

# CITY OF KELOWNA

## BYLAW NO. 12649

### Official Community Plan Amendment No. OCP24-0005 Small-Scale Multi-Unit Housing and Transit Oriented Areas

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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 Guidelines”, 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

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

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Mayor

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City Clerk

## Schedule "A"

### 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
<ul style="list-style-type: none"> <li>• Single and two dwelling residential</li> <li>• Secondary suites and carriage houses</li> <li>• Ground-oriented multi-unit residential</li> <li>• Small-scale commercial and institutional*</li> </ul>	<ul style="list-style-type: none"> <li>• Attached and detached buildings up to 3 storeys</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Consistency with Heritage Conservation Area Development Guidelines</li> </ul>

*\*As guided by policy.*

# Schedule "B"



**CITY OF KELOWNA**

**BYLAW NO. 12649**

**Official Community Plan Amendment No. OCP24-0005  
Small-Scale Multi-Unit Housing and Transit Oriented Areas**

**Schedule "C"**

**Chapter 18 – Form & Character Development Permit Guidelines,  
Townhouses & Infill**

# TOWNHOUSES & INFILL

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## TOWNHOUSE OVERVIEW

- Townhouse development in Kelowna is typically six or more units in large-scale developments with an internal circulation network.
- Common design challenges include integrating with the existing and planned future neighbourhood context and positively contributing to the streetscape.
- As a result, projects should create a strong relationship to the street and extend or connect with the existing and planned street and open space networks.

## GENERAL CHARACTERISTICS

- 3 storeys
- Shares side walls with neighbouring units
- Individual unit entrance with ground-oriented access

## INFILL OVERVIEW

- Ground-oriented infill typically consists of development on a single existing parcel that consists of 2-6 units and includes single detached housing, semi-detached housing, duplex housing, tri-plex, four-plex, five-plex, and six-plex housing.
- Common design challenges include integrating with the existing and planned future neighbourhood context, protecting mature trees, and positively contributing to the streetscape.
- Projects should create a strong relationship to the street and should be designed in context with the scale and massing of buildings in the neighbourhood.

## GENERAL CHARACTERISTICS

- 2 to 3 storeys
- Varied building forms, sometimes with two building forms on a single site
- May share more than 2 walls with neighbouring units
- Individual unit entrance with ground-oriented access

# 3.0 TOWNHOUSES



## KEY GUIDELINES

In order to achieve the design goals of the City, all townhouse projects must:

- A** **3.0.1 a** – Orient building entries, windows, patios, and balconies to face the fronting street, with the primary entry clearly visible and directly accessible from the sidewalk (see 3.1.1).
- B** **3.0.1 b** – Provide usable outdoor amenity spaces and generous and well-designed landscaped areas that offer privacy, screening, and attractive interfaces with streets and open spaces (see 3.1.4).
- C** **3.0.1 c** – Use building articulation, scaling, and setbacks to define individual units or intervals and to contribute to a consistent frontage pattern, pedestrian scale and rhythm along the fronting street (see 3.1.2 and 3.1.6).
- D** **3.0.1 d** – Locate and design buildings to maximize access to sunlight, increase privacy, and reinforce neighbourhood character (see 3.1.4 and 3.1.6).
- E** **3.0.1 e** – Provide access to parking from a secondary street or lane, wherever possible (see 3.1.5).

# 3.1 TOWNHOUSE GUIDELINES

## 3.1.1 Relationship to the Street

### Design Intent

To site and design buildings to positively frame and activate streets and public open spaces, while providing a clearly-defined public-private transition zone.

## TOWNHOUSE



### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design primary unit entrances to provide:
  - » A clearly visible front door directly accessible from a public street or publicly accessible pathway via a walkway, porch and/or stoop (See Figure 17);
  - » Architectural entrance features such as stoops, porches, shared landings, patios, recessed entries, and canopies;
  - » A sense of transition from the public to private realm by utilizing strategies such as changes in grade, decorative railings, and planters; and
  - » Punctuation, articulation and rhythm along the street.
- b. A maximum 1.2m height (e.g., 5-6 steps) is desired for front entryways or stoops. Exceptions can be made in cases where the water table requires this to be higher.
- c. In the case of shared landings that provide access to multiple units, avoid having more than two doors in a row facing outward.
- d. For buildings oriented perpendicularly to the street (e.g., 'shotgun' townhomes), ensure that the end unit facing the street is a custom street-oriented unit with primary entry directly accessible from the fronting street and primary living space at grade (See Figure 18).
- e. For large townhouse projects (e.g., master planned communities with internal circulation pattern), guidelines 3.1.1 a-d apply for units facing strata roads as well as those units fronting onto public streets.

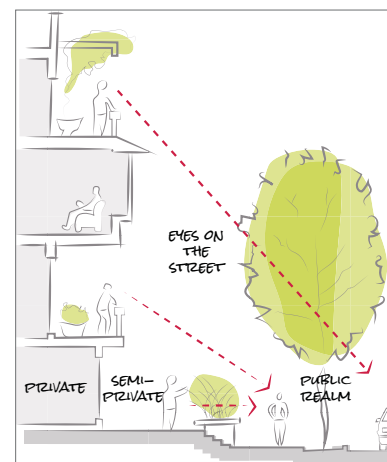


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).



Figure 18: In 'shotgun' townhouse projects, ensure that the end unit facing the street is a true street-oriented unit (3.1.1 d).

### 3.1.2 Scale and Massing

#### Design Intent

To ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- 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.



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

### 3.1.3 Site Planning

#### Design Intent

To site buildings to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety and accessibility; and to increase connectivity to the surrounding open space network.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- 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).



- 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**

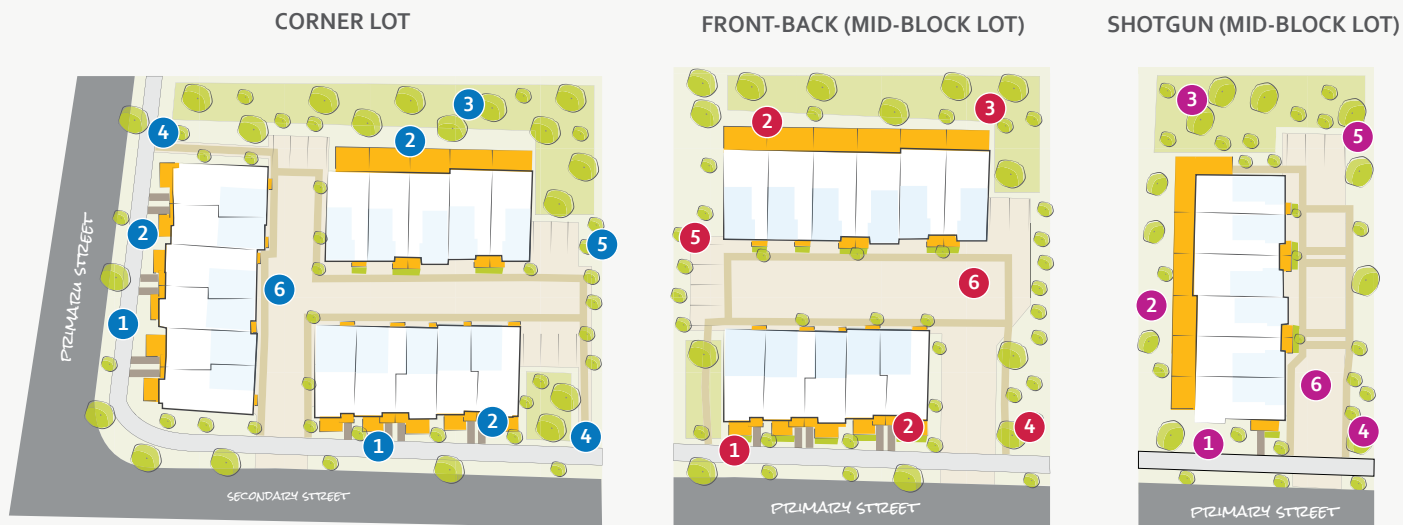
- f. Locate and design buildings to maintain access to sunlight, and reduce overlook between buildings and neighbouring properties.
- g. Separate facing buildings on site a minimum of 10-12m to provide ample spatial separation and access to sunlight.
- h. Limit building element projections, such as balconies, 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.



- 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.

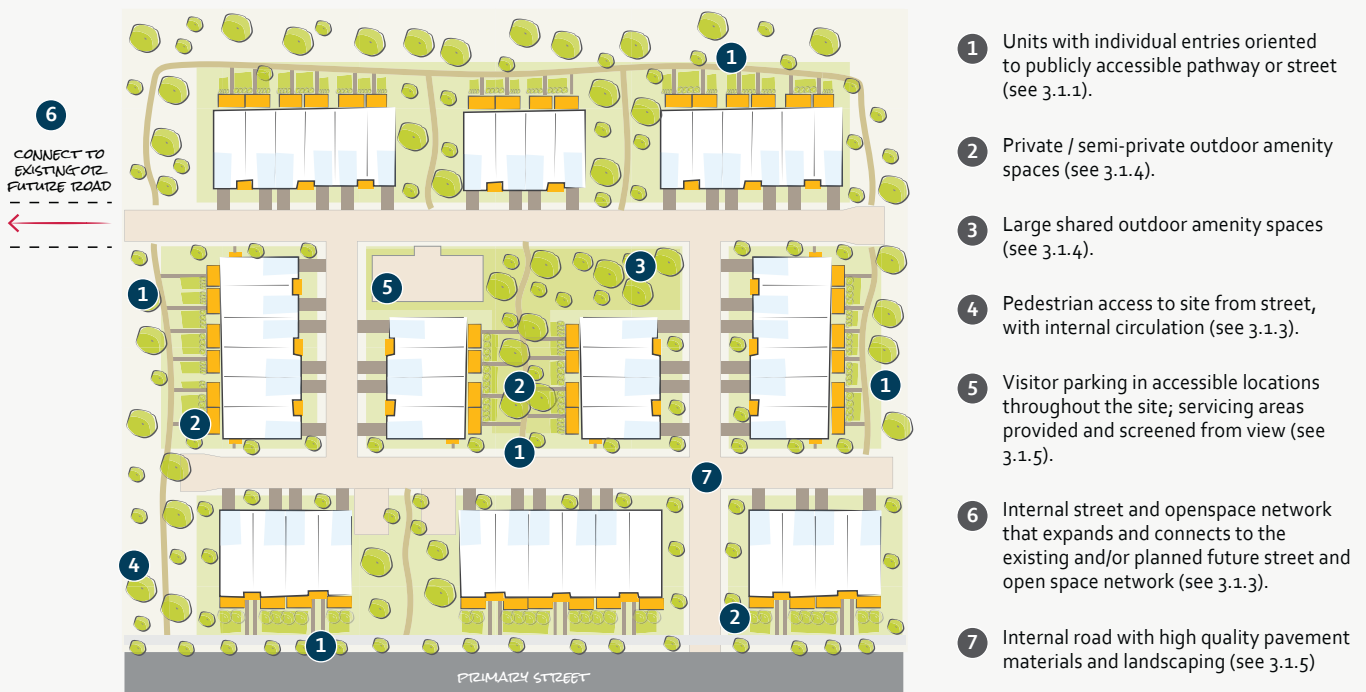


Figure 21: All units should have easy access to useable private or semi-private outdoor amenity space (3.1.4 a).

## 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



- e. Design front patios to:
  - » Provide an entrance to the unit; and
  - » Be raised a minimum of 0.6m and a maximum of 1.2m to create a semi-private transition zone.
- f. Design rooftop patios to (See Figure 22):
  - » Have parapets with railings;
  - » Minimize direct sight lines into nearby units; and
  - » Have access away from primary facades.
- g. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.
  - » Consider using balcony strategies to reduce the significant potential for heat loss through thermal bridge connections which could impact energy performance (see 2.2.1).
- h. Provide a minimum of 10% of the total site area to common outdoor amenity spaces that:
  - » Incorporate landscaping, seating, play space, and other elements that encourage gathering or recreation; and
  - » Avoid isolated, irregularly shaped areas or areas impacted by parking, mechanical equipment, or servicing areas.
- i. For large townhouse projects, provide generous shared outdoor amenity spaces integrating play spaces, gardening, storm water and other ecological features, pedestrian circulation, communal amenity buildings, and other communal uses.
- j. Design internal roadways to serve as additional shared space (e.g., vehicle access, pedestrian access, open space) using strategies such as:
  - » High-quality pavement materials (e.g., permeable pavers); and
  - » Providing useable spaces for sitting, gathering and playing.



Figure 22: Rooftop patios provide a unique private outdoor space, and should include parapets with railings (3.1.4 f).



Figure 23: Example of internal roadway designed with high quality pavement materials and strategic landscaping placement (3.1.5 a).

### 3.1.5 Site Servicing, Access, and Parking

#### Design Intent

To ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety, and attractiveness of streets, sidewalks, and open spaces.

#### Guidelines

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages, and break up long facades (See Figure 23).

#### Site Servicing

- b. Exceptions for locating waste collection out of public view can be made for well-designed waste collection systems such as Molok bins.

#### Parking

- c. Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets (See Figure 23).

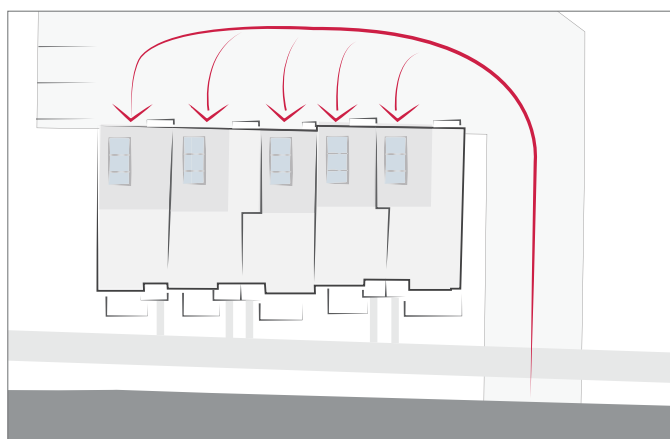


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

- d. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.
- e. Front garages and driveway parking are acceptable in townhouses facing internal strata roads, with the following considerations:
  - » Architecturally integrate the parking into the building and provide weather protection to building entries; and
  - » Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the facade.
- f. Provide visitor parking in accessible locations throughout the site and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include:
  - » Distributed through the site adjacent to townhouse blocks; and
  - » Centralized parking, including integration with shared outdoor amenity space.

**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.

- 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.

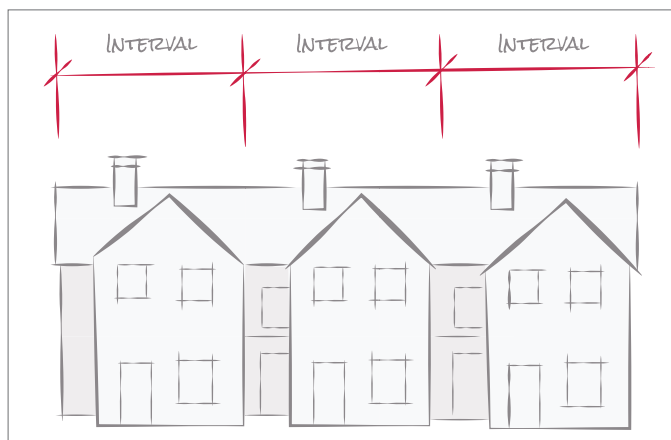


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).

**3.1.6 Building Articulation, Features, and Materials**

**Design Intent**

To enhance liveability, visual interest, and sense of place through building form, architectural composition, and materials.

**Guidelines**

In addition to the strategies outlined in the General Residential and Mixed Use Guidelines:

- a. Design facades to articulate the individual units while reflecting positive attributes of neighbourhood character. Strategies for achieving this include (See Figure 25 & 26):
  - » Recessing or projecting facades to highlight the identity of individual units; and
  - » Using entrance features, roofline features, or other architectural elements.
- b. To maximize integration with the existing neighbourhood, design infill townhouses to:
  - » Incorporate design elements, proportions, and other characteristics found within the neighbourhood; and
  - » Use durable, quality materials similar or complementary to those found within the neighbourhood.



Figure 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 are sensitive to the existing neighbourhood (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

## INFILL HOUSING

### 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.



#### 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).

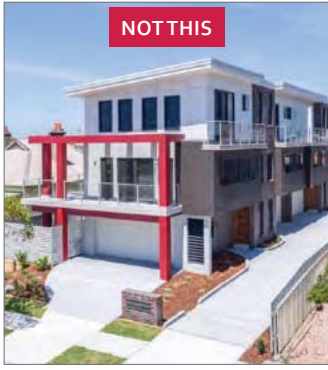
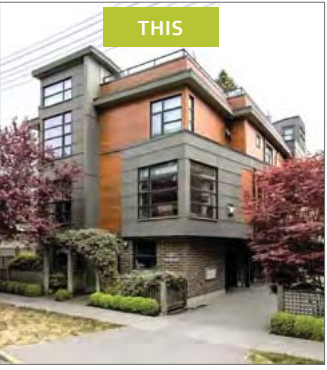


Figure 28: Front doors should be directly accessible via a walkway, porch and/or stoop, and front yards should incorporate complementary landscaping and modest fencing (3.3.1. c, d).

- 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 Figure 33).
- 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).

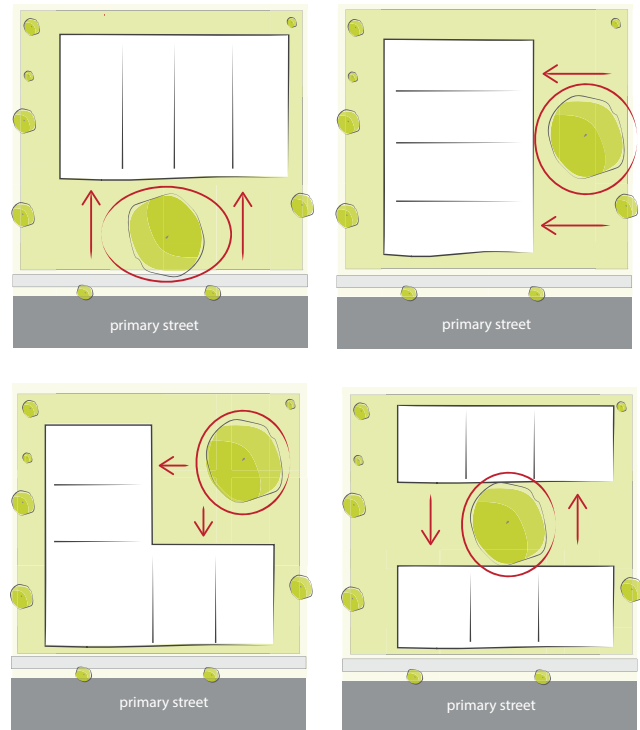


Figure 33: Relaxations on select development regulations may be considered to retain existing mature trees (3.3.3 c).



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.

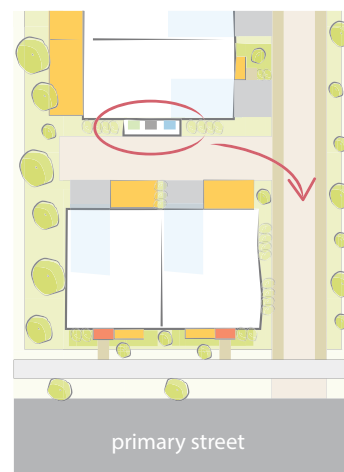
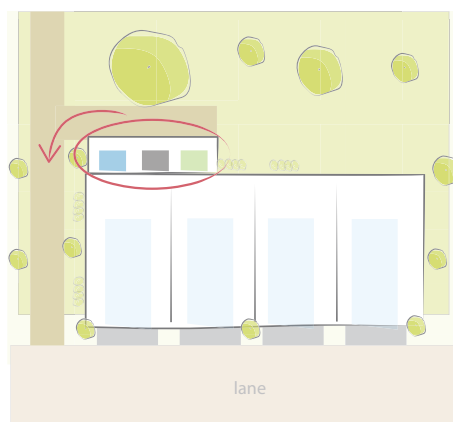


Figure 35: Ensure that garbage and recycling areas do not block laneways, drive aisles, parking stalls, or disrupt pedestrian and traffic patterns (3.3.4 b).



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).

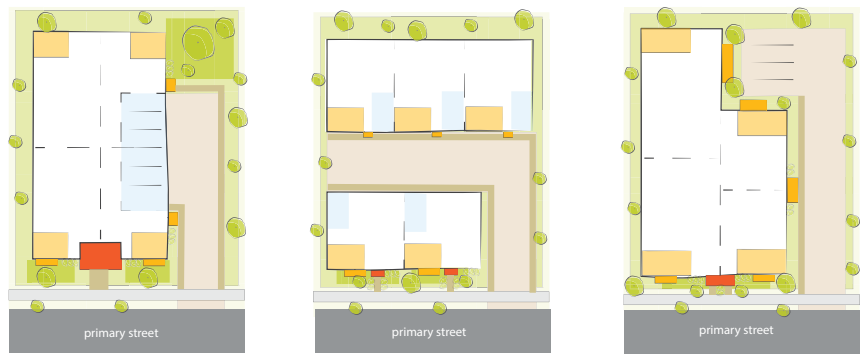
# DEMONSTRATION PLANS – INFILL LOTS

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.

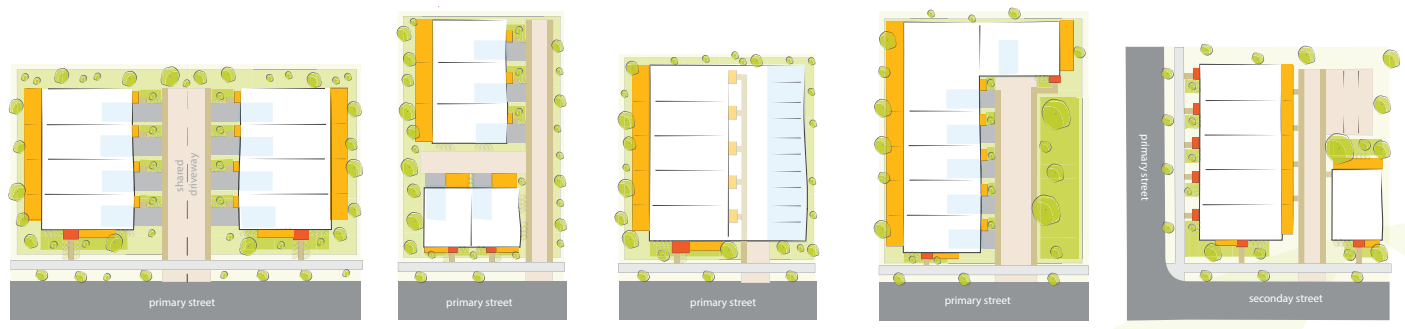
## LEGEND

- Ground-oriented Primary Street Entrance
- Primary Street
- On-site Pathway
- Lane / Shared Driveway
- Ground-oriented Outdoor Space / Entryway
- Sidewalk
- Rooftop Outdoor Space
- Covered Parking
- Greenspace

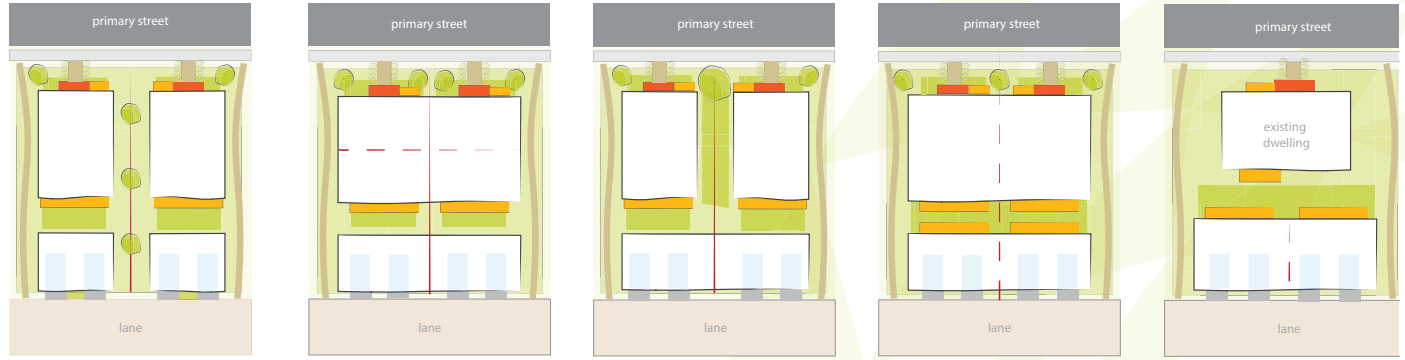
### NARROW LOTS



### WITHOUT LANE ACCESS



### WITH LANE ACCESS









**CITY OF KELOWNA**

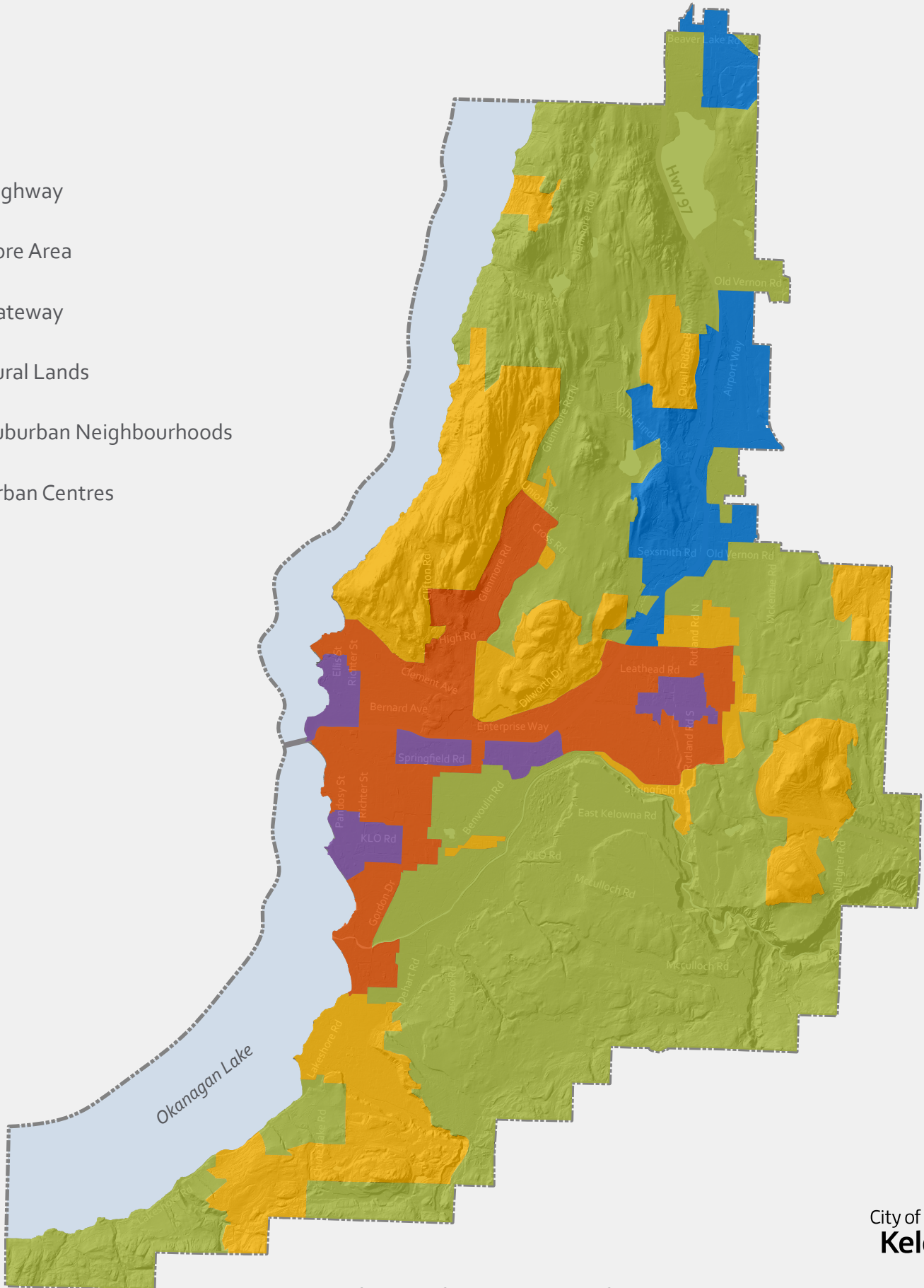
**BYLAW NO. 12649**

**Official Community Plan Amendment No. OCP24-0005  
Small-Scale Multi-Unit Housing and Transit Oriented  
Areas**

**Schedule "D"**

**Map 1.1 Growth Strategy Districts**

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







**CITY OF KELOWNA**

**BYLAW NO. 12649**

**Official Community Plan Amendment No. OCP24-0005  
Small-Scale Multi-Unit Housing and Transit Oriented  
Areas**

**Schedule "E"**

**Map 3.1 Future Land Use**

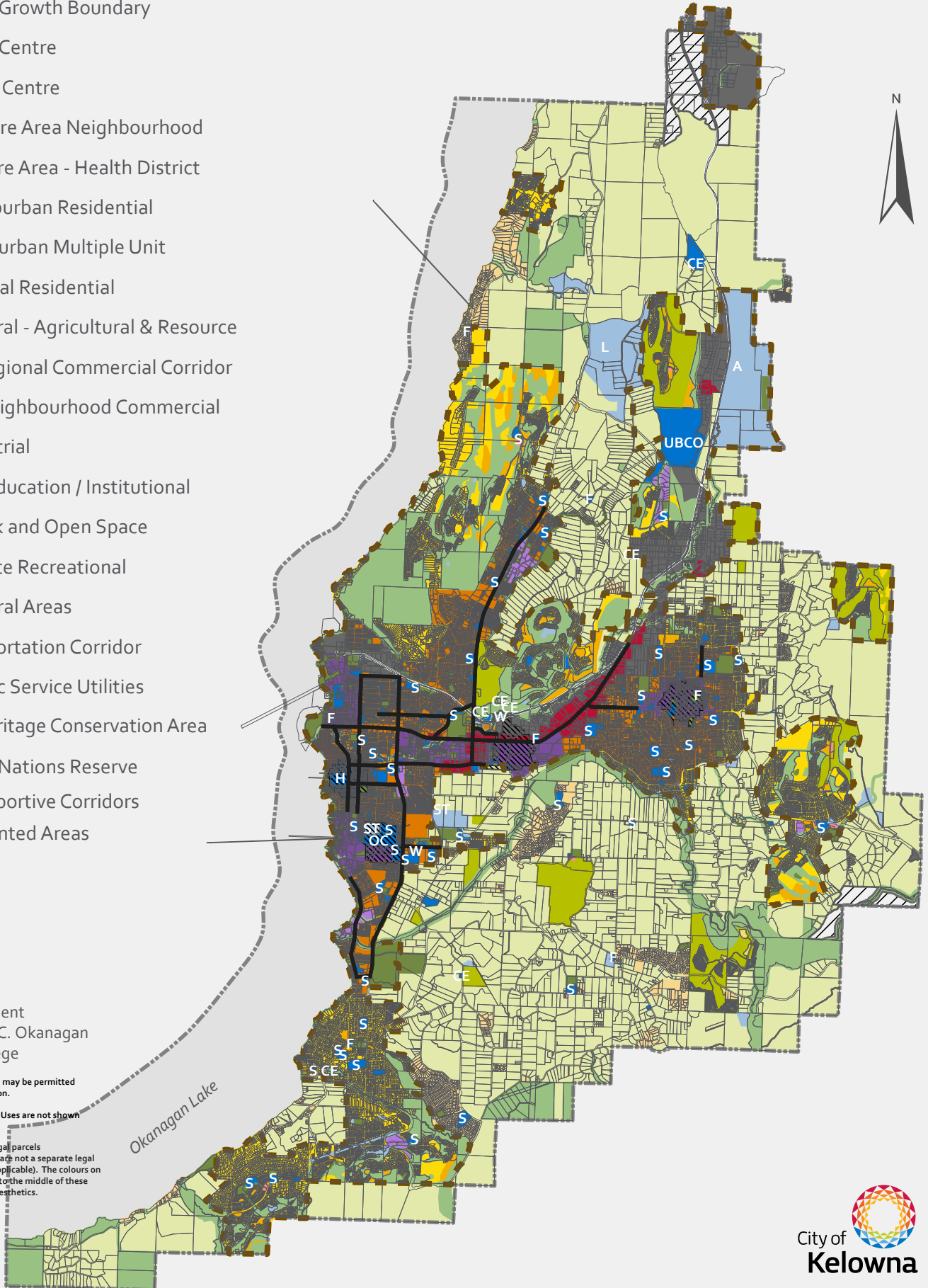
-  Permanent Growth Boundary
-  UC - Urban Centre
-  VC - Village Centre
-  C-NHD - Core Area Neighbourhood
-  C-HTH - Core Area - Health District
-  S-RES - Suburban Residential
-  S-MU - Suburban Multiple Unit
-  R-RES - Rural Residential
-  R-AGR - Rural - Agricultural & Resource
-  RCOM - Regional 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
-  C-HER - Heritage Conservation Area
-  FNR - First Nations Reserve
-  Transit Supportive Corridors
-  Transit Oriented Areas

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

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

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

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



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