



City of Kelowna  
Zoning Bylaw – Density Bonus Program  
January 17, 2022

# Purpose

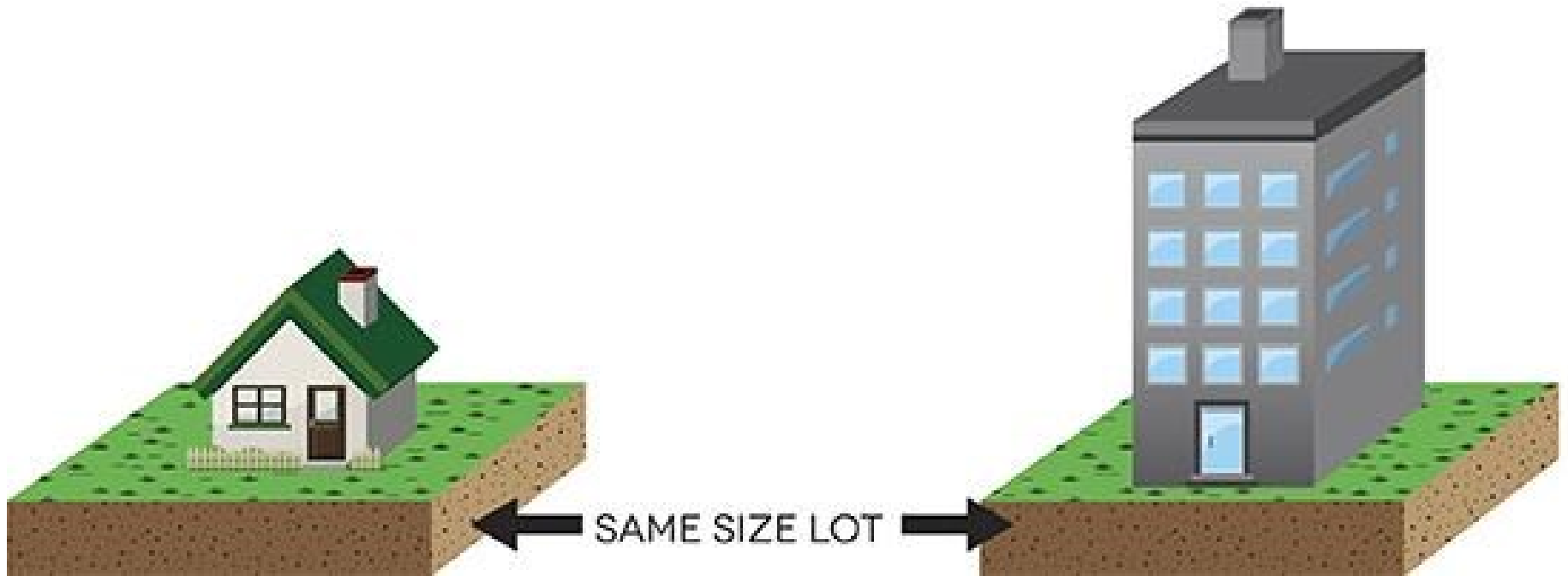
- ▶ To provide Council with information regarding the City of Kelowna's existing density bonus program as outlined in the current zoning bylaw (BL8000)

# Agenda

- ▶ Overview
  - ▶ Definitions – Density, Density Bonus
  - ▶ Local Government Act
  - ▶ Density Bonus - Purpose and How it Works
- ▶ Current Density Bonus Structure
- ▶ Next Steps

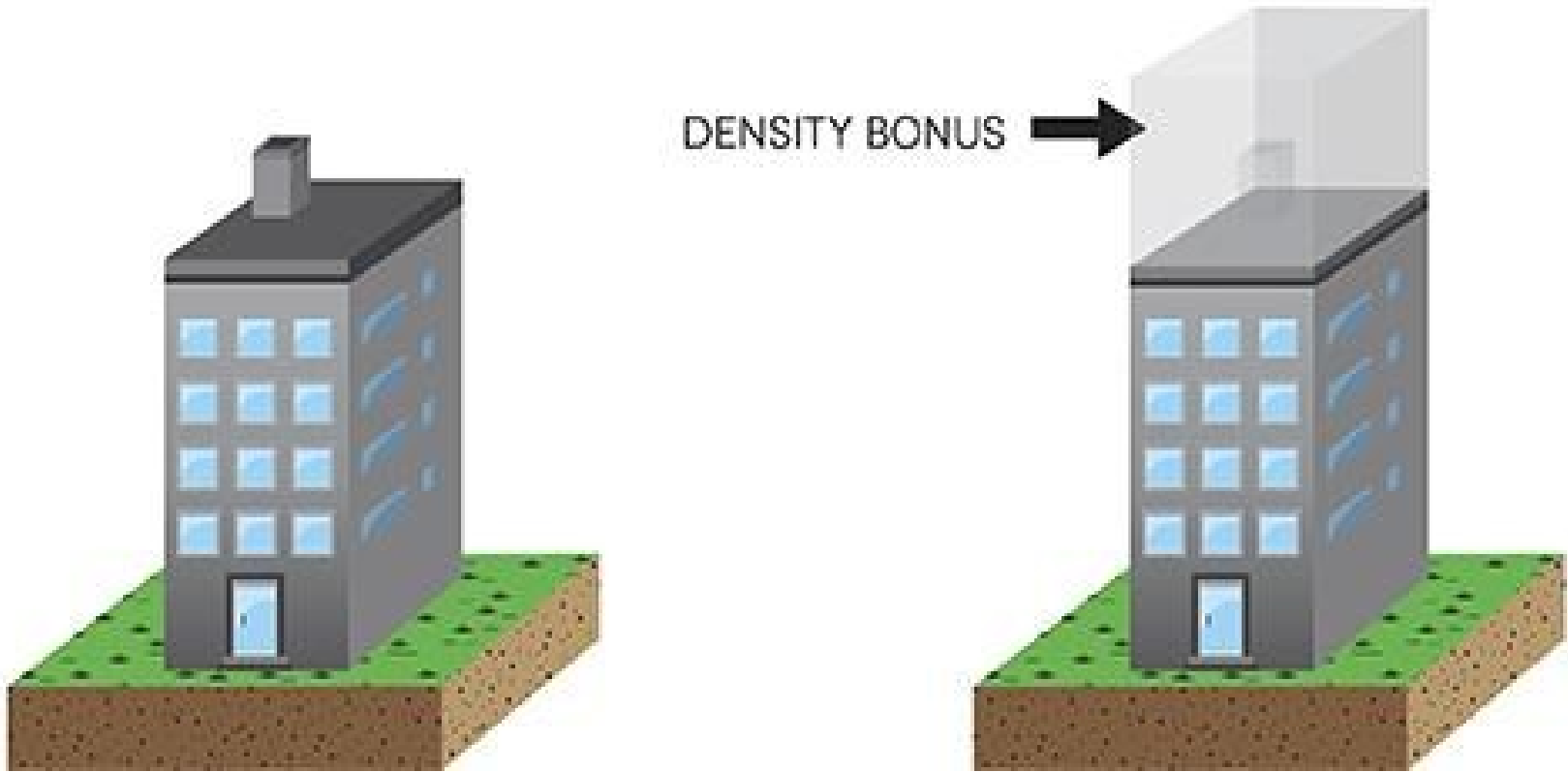
# Overview

- ▶ Density – ratio of building size to the lot size



# Overview

- ▶ Density Bonus – additional levels of density



(source of images - City of North Vancouver)

# What is a Density Bonus Program?

- ▶ LGA - exchange bonus density for services
- ▶ Voluntary incentive-based tool
- ▶ Separate from DCC contributions

# Density Bonus – How it Works

- ▶ Strong real estate market & demand
- ▶ Common tool in BC
  - ▶ environmental, public spaces, affordable or rental housing
- ▶ Established in Zoning Bylaw



# Density Bonus – How it Works

- ▶ Concentrate growth in Urban Centres
- ▶ Higher demand for City resources & services
- ▶ Considered fair – developer recovers contribution through increase in units
- ▶ Be clear, predictable & easy to administer



# Current Density Bonus Program

- ▶ 20 years old - incremental
- ▶ Presents many challenges:
  - ▶ Poorly defined
  - ▶ Variety of different forms
  - ▶ Embedded in different sections and zoning districts
  - ▶ Misaligned with 2040 OCP

# Current Density Bonus Program

## *C<sub>4</sub> – Urban Centre Commercial zone*

Base Density	Additional Density Provisions	Max Allowed Density
<p>1.0 FAR (commercial)</p> <p>1.3 FAR (mixed use)</p>	<ul style="list-style-type: none"><li>Structured parking: <b>0.2</b> multiplied by ratio of parking spaces</li><li>South Pandosy Urban Centre <b>and</b> contributes to the community car share program: <b>0.84 FAR</b></li><li>Open space, at grade publicly accessible public courtyard <b>and</b> green roof: <b>0.18 FAR</b></li><li>Five and six storey building in Rutland Urban Centre with residential rental tenure only subzone: <b>0.2 FAR</b></li></ul>	<ul style="list-style-type: none"><li>1.88 to 2.35 FAR</li><li>Not exceed 2.35 FAR</li></ul>

# Current Density Bonus Program

Current Zone (BL8000)	Base Density	Additional Density Provisions	Max Allowed Density
RM2 - Low Density Row Housing	0.65 FAR	<ul style="list-style-type: none"><li>50% of parking space provided in structured parking: <b>0.05 FAR</b></li><li>Urban Centre: 0.1 FAR</li></ul>	0.8 FAR
RM3 - Low Density Multiple Housing	0.75 FAR	<ul style="list-style-type: none"><li>75% of parking space provided in structured parking: <b>0.05 FAR</b></li><li>Urban Centre: 0.1 FAR</li></ul>	0.9 FAR
RM5 - Medium Density Multiple Housing zone	1.1 FAR	<ul style="list-style-type: none"><li>Structured parking: <b>0.1 FAR</b></li><li>Urban Centre: 0.2 FAR</li></ul>	1.4 FAR

# Current Density Bonus Program

Current Zone (BL8000)	Base Density	Additional Density Provisions	Max Allowed Density
C5 – Transition Commercial	0.4 FAR (commercial)	Residential: 0.2 FAR	0.6 FAR
CD2- Kettle Valley – Mixed Use Village Centre	1.0 FAR	Structured parking: 0.2 FAR	1.2 FAR
RU1c - Large Lot Housing with Carriage House	-	For carriages house that are one-storey in height and are in the urban residential zones, an additional 100m <sup>2</sup> is granted, for max footprint of 100m <sup>2</sup>	-

# Next Steps

- ▶ Current Density Bonus Program
  - ▶ Popular with good uptake
  - ▶ Limited and inflexible in current format
- ▶ Proposed new Density Bonus Program
  - ▶ Align with 2040 OCP
  - ▶ Separate report in coming weeks



## *Conclusion of Staff Remarks*