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.	• <u>Supporting mid-rise buildings on and around the Okanagan College **Transit Oriented Area**; and</u> • 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~~ <u>in the Rutland **Transit Oriented Area**</u> 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

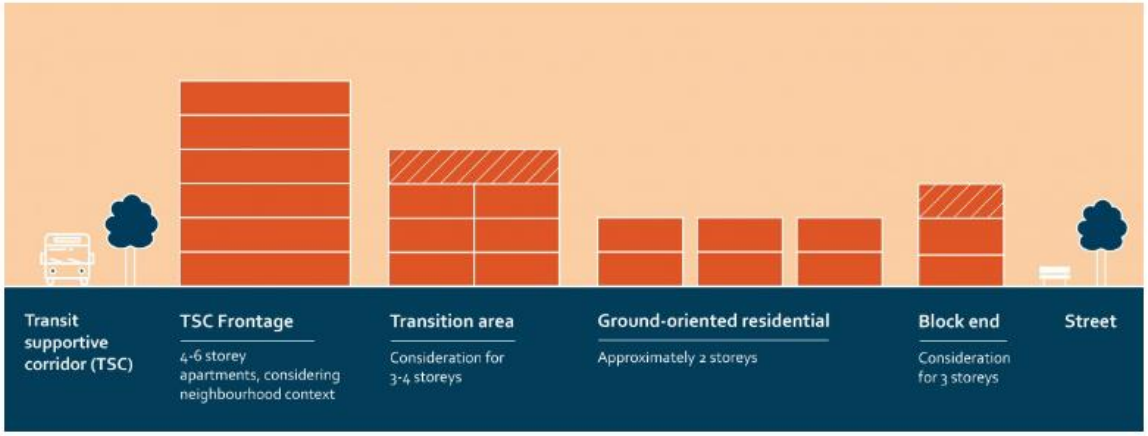
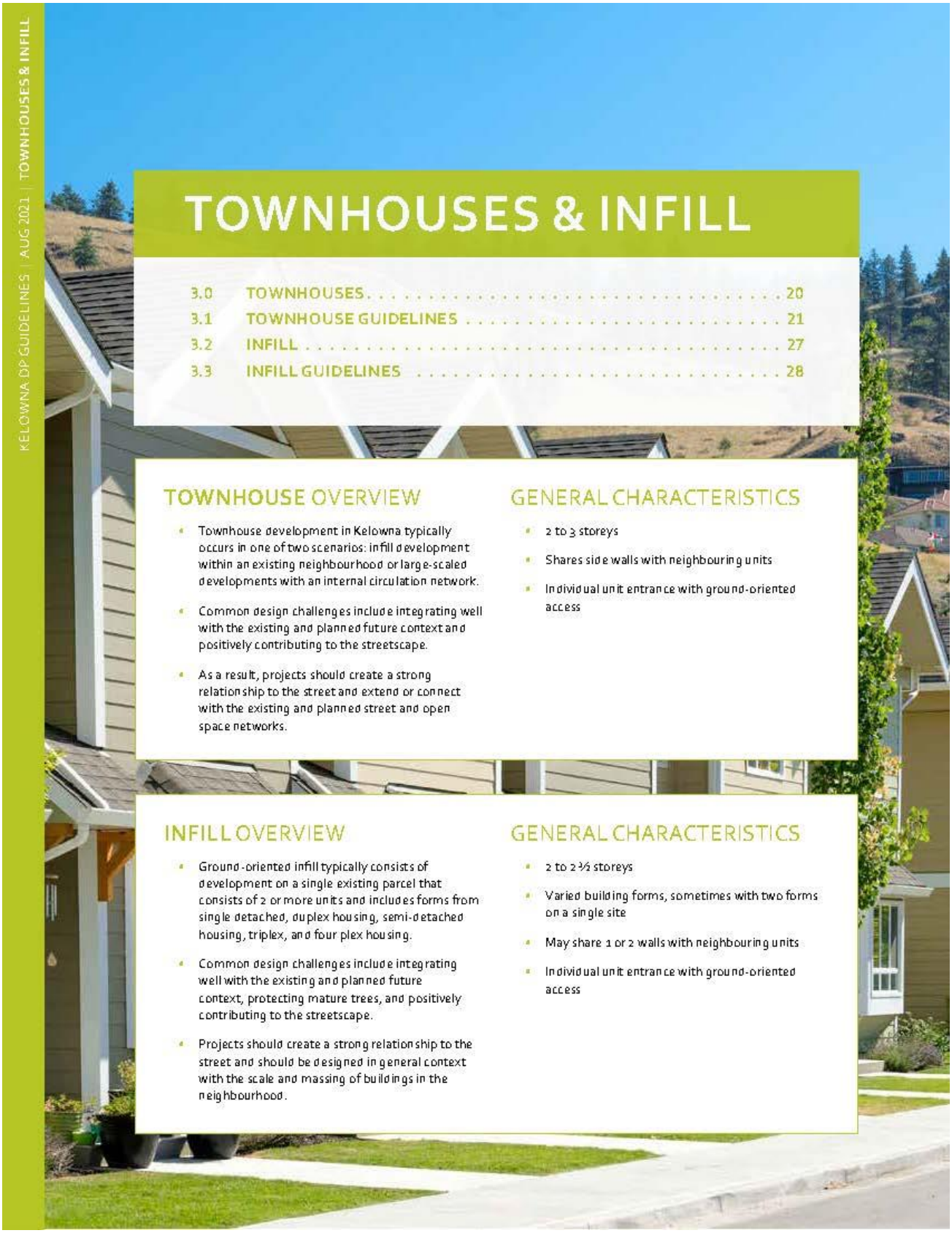


Chart C

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.

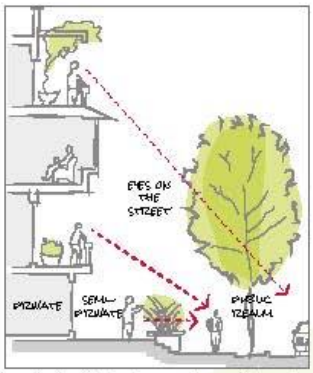


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).

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.

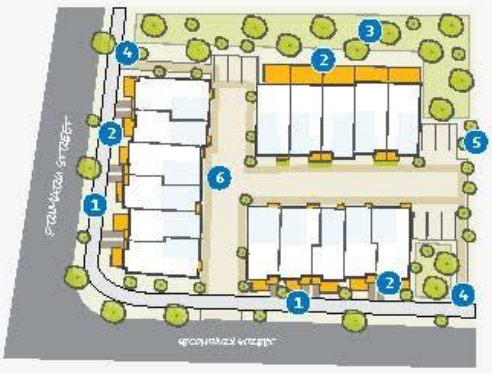
i. Front yard setbacks on internal roads should respond to the height of townhouses, with taller townhouses (e.g., 3 storeys) having greater setbacks to improve liveability and solar access.

Figure 20: Example of a mid-block connection through a townhouse site, with building entries facing onto the path (3.2.3 d).

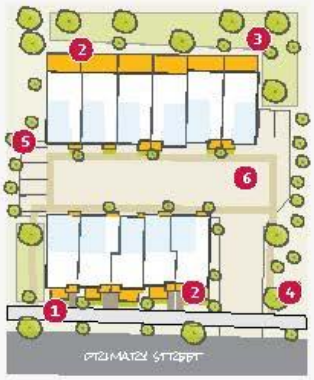
DEMONSTRATION PLANS – INFILL LOTS

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.

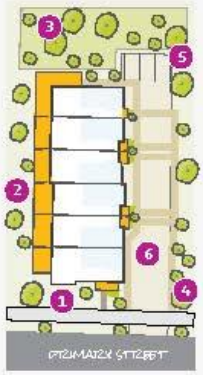
CORNER LOT



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).

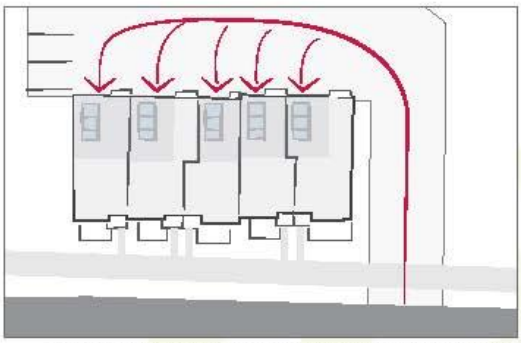


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

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.

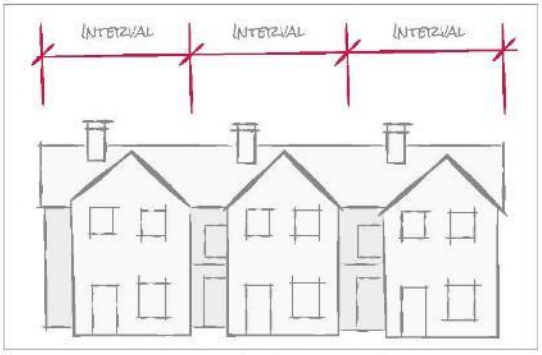


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).

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

3.3.3 Site Planning

Design Intent

To site buildings to enhance liveability, privacy, safety, and accessibility; to increase connectivity to surrounding public spaces; and to contribute towards a healthy urban forest.

Guidelines

a. Locate buildings on a site to:

- Protect mature trees, where possible;
- Maintain general consistency with established setbacks on primary and secondary streets, where possible;
- Maximize sunlight access to interior spaces and to outdoor amenity areas; and
- Avoid any required storm drainage infrastructure, such as rock pits.

b. Provide pedestrian pathways on site to connect:

- Main unit entrances to public sidewalks and open spaces (minimum width of 1.2m, lit);
- Parking areas to unit entrances;
- From the site to adjacent pedestrian/trail/cycling networks, where applicable; and
- The common utility and water servicing location (*See Figure 31*).

Figure 29: Use building height, scale and setbacks to limit height differences between new and existing development in the surrounding area (3.3.2 b).

Figure 30: Break down the massing of large buildings through articulation of individual units and avoid symmetry (3.3.2 c, d).

Figure 31: Provide pedestrian pathways on site to connect sidewalks, open spaces, unit entrances, and parking areas (3.3.3 b).

c. Where multiple buildings are located on a site, ensure that outdoor amenity space provided at grade between the buildings is generous and comfortable.

d. Maintain privacy of units on site and on adjacent properties by minimizing overlook and direct sight lines from the building using strategies such as:

- Off-setting the location of windows in facing walls and locating doors and patios to minimize privacy concerns from direct sight lines;
- Use of clerestory windows;
- Use of landscaping or screening; and
- Use of setbacks and articulation of the building.

3.3.4 Open Spaces

Design Intent

To design landscapes and open spaces that enhance neighbourhood character, that provide high-quality outdoor living spaces that are useable year-round, and that provide a clear transition between the private and public realm.

Guidelines

In addition to the strategies outlined in the General Residential:

a. Design all units to have easy and direct access to high-quality, private outdoor amenity space located at grade that are useable year-round.

b. Provide landscaping in strategic locations throughout to frame building entrances, soften edges, screen parking garages/areas, and break up long facades (*See Figure 32*).

c. Design open spaces and landscaped areas to protect and to feature mature trees on site, where possible. Where mature trees cannot be protected or where there were no mature trees on site, ensure that adequate open spaces are provided that will allow shade trees to reach mature sizes.

d. Design private outdoor amenity spaces to:

- Have access to sunlight;
- Offer privacy; and
- Have landscaped areas to soften the interface with the street or open spaces (*See Figure 33*).

e. Design front patios to:

- Provide an entrance to the unit; and
- Create a semi-private transition zone using landscape plantings or material changes, or modest (max. 0.6m) grade changes (*See Figure 33*).

f. Design rooftop patios to:

- Minimize direct sight lines into nearby units;
- Have access away from primary facades;
- Have parapets with railings; and
- Minimize the impact of rooftop accesses on the overall height and massing of a building.

Figure 32: Provide landscaping that frames building entrances, softens edges, screens parking, and breaks up long facades (3.3.4 b).

Figure 33: Provide usable outdoor, landscaped amenity spaces that create a transition zone from the street to private residential units (3.3.4 d, e).

g. Maximize the use of permeable surfaces in all landscaped and open spaces. Discourage the use of impermeable surfaces, such as poured-in-place concrete.

h. Design outdoor amenity areas so that they are not impacted by parking, mechanical equipment or servicing areas.

i. Design balconies to be inset or partially inset to offer privacy and shelter, reduce building bulk, and minimize shadowing.

j. Design internal driveways to serve as additional shared space using strategies such as:

   - High-quality, permeable pavement materials (e.g.: interlocking, permeable pavers);
   - Providing useable spaces for sitting, gathering and playing; and
   - Providing landscaping that frames and defines pedestrian entrances and soften edges between buildings and hardscapes (*See Figure 36*).

k. Encourage low (1.06m maximum), semi-transparent fencing or railings in the front yard to define the transition between public and private realms. Discourage tall hedges, opaque or tall fencing in the front yard which would limit public interface.

Figure 34: Use permeable paving techniques for driveway areas, and soften paved areas by providing landscaping (3.3.4 j).

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 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.

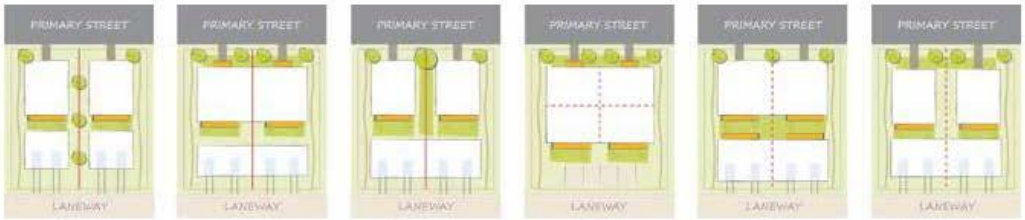
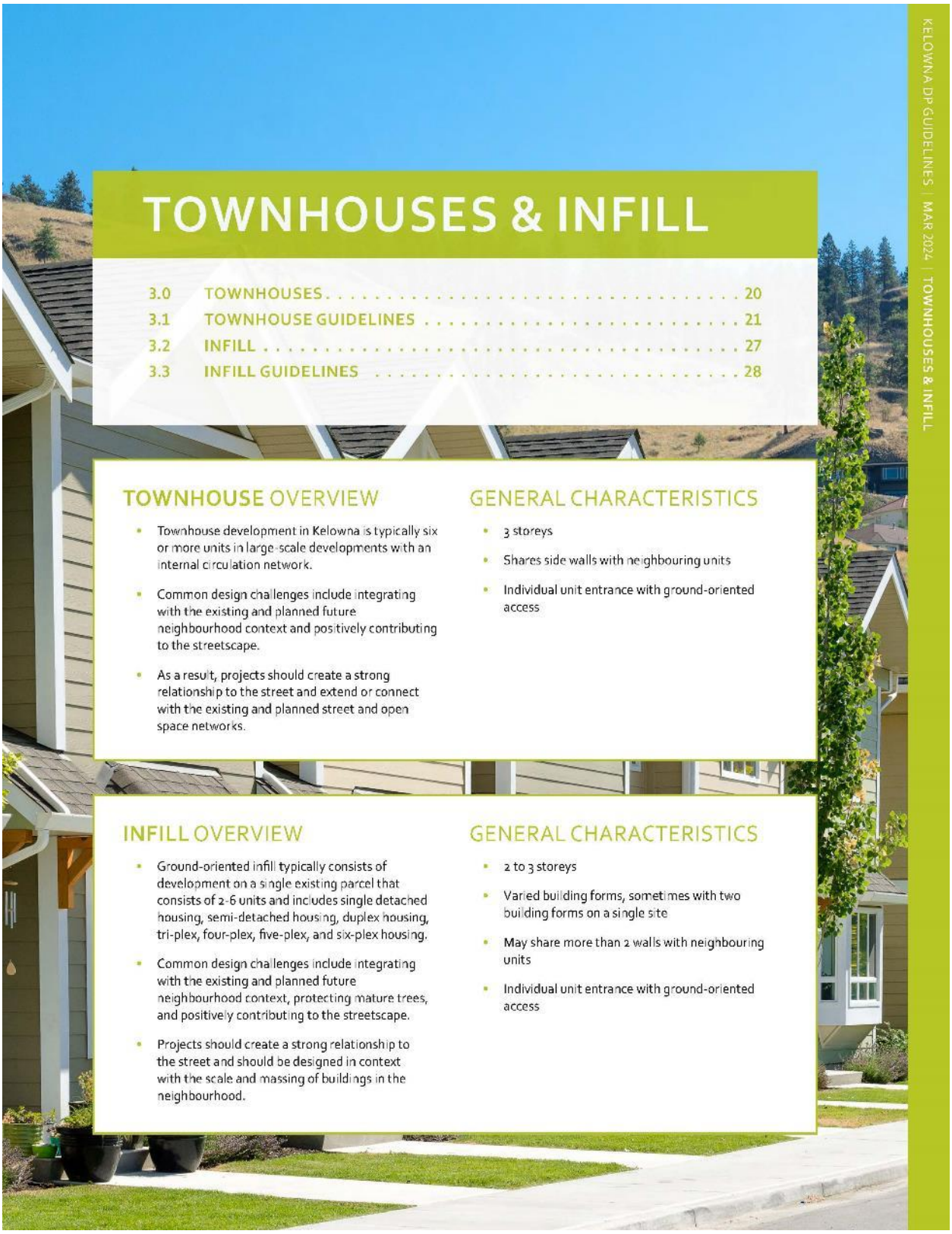


Chart E Proposed – Chapter 18 – Form and Character Development Permit Guidelines – Townhouses and Infill



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.

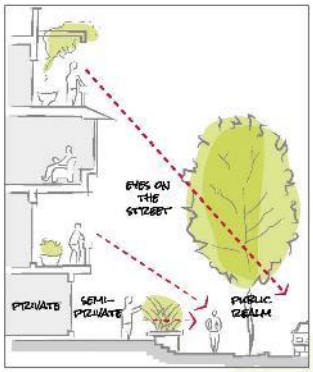


Figure 17: Provide clear front entries, patios and stoops to ensure eyes on the street and provide opportunities for surveillance (3.1.1 a).

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.

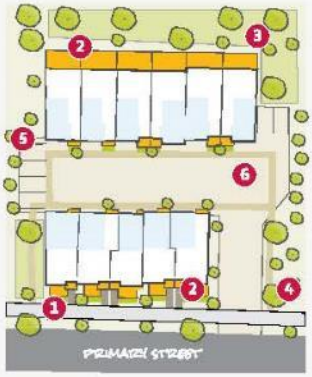
Figure 20: Example of a mid-block connection through a townhouse site, with building entries facing onto the path (3.1.3 d).

DEMONSTRATION PLANS – INFILL LOTS

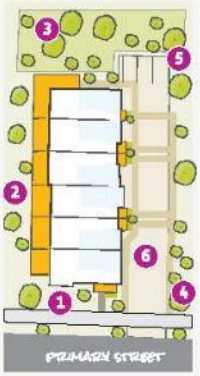
The conceptual site plans on this page and the next demonstrate four common townhouse scenarios with a selection of guidelines to describe key areas for consideration. These plans are not intended to be a 'how to' for developing sites with similar characteristics, but **rather to demonstrate how the 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).

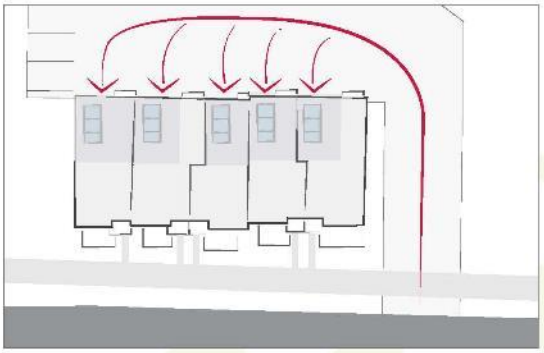


Figure 24: Rear-access parking is preferred in townhouses, in general, and is required for those facing public streets (3.1.5 c).

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.

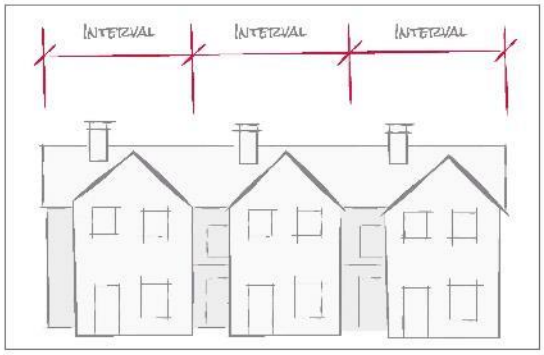


Figure 25: Breaking up a building's facade into a series of intervals creates a more pleasing human scale expression (3.1.6 a).

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).

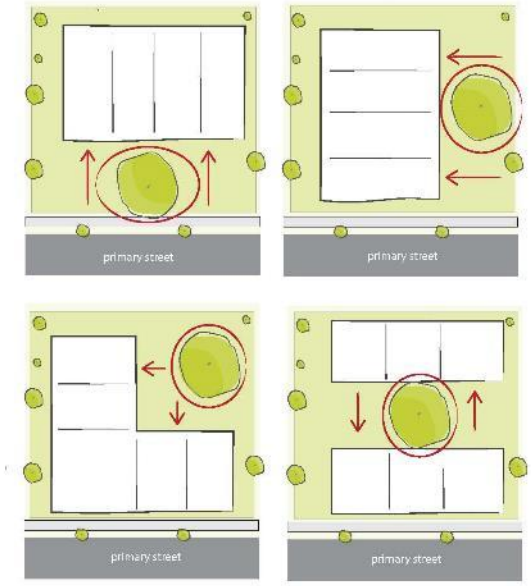


Figure 33: Relaxations on select development regulations may be considered to retain existing mature trees (3.3.3 c).

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.

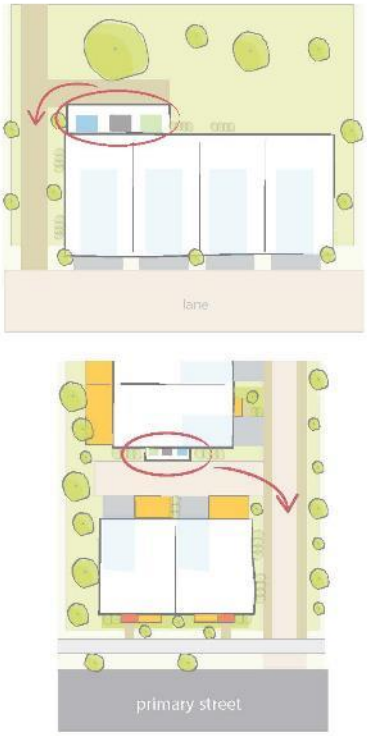


Figure 35: Ensure that garbage and recycling areas do not block laneways, drive aisles, parking stalls, or disrupt pedestrian and traffic patterns (3.3.4 b).

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).

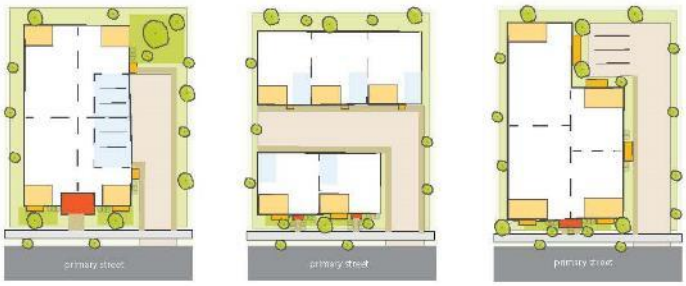
DEMONSTRATION PLANS – INFILL LOTS

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



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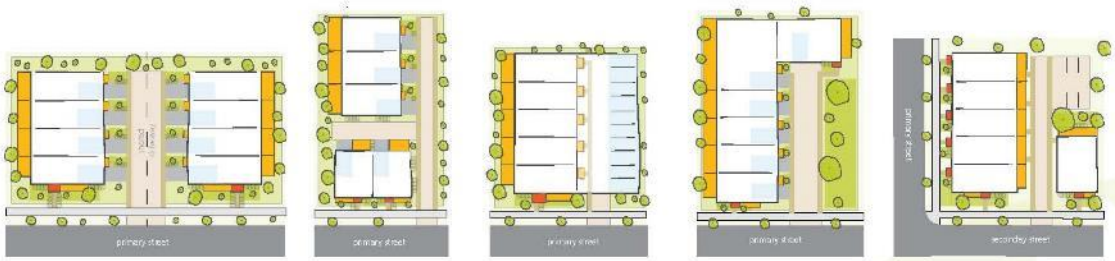
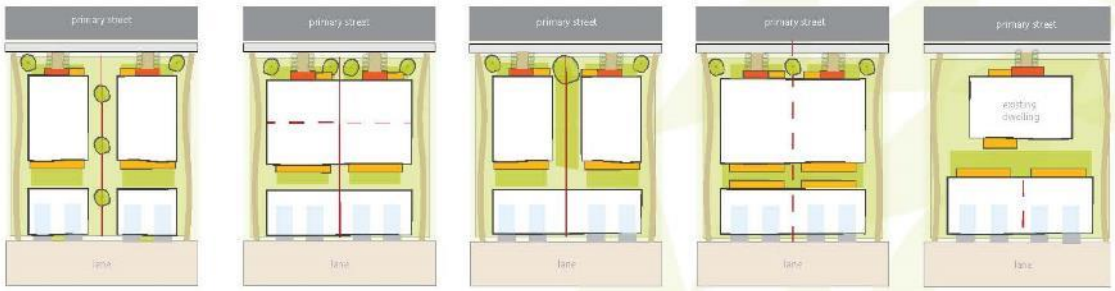


WITH LANE ACCESS



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

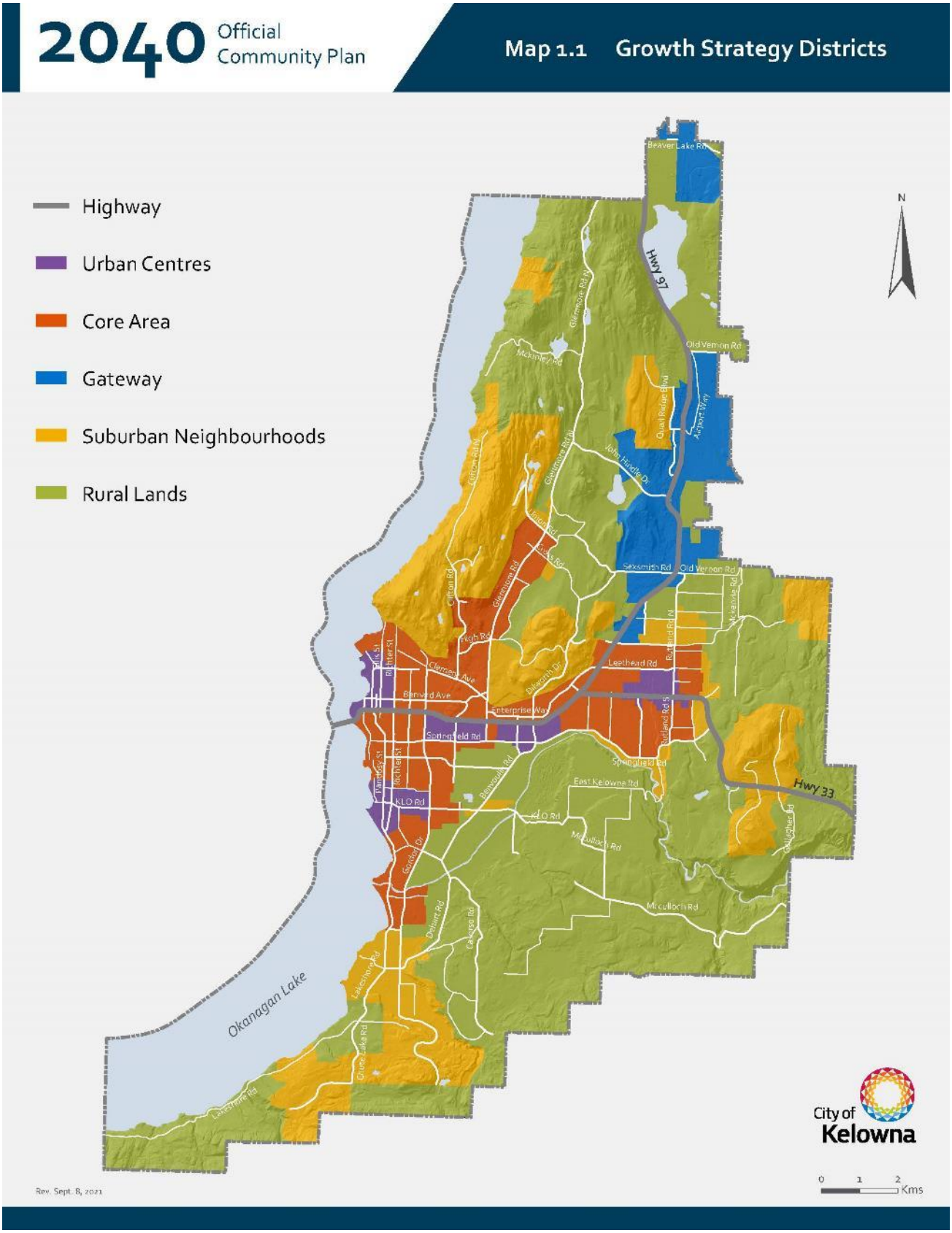


Chart G Proposed – Map 1.1 Growth Strategy Districts

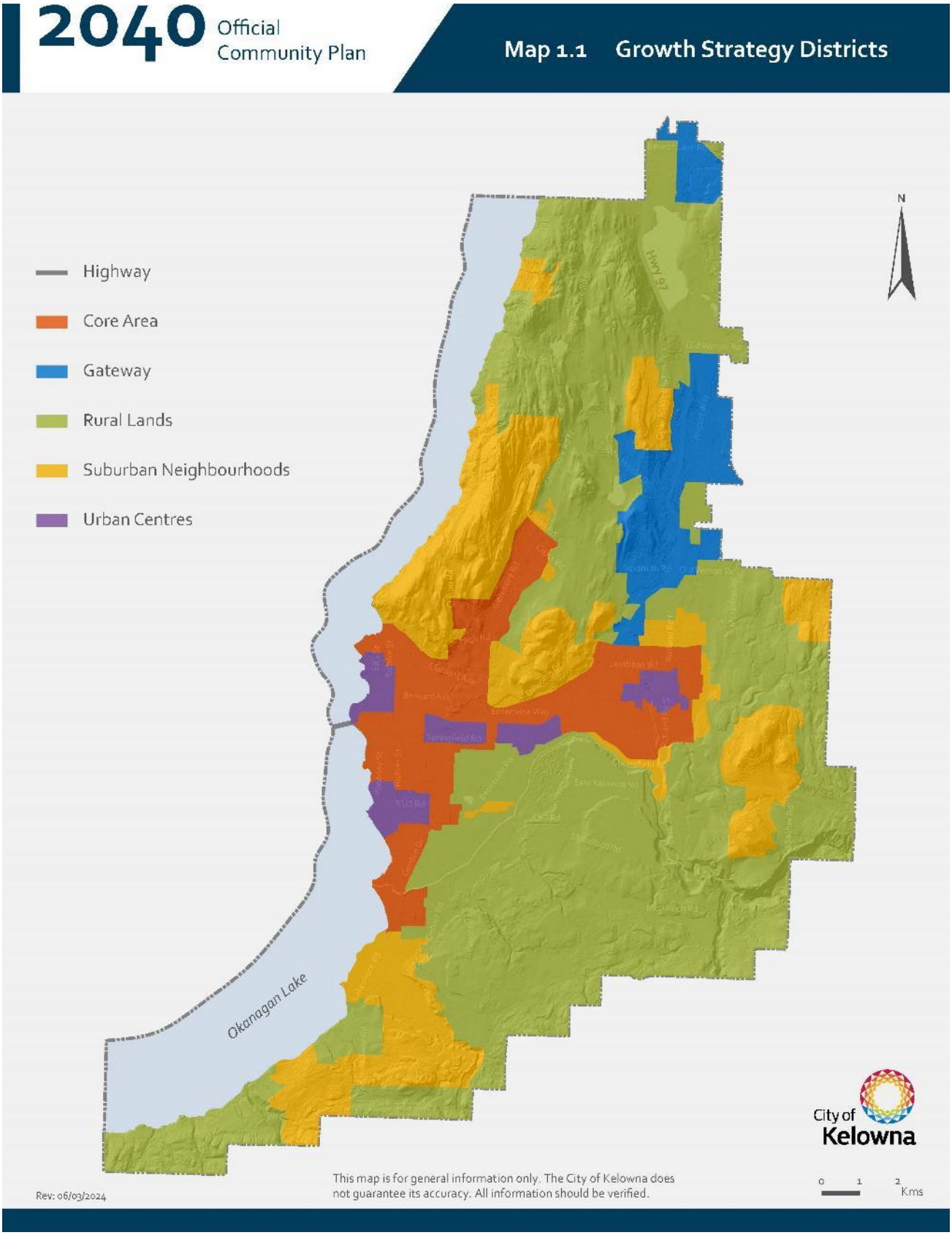


Chart H Existing – Map 3.1 Future Land Use

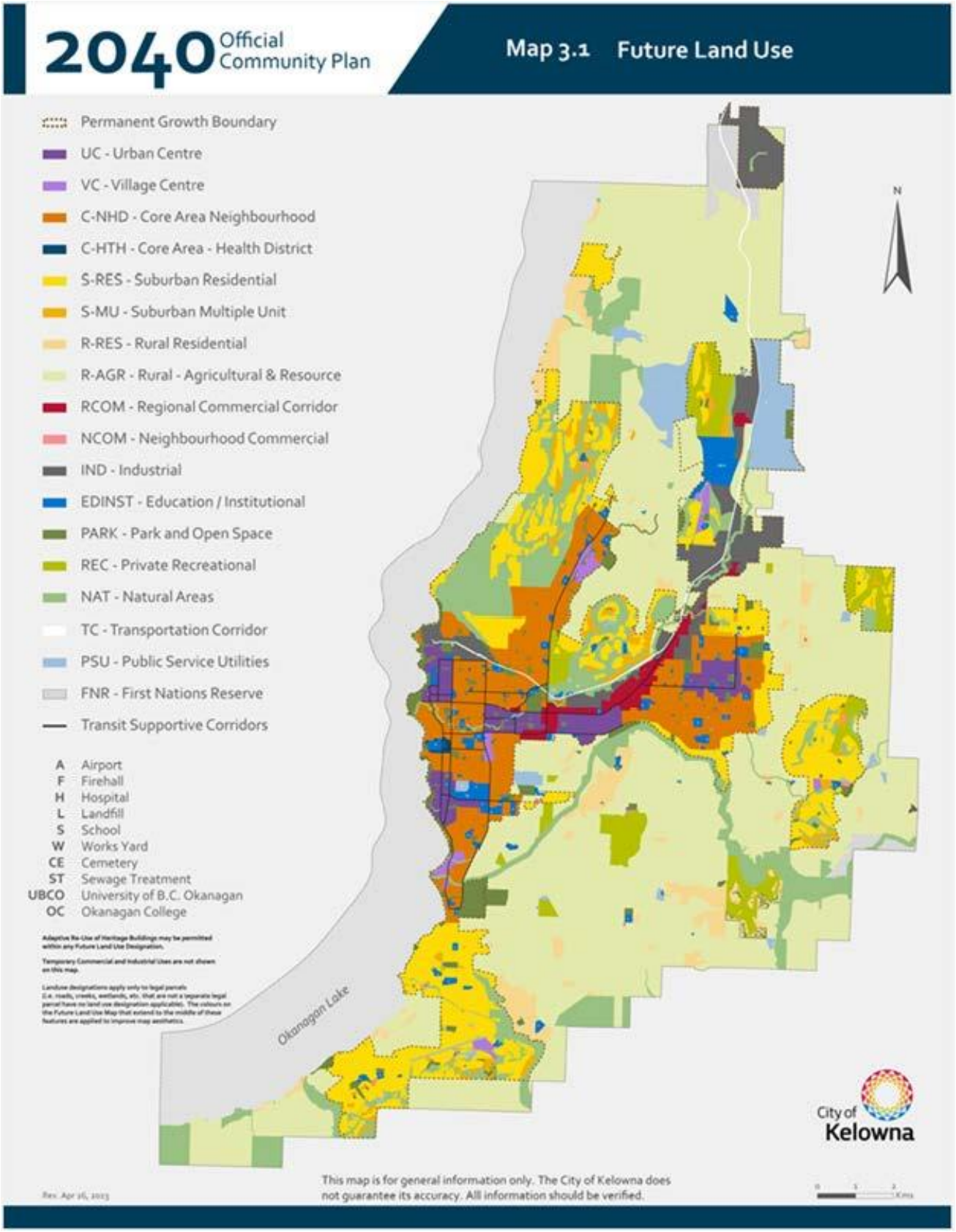


Chart I Proposed – Map 3.1 Future Land Use