Strategy Districts

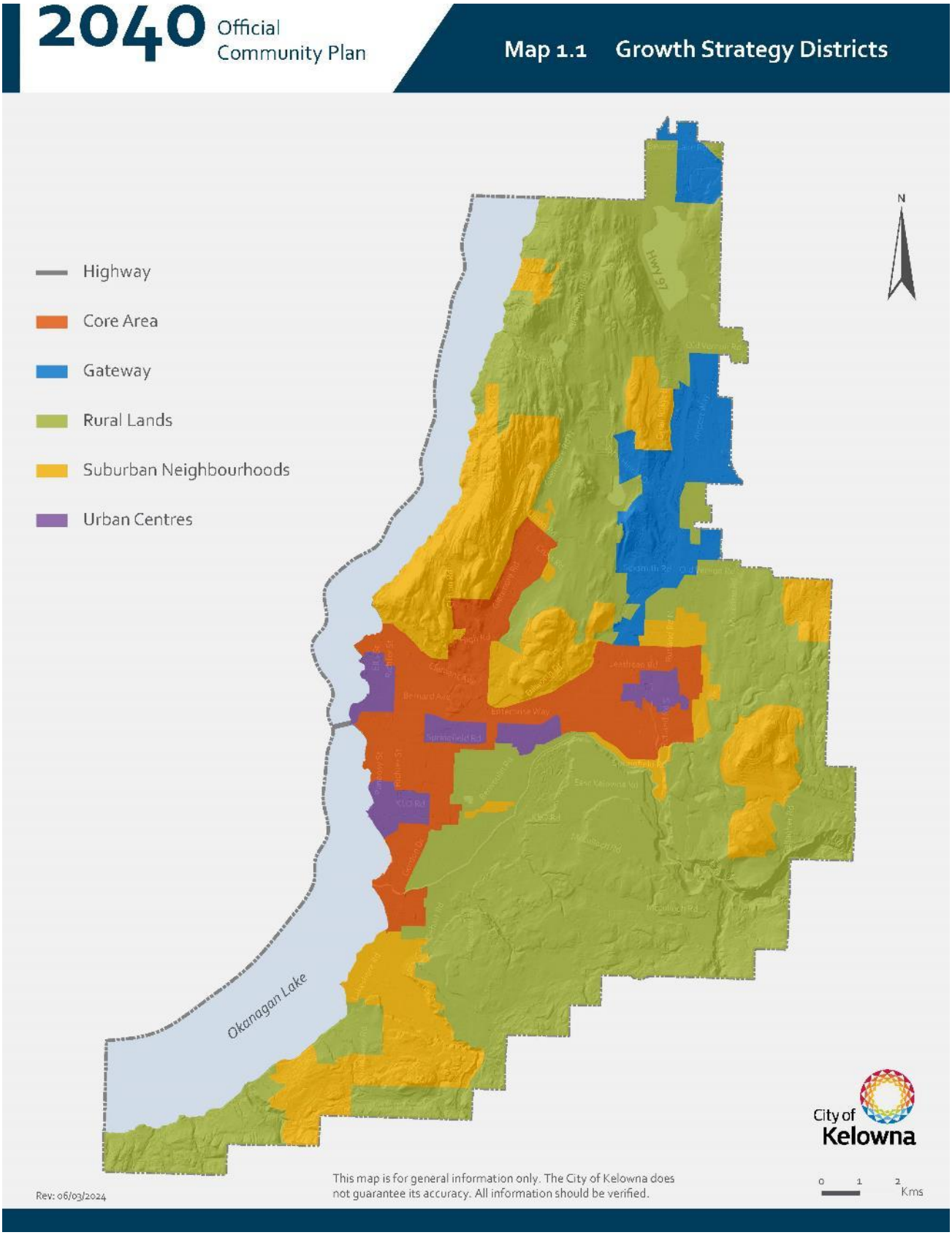


Chart H Existing – Map 3.1 Future Land Use

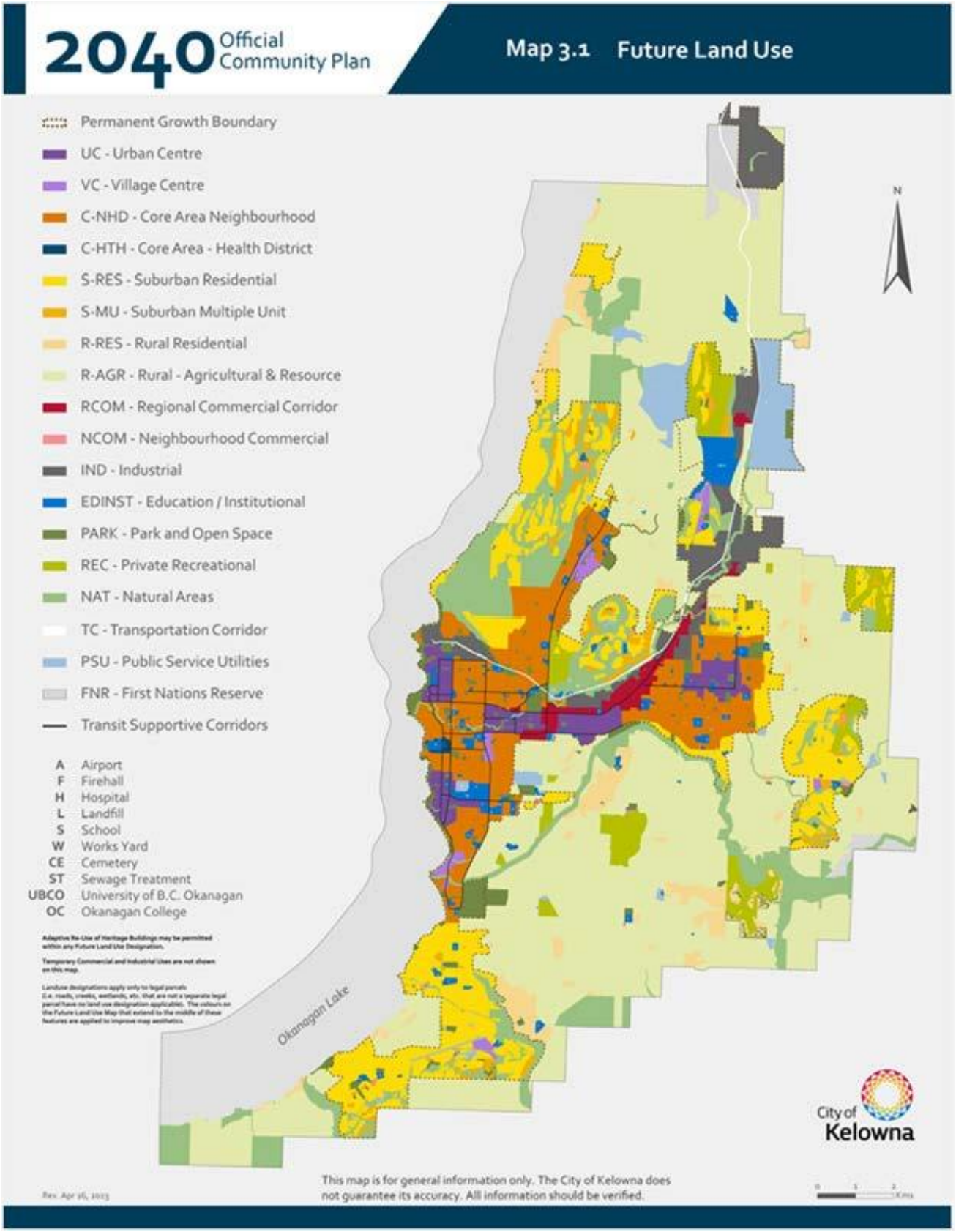
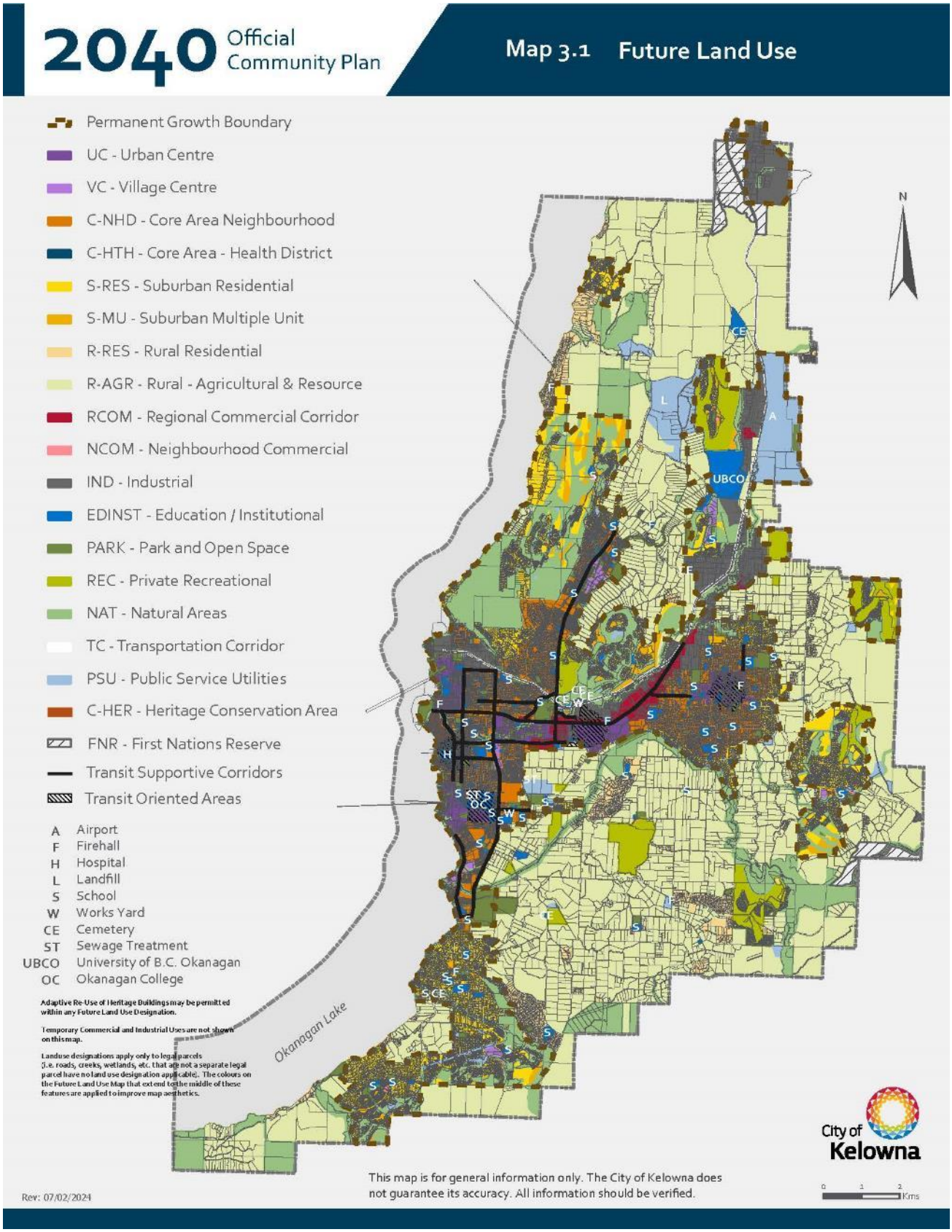


Chart I Proposed – Map 3.1 Future Land Use





OCP Amendments

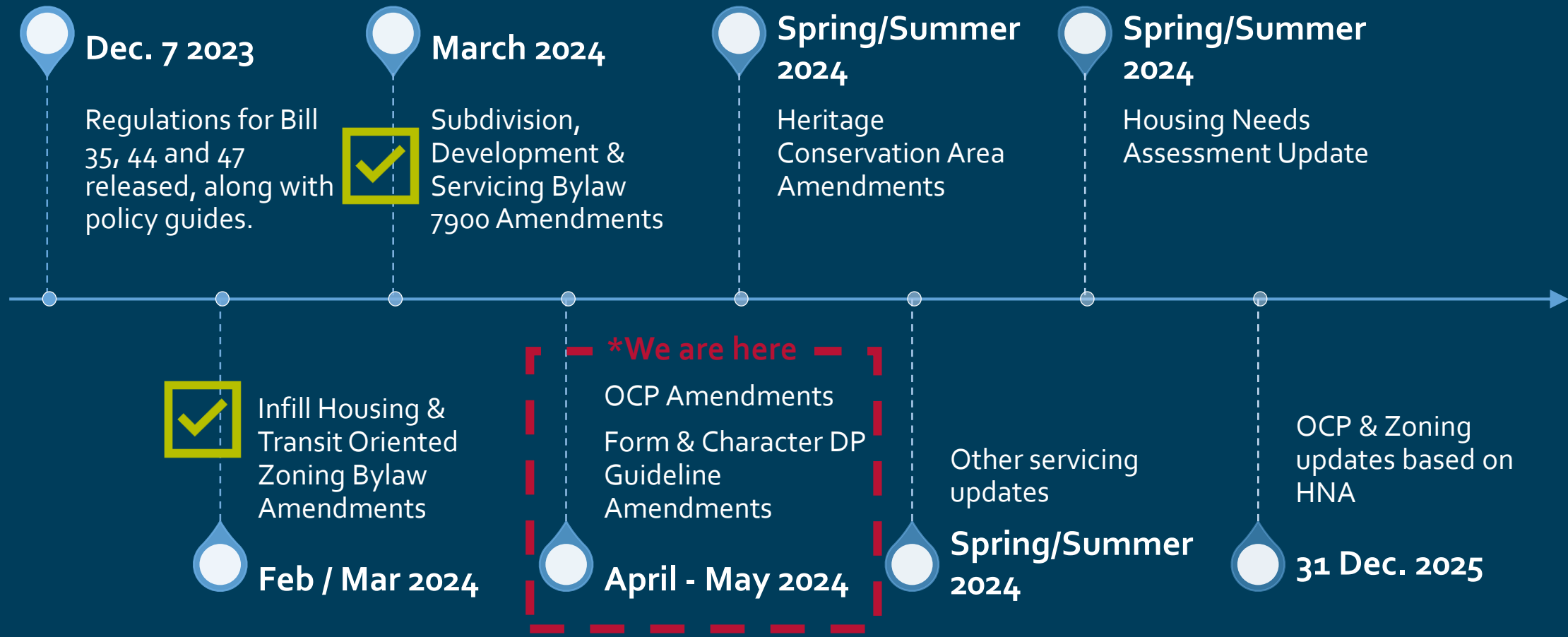
Provincial Housing Legislation

April 15, 2024

SSMUH / TOA Purpose

- Increase housing supply
- Streamline housing approvals
- Plan for long-term housing needs

SSMUH / TOA Timelines





OCP Amendments Purpose

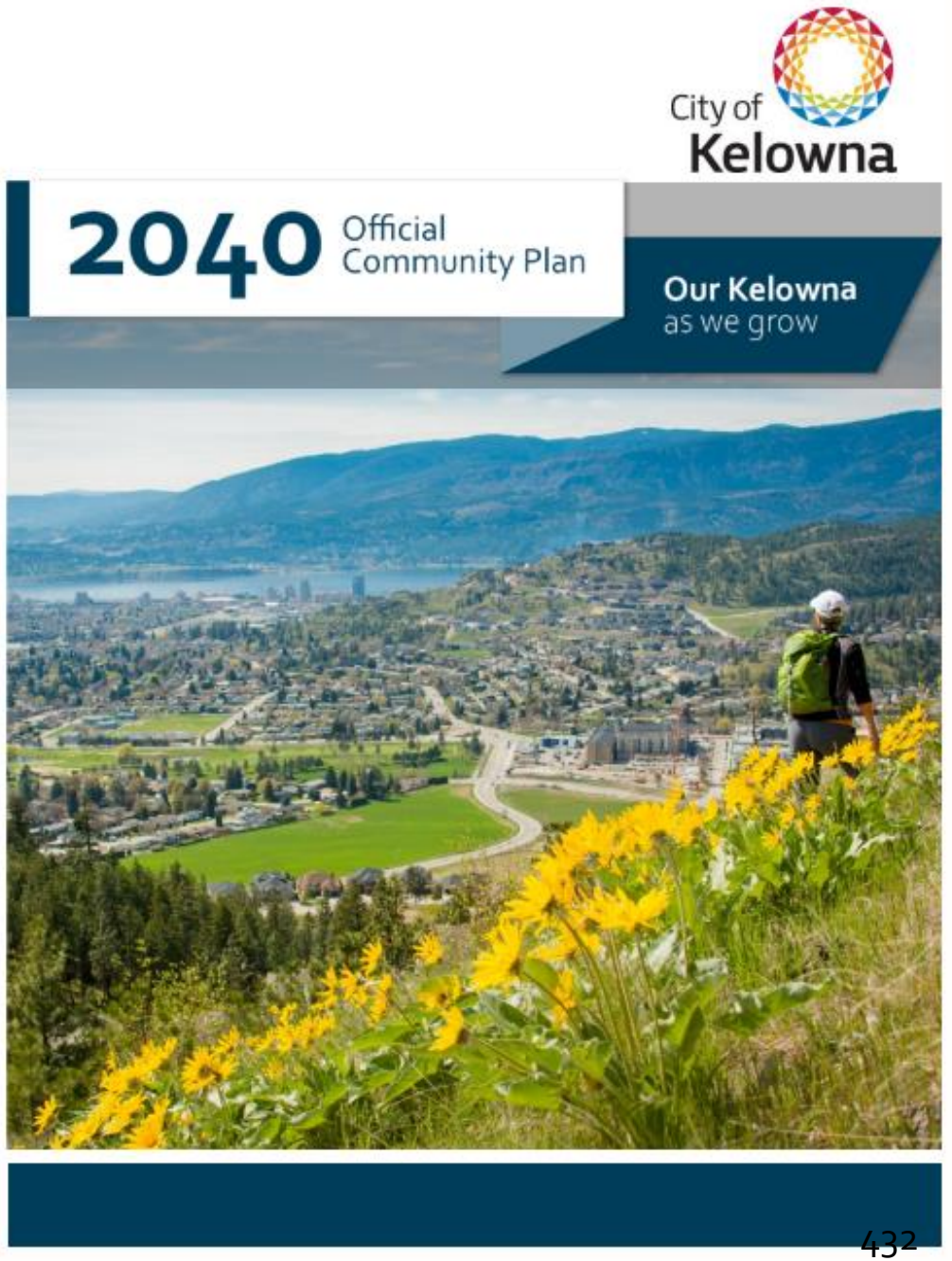
1. Increasing density on typical single-family lots to align with Small Scale Multi-Unit Housing Legislation (SSMUH)

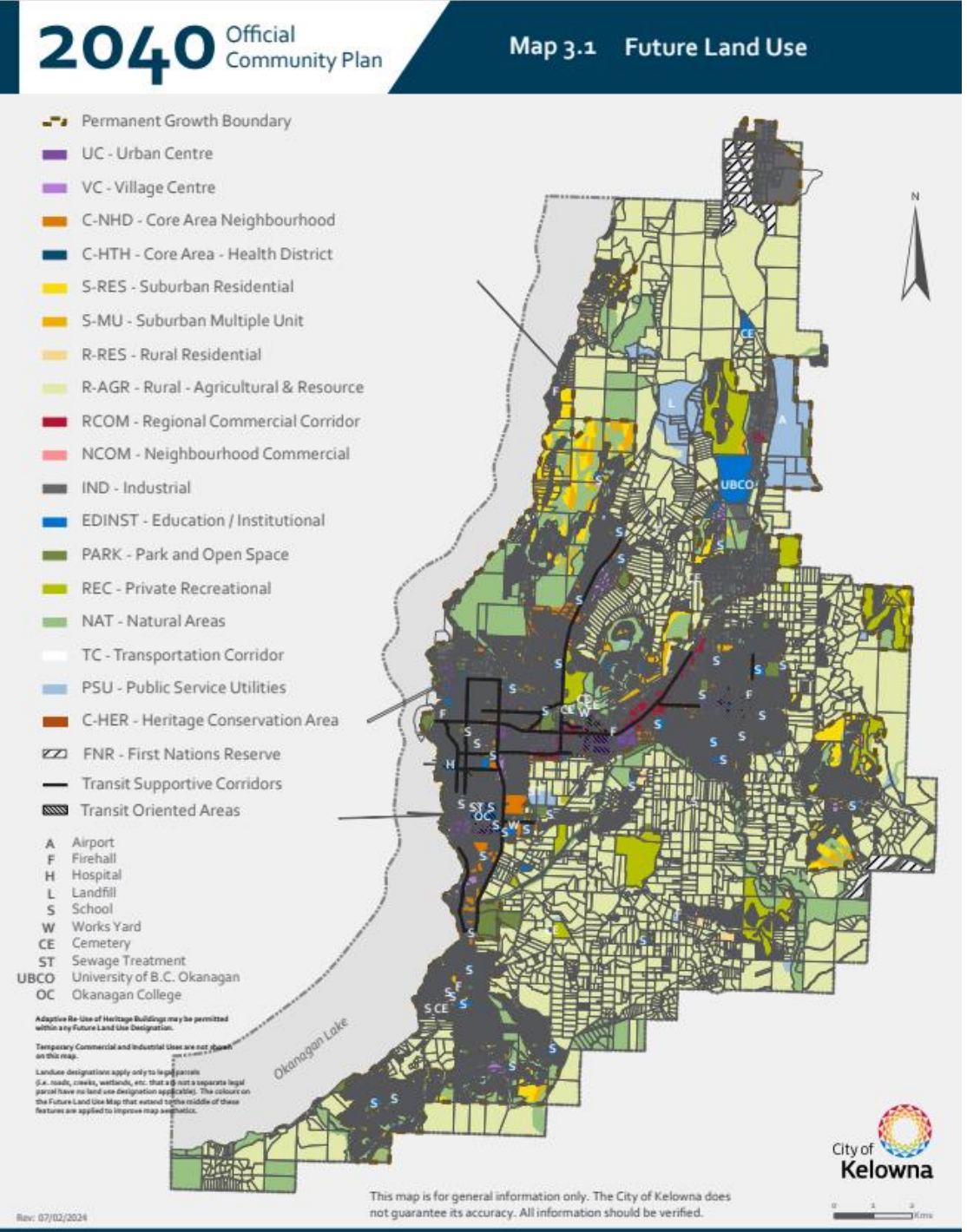
2. To designate Transit-Oriented Development Areas (TOD Areas) near transit hubs

OCP Amendments

To align with Zoning and Provincial legislation:

1. Updates to existing land use descriptions and mapping
2. Updates to OCP Policies
3. Infill Form & Character DP Guidelines





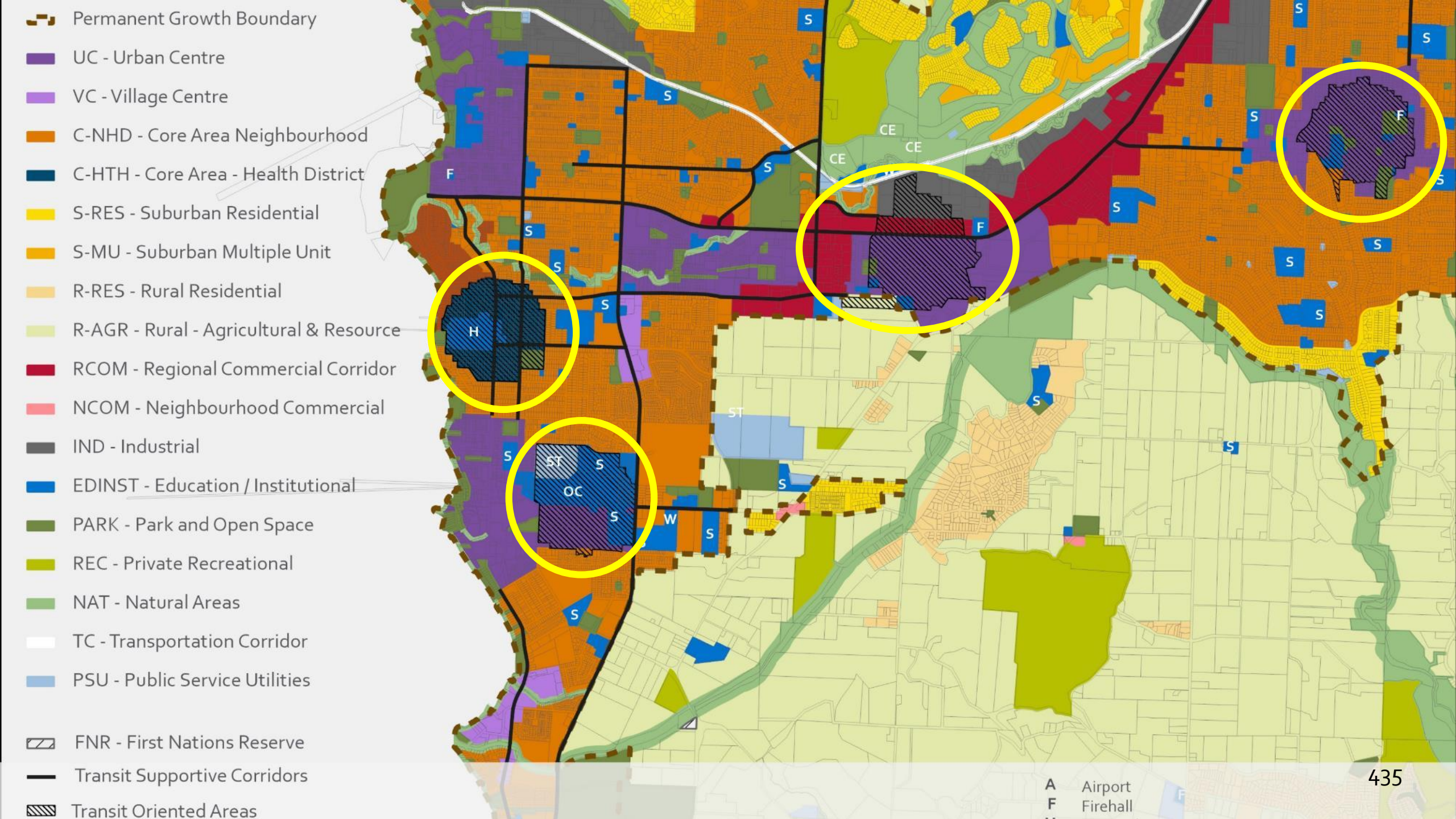
Future Land Use Descriptions

- **Core Area Neighbourhood** - Updates to align with SSMUH Zoning
- **Core Area Health District** – allow for increased density and supported uses to align with TOA.
- **Suburban-Residential** - to allow for range of housing forms on single parcel
- **Regional Commercial** – to allow for buildings up to 12 storeys for those areas in TOAs
- **Transit Oriented Areas** – description of Transit Oriented Areas layer on mapping



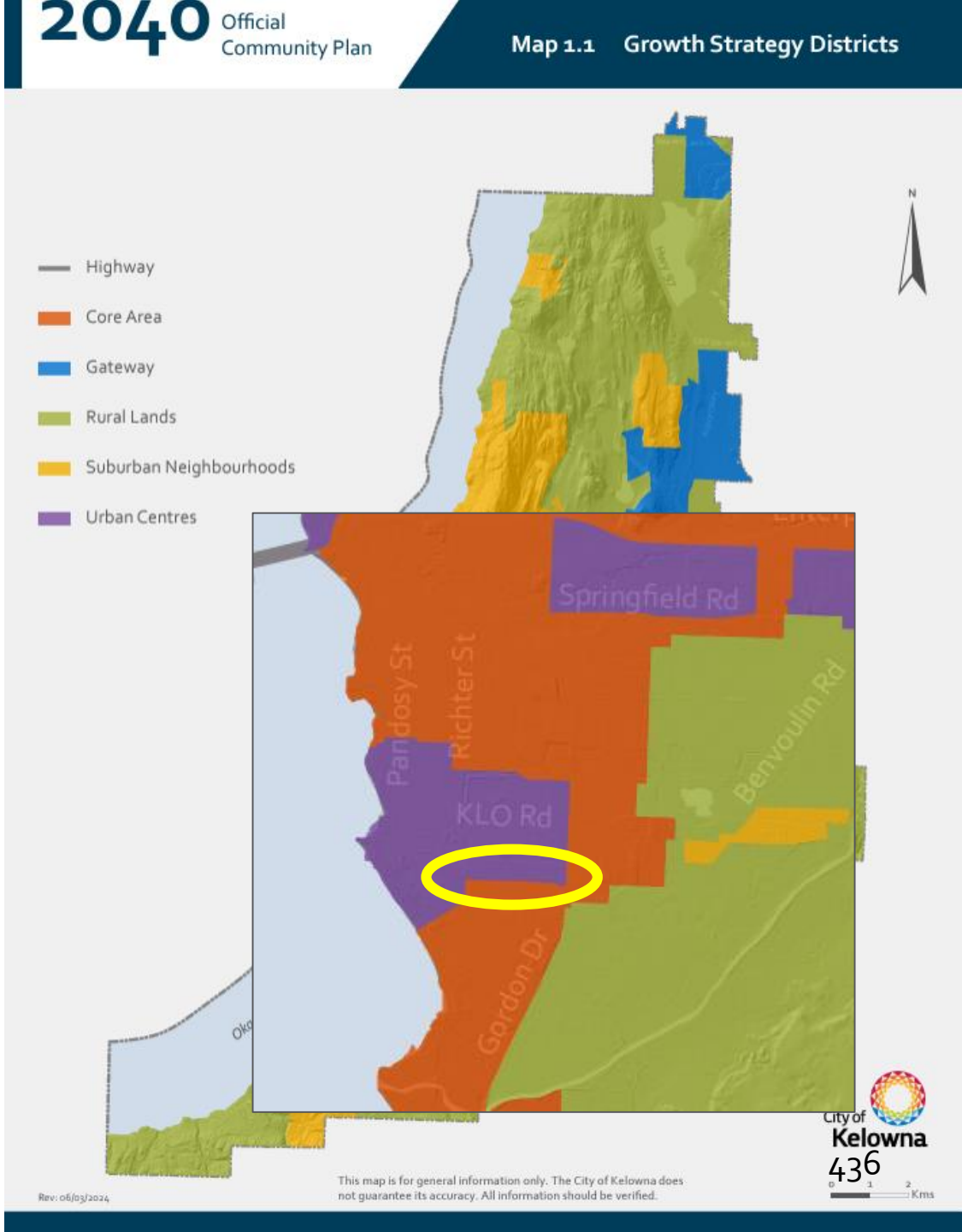
Transit Oriented Areas

- 4 provincially identified TOAs
  - Okanagan College
  - Rutland Exchange
  - Orchard Park
  - Hospital Exchange
- Areas within 400 meters of select transit exchanges allow increased building heights and density


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 Areas
TC - Transportation Corridor
PSU - Public Service Utilities
FNR - First Nations Reserve
Transit Supportive Corridors
Transit Oriented Areas
A Airport
F Firehall

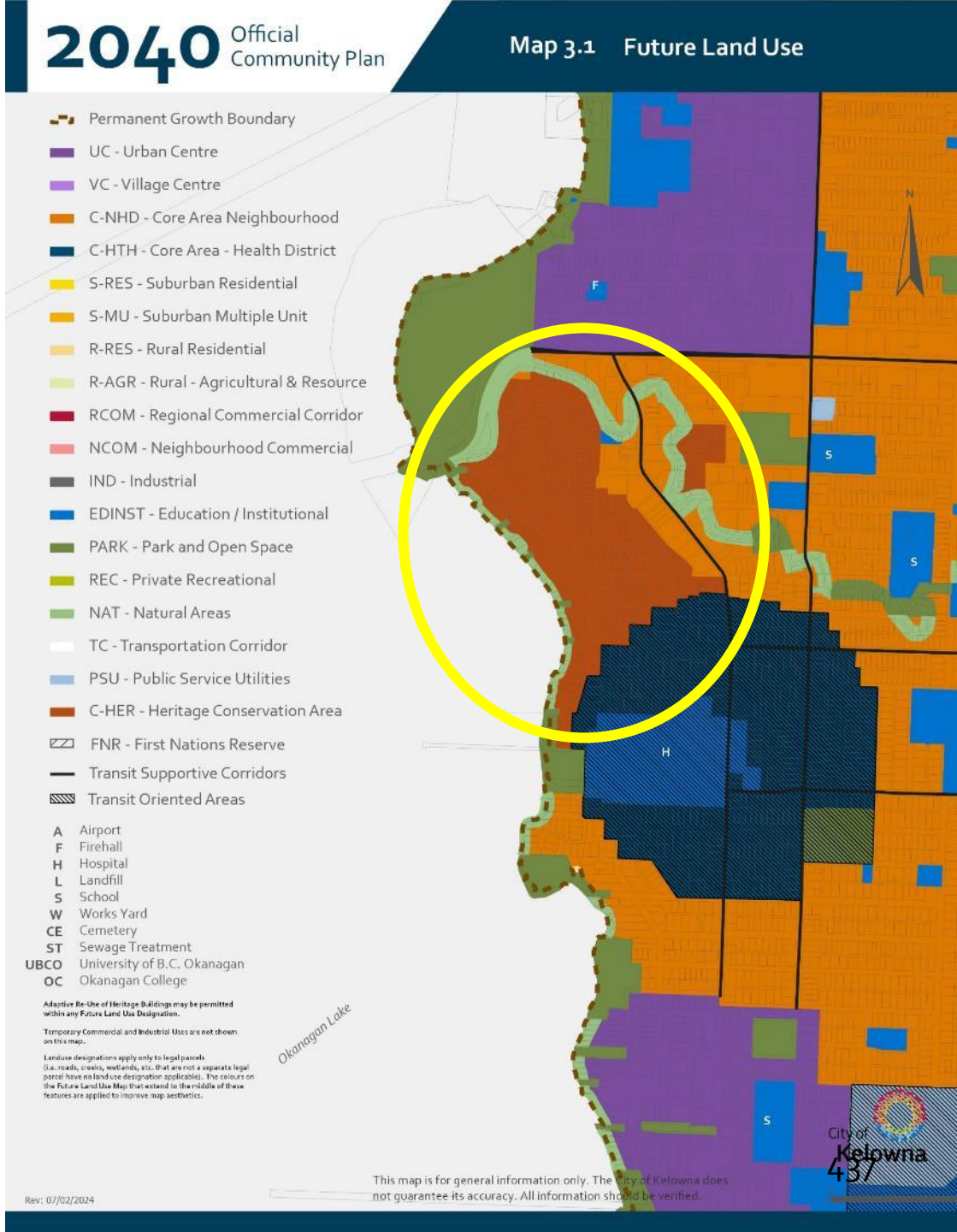
Growth Strategy Districts Changes

- Pandosy Urban Centre expanded to include additional properties along Lanfranco Road



New Future Land Use: Core Area - Heritage District

- Allows up to 4 residential units
- Encourages preservation of existing homes with character defining features through Heritage Revitalization Agreements
- New development and alterations guided by Heritage Conservation Area Guidelines (updates to guidelines Spring/Summer, 2024)



OCP Policy Updates: Urban Centres

- Building heights – to support mid rise buildings in TOAs
- Parking relaxations – to not require residential vehicle parking in TOAs





OCP Policy Updates: Core Area

- Up to 3 storeys for ground-oriented residential
- Explore other heights through Transit Supportive Corridor planning or in Transition areas
- Up to 12 storeys for areas that are within a TOA (6 storeys around Hospital TOA)
- Encourage integration of trees in streetscape



Form & Character DP Guidelines (Infill)

To provide design and site guidelines for infill housing forms that

- Enhance livability, privacy, safety, and accessibility
- Support a positive relationship to the street and public open spaces,
- Contributes towards a healthy urban forest

Next Steps

- Bills 44 & 47 announced
- Zoning Bylaw Amendments
- Subdivision, Development & Servicing Bylaw Amendments



COMPLETE

- OCP Amendments
- Form & Character DP Guideline Amendments (Infill Housing)
- Procedures, Fees and Council Policy Updates

IN PROCESS

- Heritage Conservation Area Amendments
- 20 year Housing Needs Assessment (HNA)
- Fast Track Program

COMING 2024

- OCP based on HNA

COMING 2025



OCP Amendments

Provincial Housing Legislation

April 15, 2024

City of Kelowna

Questions?

For more information, visit **kelowna.ca**.

CITY OF KELOWNA

BYLAW NO. 12649

Official Community Plan Amendment No. OCP24-0005
Small-Scale Multi-Unit Housing and Transit Oriented Areas

A bylaw to amend the "*Kelowna 2040* – Official Community Plan Bylaw No. 12300".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that "*Kelowna 2040* – Official Community Plan Bylaw No. 12300" be amended as follows:

1. THAT **Chapter 3 – Future Land Use, Core Area Neighbourhood, Growth Strategy Role** be amended by:

   Deleting the following:

   "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."

   And replacing it with:

   "Except where located along a Transit Supportive Corridor, new small scale infill development would be integrated into existing neighbourhoods.";

2. AND THAT **Chapter 3 – Future Land Use, Core Area Neighbourhood, Supported Uses and Typologies** be amended by deleting the following:

   "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.";

3. AND THAT **Chapter 3 – Future Land Use, Core Area Neighbourhood, Table 3.3: Core Area Neighbourhood Summary, Density (FAR)** be amended by:

   Deleting the following:

   "• Approximately 1.0
   • Allow for up to approximately 1.8 along Transit Supportive Corridors and strategic locations"

   And replacing it with "N/A";

4. AND THAT **Chapter 3 – Future Land Use, Core Area Neighbourhood, Table 3.3: Core Area Neighbourhood Summary, Other Characteristics** be amended as follows:

a) Deleting "Sensitive infill in keeping with neighbourhood scale and orientation" and replacing it with "Small scale infill integrated into existing neighbourhoods", and
b) Deleting " • Sensitivity to Heritage Conservation Areas";

5. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Growth Strategy Role** be amended as follows:

a) Adding "the" before "Kelowna General Hospital", and
b) Deleting "and integrates the campus with the surrounding neighbourhoods, recognizing their unique heritage character." and replacing it with "while supporting more transit-oriented housing opportunities and strategically located commercial uses near this major employment hub.";

6. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Supported Uses and Typologies** be amended by:

Deleting the following:

"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."

And replacing it with:

"The Health District integrates uses that support the Kelowna General Hospital campus with new transit oriented residential and mixed use development opportunities.";

7. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Supported Uses and Typologies** be amended by:

Deleting the following:

"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."

And replacing it with:

"The Health District also supports more transit oriented housing opportunities near this major employment centre, including single and two dwelling, ground oriented multi-unit and low-rise

apartment housing. Integration of health services and commercial uses with housing is encouraged where guided by policy.";

8. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Table 3.4: Core Area – Health District Summary, Supported Uses** be amended as follows:

   a) Adding the following after "Institutional (health services)":

      "*
      - Ground oriented commercial*
      - Single and two dwelling residential
      - Secondary suites and carriage houses",

   b) Adding "*" after "Ground-oriented multi-unit residential",
   c) Deleting "• Small scale commercial", and
   d) Adding "*" after "Apartment housing";

9. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Table 3.4: Core Area – Health District Summary, Density (FAR)** be amended by:

   Deleting the following:

   "• Approximately 1.5
   - Allow for up to approximately 1.8 for residential uses along Transit Supportive Corridors and strategic locations"

   And replacing it with:

   "• Up to approximately 2.5";

10. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Table 3.4: Core Area – Health District Summary, Other Characteristics** be amended by adding "• Located in a **Transit Oriented Area**" after "Hospital Area Plan";

11. AND THAT **Chapter 3 – Future Land Use, Core Area – Health District, Table 3.4: Core Area – Health District Summary** be amended by renumbering the table "Table 3.4.1: Core Area – Health District Summary";

12. AND THAT **Chapter 3 – Future Land Use** be amended by adding in its appropriate location the Core Area – Heritage District Future Land Use Designation as shown on **Schedule "A"** attached to and forming part of this bylaw;

13. AND THAT **Chapter 3 – Future Land Use, Suburban – Residential, Growth Strategy Role** be amended by:

    Deleting the following:

"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."

And replacing it with:

"lower density forms of housing, alongside new small scale multi-unit homes, responding to their surrounding hillside and natural environment contexts.";

14. AND THAT **Chapter 3 – Future Land Use, Suburban – Residential, Supported Uses and Typologies** be amended by:

Deleting the following:

"These portions of suburban neighbourhoods support single and two dwelling housing, with opportunities for secondary suites and carriage houses."

And replacing it with:

"Suburban Residential lands support single and two dwelling housing, secondary suites, carriage houses and house-plexes.";

15. AND THAT **Chapter 3 – Future Land Use, Suburban – Residential, Table 3.5: Suburban – Residential Summary, Supported Uses** be amended as follows:

a) Deleting "and two dwelling residential" and replacing it with "detached housing",
b) Adding "• Duplexes, semi-detached" before "• Second suites and carriage houses", and
c) Adding "• Ground-oriented multi unit residential" before "• Small scale institutional uses";

16. AND THAT **Chapter 3 – Future Land Use, Suburban – Residential, Table 3.5: Suburban – Residential Summary, Supported Forms** be amended by adding "up to 3 storeys" after "detached buildings";

17. AND THAT **Chapter 3 – Future Land Use, Regional Commercial, Supported Uses and Typologies** be amended by:

Deleting the following:

"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."

And replacing it with:

"Residential development in **Transit Oriented Areas** is supported where commercial space is provided at street level. Residential uses may also be considered in other Regional Commercial lands where consistent with Objective 5.6. and its associated policies.";

18. AND THAT **Chapter 3 – Future Land Use, Regional Commercial,Table 3.7: Regional Commercial Summary, Supported Forms** be amended by adding "• Buildings up to approximately 12 storeys in Transit Oriented Areas" in its appropriate location;

19. AND THAT **Chapter 3 – Future Land Use, Regional Commercial,Table 3.7: Regional Commercial Summary, Other Characteristics** be amended by adding "• Transit Oriented Area on some lands" in its appropriate location;

20. AND THAT **Chapter 3 – Future Land Use, Additional Mapping Notes** be amended by adding the following in its appropriate location:

"**Transit Oriented Areas**
Transit Oriented Areas (TOAs) are areas within 400 metres of select transit exchanges where the City must adhere to minimum building heights and densities to provide a greater diversity of housing options near those key transit facilities. In TOAs, the City cannot regulate residential vehicle parking minimums, instead allowing the market to determine needed parking for new development.

TOAs were identified by the Government of British Columbia as part of amendments to the Local Government Act in 2023. They do not preclude transit oriented development in other areas of the city, such as Urban Centres, Village Centres and Transit Supportive Corridors.

Kelowna has four provincially identified TOAs, each of which has specific policy guidance in the OCP:

- Okanagan College Exchange (see Chapter 4 and Map 4.5)
- Rutland Exchange (see Chapter 4: Urban Centres and Map 4.7)
- Orchard Park Exchange (see Chapter 4: Urban Centres, Chapter 5: The Core Area, and Map 4.9)
- Hospital Exchange (see Chapter 5: The Core Area)";

21. AND THAT **Chapter 3 – Future Land Use, Additional Mapping Notes, Permanent Growth Boundary** be amended by adding "The Permanent Growth Boundary serves at the City's **Urban Containment Boundary**." before "Lands within the Permanent Growth Boundary";

22. AND THAT **Chapter 4 – Urban Centres, Policy 4.6.1. Pandosy Building Heights** be amended by deleting "and" after "connection to the lake;" and replacing it with "• Supporting mid-rise buildings on and around the Okanagan College **Transit Oriented Area**; and";

23. AND THAT **Chapter 4 – Urban Centres, Policy 4.7.1. Rutland Building Heights** be amended as follows:

a) Deleting "between Shepherd Road, Dougall Road, Rutland Road and Highway 33" and replacing it with "in the Rutland **Transit Oriented Area**", and
b) Deleting "• 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;";

24. AND THAT **Chapter 4 – Urban Centres, Policy 4.8.3. Midtown Building Heights** be amended by deleting "transit exchanges, tapering down towards Springfield Road" and replacing it with "the Orchard Park **Transit Oriented Area**.";

25. AND THAT **Chapter 4 – Urban Centres, Policy 4.19.1. Parking Relaxations** be deleted in its entirety and replaced with the following:

"**Policy 4.19.1. Parking Relaxations.** Do not require residential vehicle parking within Transit Oriented Areas in Urban Centres, except universally accessible parking. Consider vehicle parking requirement relaxations in other areas or projects, where:

- Mode share shifts are anticipated or have been realized;
- A viable car-sharing program is provided; or
- Additional bicycle parking and end-of-trip facilities that exceed bylaw requirements.";

26. AND THAT **Chapter 5 – The Core Area, Policy 5.2.2. Building Height** be amended as follows:

a) Deleting "Building Height" and replacing it with "Transit Supportive Corridor Building Heights", and
b) Deleting "Consider heights below six storeys for such projects where adjacent neighbourhoods are not anticipated to experience significant infill and redevelopment." and replacing it with "Explore higher or lower heights through dedicated corridor planning processes.";

27. AND THAT **Chapter 5 – The Core Area, Policy 5.3.1. Ground Oriented Infill** be deleted in its entirety and replaced with the following:

"**Policy 5.3.1. Core Area Neighbourhood Infill.** Encourage **ground-oriented** residential uses such as house-plexes, townhouses and narrow lot housing up to approximately 3 storeys to fit with the existing neighbourhood development pattern. Consider larger infill projects, including those where lot consolidation is required, where they are in a Transit Supportive Corridor transition area, on a block end or near community amenities including, but not limited to, parks and schools, as outlined in Figure 5.3.";

28. AND THAT **Chapter 5 – The Core Area, Figure 5.3: Core Area Neighbourhood Cross Section** be deleted in its entirety and replaced with Figure 5.3 as outlined in **Schedule "B"** attached to and forming part of this bylaw;

29. AND THAT **Chapter 5 – The Core Area, Policy 5.3.7. Respect the Heritage Conservation Area** be deleted in its entirety and replaced with the following:

"**Policy 5.3.7. Heritage District Housing.** Allow for gentle densification in the form of **ground-oriented** residential uses such as single detached homes, duplexes house-plexes using the guidance outlined in Chapter 23: Heritage Conservation Areas. Encourage and incentivize adaptive re-use of existing homes where heritage assets are identified to balance historical conservation with additional housing opportunities.";

30. AND THAT **Chapter 5 – The Core Area, Policy 5.5.2. Urban Forest Canopy** be deleted in its entirety and replaced with the following:

"**Policy 5.5.2. Urban Forest Canopy.** Recognize the critical role tree canopy cover plays in pedestrian comfort, cooling of the urban heat island, habitat for local animal species and beautification of the public realm. Encourage the integration of trees in **Core Area** streetscape improvement projects and on private property with adequate growing medium, while protecting existing mature trees where possible.";

31. AND THAT **Chapter 5 – The Core Area, Policy 5.6.2. Transit Oriented Design** be deleted in its entirety and replaced with the following:

"**Policy 5.6.2. Transit Oriented Regional Commercial Lands.** Support buildings up to 12 storeys in **Transit Oriented Areas** on Regional Commercial lands. Development on Regional Commercial lands adjacent to Transit Supportive Corridors should locate buildings closer to and oriented towards the street, provide additional landscaping treatments, and locate surface parking in the rear of buildings.";

32. AND THAT **Chapter 5 – The Core Area, Policy 5.6.6. Residential Development on Regional Commercial Lands** be amended by deleting "the following criteria:" and replacing it with the following:

"some or a combination of the following:

- The project is within a **Transit Oriented Area**;";

33. AND THAT **Chapter 5 – The Core Area, Objective 5.7** be amended as follows:

a) Deleting "and planned" after "Support the strategic", and
b) Deleting "as the region s most critical health facility" and replacing it with "with supporting services and housing opportunities";

34. AND THAT **Chapter 5 – The Core Area, Policy 5.7.2 Hospital Area Plan** be deleted in its entirety and replaced with the following:

"**Policy 5.7.2. Health District Transit Oriented Area.** Support low-rise buildings up to 6 storeys, with due consideration of helicopter operations at Kelowna General Hospital and in keeping with the district's identification as a **Transit Oriented Area**. Encourage lot consolidation where apartment housing is proposed.";

35. AND THAT **Chapter 5 – The Core Area, Policy 5.7.3. Health District Neighbourhood Transition** be deleted in its entirety and replaced with the following:

"**Policy 5.7.3. Health District Neighbourhood Services.** Strategically focus health services and other services that support local residents and employees in the following ways:

- Support a mix of health and commercial services, integrated with housing opportunities;
- Provide health and/or commercial services at grade along Pandosy Street south of Royal Avenue and along Rose Avenue; and
- Limit health and commercial services near the Heritage District.";

36. AND THAT **Chapter 5 – The Core Area, Policy 5.19.1. Parking Relaxations** be deleted in its entirety and replaced with the following:

"**Policy 5.19.1. Parking Relaxations.** Do not require residential vehicle parking within Transit Oriented Areas in the Core Area, except parking for people with disabilities. Consider vehicle parking requirement relaxations in other areas or projects, where:

- Mode share shifts are anticipated or have been realized;
- A viable car-sharing program is provided; or
- Additional bicycle parking and end-of-trip facilities that exceed bylaw requirements.";

37. AND THAT **Chapter 7 – Suburban Neighbourhoods, Land Use and Urban Design** be amended by:

Deleting the following:

"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."

And replacing it with:

"Some forms of infill are expected as these neighbourhoods grow and evolve. Secondary suites, lot splits, duplexes and carriage houses will become even more common in these neighbourhoods, alongside lower density forms of multi-unit housing, such as four-plexes. Townhouses and low-rise apartments would be located in and around Village Centres, neighbourhood commercial nodes, schools and parks, contributing to the evolution of these neighbourhoods into more complete communities.";

38. AND THAT **Chapter 11 – Heritage, Policy 11.1.3. Heritage Financial Supports** be amended by adding ", supportive land uses" after "grants, incentives";

39. AND THAT **Chapter 16 – Making the Plan Work, Table 16.1: Implementation Actions, Action # 48** be amended as follows:

a) Adding "and Identify Conservation Incentives and Tools" after "Development Guildines", and
b) Deleting "LT" under the "Timing" column and replacing it with "ST";

40. AND THAT **Chapter 17 – Definitions** be amended by adding the following definition in its appropriate location:

"**Transit Oriented Area** Areas within 400 metres of select transit exchanges where the City must adhere to minimum building heights and densities to provide a greater diversity of housing options near those key transit facilities. In TOAs, the City cannot regulate residential vehicle parking minimums, instead allowing the market to determine needed parking for new development. See Chapter 3: Future Land Use for more details.";

41. AND THAT **Chapter 18 – Form & Character Development Permit Guidelines, Introduction & Overview, Properties Affected** be amended by deleting "zoned" after "currently, or become," and replacing it with "developed";

42. AND THAT **Chapter 18 – Form & Character Development Permit Guidelines, Townhouses & Infill** be deleted in its entirety and replaced with Townhouses & Infill as outlined in **Schedule "C"** attached to and forming part of this bylaw;

43. AND THAT **Map 1.1 – Growth Strategy Districts** be deleted in its entirety and replaced with Map 1.1 as outlined in **Schedule "D"** attached to and forming part of this bylaw;

44. AND FURTHER THAT Map 3.1 Future Land Use be deleted in its entirety and replaced with Map 3.1 as outlined in **Schedule "E"** attached to and forming part of this bylaw;

45. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 22nd day of April, 2024

Considered at a Public Hearing on the

Read a 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. 12641

Annual Tax Rates Bylaw, 2024

WHEREAS the Letters Patent dated the Twenty-fifth day of April, 1973 for the City of Kelowna provides for differing levels of taxation taking into consideration the extent of level of services being provided to different areas within the municipality.

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

1. The following rates are hereby imposed and levied for the taxation year 2024:

   (a) For all lawful General purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "A" of Schedule 1 of this Bylaw;

   (b) For Debt purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "B" of Schedule 1 of this Bylaw;

   (c) For purposes of the Okanagan Regional Library on the assessed value of land and improvements taxable for Regional Library purposes, rates appearing in column "C" of Schedule 1 of this Bylaw;

   (d) For Hospital purposes on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing in column "D" of Schedule 1 of this Bylaw;

   (e) For purposes of the Regional District of Central Okanagan on the assessed value of land and improvements taxable for Regional District purposes, rates appearing in column "E" of Schedule 1 of this Bylaw;

   (f) For purposes of the Regional District of Central Okanagan on the assessed value of land only for the Regional District of Central Okanagan Sterile Insect Release Program, rates appearing in column "F" of Schedule 1 of this Bylaw; and

   (g) For Local Service Area purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in columns "A" and "B" of Schedule 2 of this Bylaw.

2. This bylaw may be cited as "Annual Tax Rates Bylaw, 2024 No. 12641".

Read a first, second and third time by the Municipal Council this

Amended at third reading this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

SCHEDULE 1

CITY OF KELOWNA

GENERAL MUNICIPAL, DEBT, HOSPITAL AND REGIONAL DISTRICT TAX RATES - 2024

		TAX RATES (DOLLAR OF TAX PER $1,000 TAXABLE VALUE)					TAXABLE LAND ONLY
		A	B	C	D	E	F
PROPERTY CLASS		**GENERAL MUNICIPAL**	**DEBT**	**LIBRARY**	**REGIONAL HOSPITAL DISTRICT**	**REGIONAL DISTRICT**	**REGIONAL DISTRICT SIR**
01	**Residential**	2.4402	0.0862	0.1037	0.1907	0.1997	0.0166
02	**Utilities**	11.0220	0.3894	0.4685	0.6676	0.6988	0.0581
03	**Supportive Housing**	2.4402	0.0862	0.1037	0.1907	0.1997	0.0166
04	**Major Industrial**	20.3409	0.7187	0.8645	0.6485	0.6789	0.0565
05	**Light Industrial**	5.0502	0.1784	0.2146	0.6485	0.6789	0.0565
06	**Business/Other**	5.0502	0.1784	0.2146	0.4673	0.4892	0.0407
08	**Recreation/Non-Profit**	2.4402	0.0862	0.1037	0.1907	0.1997	0.0166
09	**Farm:**						
	a) Land	0.5288	0.0188	0.0225	0.1907	0.1997	0.0166
	b) Improvements	1.2499	0.0442	0.0531	0.0000	0.0000	0.0000

SCHEDULE 2

CITY OF KELOWNA

2024 LOCAL SERVICE AREA TAX RATES

PROPERTY CLASS	A DOWNTOWN BUSINESS IMPROVEMENT AREA	B UPTOWN RUTLAND BUSINESS IMPROVEMENT AREA
1. RESIDENTIAL	0	0
2. UTILITY	0	0
4. INDUSTRIAL – MAJOR	0	0
5. INDUSTRIAL – LIGHT	0.8204	0.8024
6. BUSINESS	0.8204	0.8024
7. TREE FARM	0	0
8. SEASONAL	0	0
9. FARM a) LAND b) IMPROVEMENT	 0 0	 0 0