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Definitions:

Airshed – means a definable portion of the atmosphere that overlies a particular landscape. The Okanagan Airshed is defined as the Okanagan Valley, from Osoyoos to Enderby.

Cluster Housing – means single detached, semi-detached or row housing grouped within a confined area of a single lot or group of lots, in order to preserve or maintain steep sloped areas, natural features, open space or environmentally sensitive areas on the balance of the property.

Community Amenities – means any number of amenities important to the community such as, but not limited to the following: open space - parking structures in commercial areas - public plaza - off street pedestrian / bicycle facilities - public pier - bike racks / bike storage lockers - waterfront / creek walkway - employee shower facilities - child care / adult care facilities - recreation facilities - youth centre / senior's centre - streetscape improvements - extra landscaping - playground equipment - tree preservation - observation areas / decks - stream enhancement - multi-purpose community space - preservation of unique environments - cultural / entertainment facilities - preservation of heritage structures - rooftop landscaped public space - accessibility features - public art - underground parking

Density Gradient – means a graduated increase in housing units per hectare, measured in series of density ranges, for the determination of Development Cost Charges.

Development Cost Charges – means a fee per unit of housing, or equivalent unit for commercial or industrial uses, payable to the City for the provision of funds to assist the City in paying the capital costs of providing, constructing, altering or expanding services (parks acquisition, roads, sanitary sewer, sanitary sewer treatment, storm drainage and water) in order to serve directly or indirectly, the development in respect of which the charges are imposed.

Ground Oriented Housing – means housing where each dwelling unit has direct access to and from the unit and private open space at grade level, rather than from a common entrance or hallway.

Large Scale Commercial – means land intensive commercial development such as warehouse outlet retail uses.

Manufactured Home – means a mobile home as defined in the Zoning Bylaw or a prefabricated home manufactured elsewhere and assembled on a pad or foundation.

Mixed Use – means a development where different uses are combined within the same building or property, such as commercial / residential or commercial / industrial projects.

NIMBYism – means collective opposition taken against proposed change, both physical and social, based on the belief that change will have a negative effect on the character, socio-economic status, or quality of life in a neighbourhood (the acronym stands for Not In My Back Yard).

Noise Exposure Forecast (N.E.F.) – means a system for predicting community noise impact and reaction, based on approved official contours prepared by Transport Canada of the cumulative measure of the total daily (24 hour) aircraft noise exposure of communities around airports, taking into account the numbers and types of aircraft operations, their typical noise signatures, flight paths and the time of day. *(The NEF values are not numerically equivalent to actual levels of aircraft noise measured in the community.)*

Noise Planning Contours - means non-official noise contours, prepared by an agency other than Transport Canada, to compare alternative traffic scenarios for airport and community planning purposes.

Non-Point Source Pollution – means a collection of many smaller contributions of pollutant that ultimately lead into an undesirable effect on the environment. The term non-point is used to distinguish this type of pollution from point source pollution, which comes from a specific source.

Ravine – means a narrow, steep-sided valley that has been eroded by running water and with slope grades greater than 3:1.

Religious Assembly Associated Housing – means multiple unit housing for church congregation members built on the same property as the church.

Religious Assembly Oriented Housing – means multiple unit housing for church congregation members built on a separate site within close proximity to the church.

Riparian Area – means the area adjacent to a stream that may be subject to temporary, frequent or seasonal inundation, and supports plant species that are typical of an area of inundated or saturated soil conditions, and that are distinct from species on freely drained adjacent upland sites because of the presence of water.

Riparian Management Area (RMA) – means a specified setback area as outlined in Table 7.1 that is comprised of the Riparian Reserve Zone, or the Riparian Management Zone, or both. The width of these areas is determined by attributes of the stream and adjacent terrestrial ecosystems.

Riparian Management Zone (RMZ) – means a setback area of a stream generally located outside of the Riparian Reserve Zone, or where there is no Riparian Reserve Zone, it is that area located adjacent to a stream. The Riparian Management Zone is established to conserve and maintain the productivity of aquatic and riparian ecosystems where specified or approved development is permitted and is in the public interest (maintain no less than 50% native vegetation retention). The setback area will be determined based on an environmental review.

Riparian Reserve Zone (RRZ) – means a setback area established on both sides of a stream, immediately adjacent to the stream, that is comprised of the protected natural feature and its riparian (leave strip) area. The Riparian Reserve Zone is to remain in a largely undisturbed state, and is established to conserve and maintain the productivity of aquatic and riparian ecosystems (100% native vegetation retention). The setback area will be determined based on an environmental review.

Steep Sloped Areas – means lands in their natural state that have a slope angle of 30 % or greater for a minimum horizontal distance of 10 metres.

Stewardship – means taking responsibility for the well being of the environment and taking action to restore and protect that well being.

Urban Centre:

- **City Centre** (Downtown) – means a vibrant, amenity-rich area wherein different land uses frequently occur within the same building and almost always occur within any given one-block area. City Centres contain a variety of housing types, the presence of which contributes to social diversity. City Centres are highly urbanized environments in which non-automobile forms of transportation are given highest priority. Cars will primarily be parked in parkades, at on-street parking meters, or at small, common surface parking lots. In addition to being a primary tourist and entertainment draw, City Centres will draw people for work, shopping, and recreation from a city population of at least 80,000. City Centres are located at least 2 kilometres from the core of a Highway Centre or Town Centre. Typical zoning would be C7 Central Business Commercial or C4 Town Centre Commercial.
- **Town Centre** (S. Pandosy / Rutland) – means a vibrant, amenity-rich area wherein different land uses frequently occur within the same building and almost always occur within a one-block area. Town Centres contain a variety of housing types, the presence of which contributes to social diversity. Town Centres are highly urbanized, pedestrian-friendly environments that draw people for work, shopping, and recreation from a broad community of approximately 25,000 residents living within approximately 2 kilometres. Town Centre cores are located at least 2 kilometres from the core of other Town Centres, a City Centre, or a Highway Centre. Typical zoning would be C4 Town Centre Commercial.
- **Highway Centre** (Highway 97 / Springfield) – means an area containing a concentration of retail facilities which market, to a regional population of at least 120,000, items that are primarily large, expensive and/or infrequently purchased. Highway Centres contain a mix of housing opportunities for those wishing to live close to area amenities and employment opportunities. Highway Centres provide for a broad range of transportation options (private vehicle, pedestrian, bicycle, transit etc.). The cores of “Highway Centres” will generally be located at least 10 km from each other and at least 2 kilometres from the core of a City or Town Centre. Typical zoning would be C6 Regional Commercial or C4 Town Centre Commercial.
- **Village Centre** (Glenmore / North Mission / Southwest Mission / University / Black Mountain / Guisachan / Capri / other villages within the City Centre) - means a cluster of small-scale, residential, retail, and office uses, which provide for convenience needs of area residents. Village Centres are located along an arterial or collector road and would typically be present where there are at least 8,000 people living within a two kilometre radius in an area not served by City or Town Centre commercial facilities. The total commercial component of such a centre is no larger than 7,000 m². One “anchor” may account for up to 30% of the total floor space, but individual stores would typically be a maximum of 140 m² (restaurants might be slightly larger). Typical zoning would be C3 Community Commercial.

- **Neighbourhood Centre** (Okanagan Mission / Crawford / McCulloch / Gallaghers Canyon / Bankhead / S Glenmore / Dilworth / Rutland / Tower Ranch / Glenmore Highlands / McKinley / Ellison Lake) – means is a small node (max. 3,000 m²) of retail/service outlets located along an arterial or collector road. Neighbourhood Centres provide limited goods/services for the convenience needs of nearby residents. One “anchor store” may account for up to 235 m² of floor space, but individual stores are rarely larger than 140 m² (restaurants might be somewhat larger). Generally, Neighbourhood Centres would be located where there are approximately 3000 people living within a one kilometre area not serviced by City, Town or Village Centres commercial facilities. Typical zoning would be C2 Neighbourhood Commercial.

Walled Communities – means large developments enclosed on all sides with walls or other physical or visual barriers to access.

Watershed – means all of the water and all of the land that drains into a common catchment area.

Wetland – means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal conditions that supports vegetation typically adapted for life in saturated soil conditions including, but not limited to swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain.

Wildland Fire Hazard – means lands located in natural areas where existing grasslands or forested areas are a potential fire hazard.

Xeriscape – means landscaping based on the use of native or indigenous vegetation that is drought tolerant and requires less water to sustain growth.



INTRODUCTION

Purpose, Scope, Duration

The purpose of our Official Community Plan (OCP), Kelowna: Planning our Future, is to provide a policy framework and civic action program directed at enhancing the quality of life for citizens of Kelowna. Specifically, the Official Community Plan:

- gives tangible direction to the community goals expressed in the Kelowna Strategic Plan (1992);
- guides civic activities in a manner which will sustain or improve the environmental, economic and social qualities of the community;
- guides the orderly and cost efficient phasing of land use and servicing;
- ensures the City of Kelowna conforms to provincial requirements regarding eligibility for grants or cost-sharing programs;
- provides a clear outline of the City's intentions with regard to future land uses and servicing for the cross-section of interests across the community;
- provides the basis for further integration of City, Regional District and valley-wide initiatives.

The Official Community Plan (OCP) includes a discussion of community goals, current conditions, projected future requirements, objectives and policies for those activities that affect the environmental, social and economic health of individuals and the community as a whole.

The Official Community Plan (OCP) is based on population projections with a base year of 1994. The Plan will guide development activity and provide both short and long-term directions from the date of adoption in 1995 until 2013. The Plan will be re-evaluated every five years to ensure that it continues to reflect community needs and desires.

The preparation of the Official Community Plan (OCP) has enabled the City to formulate a specific action program and associated capital budget for the immediate years ahead, while also considering the longer term civic impact of major developments which will result from projected population increases.

OCP Relationship to Other Plans

There are a number of planning documents that influence the nature and direction of activities within the City of Kelowna. These documents range in scope from those which provide broad directions on appropriate land uses to those which influence the layout of buildings on particular properties. The following paragraphs explain how various documents affect development, beginning with the documents having the broadest scope and proceeding to those of a narrower focus. The relationship between the different levels of planning is illustrated in Figure A.

Official Community Plan

An Official Community Plan (OCP) is a comprehensive statement of the City of Kelowna's broad objectives and policies respecting the form and character of existing and proposed land use and servicing requirements in the area covered by the plan. The policies contained in the OCP provide the framework for more detailed Neighbourhood and Sector Plans. Once the OCP is adopted, all bylaws enacted and works undertaken by City Council must be consistent with the OCP. On an on-going basis, planning staff carefully monitors development activity and the effectiveness of all OCP policies. A major review of the Official Community Plan occurs approximately every five years.

Sector Plan

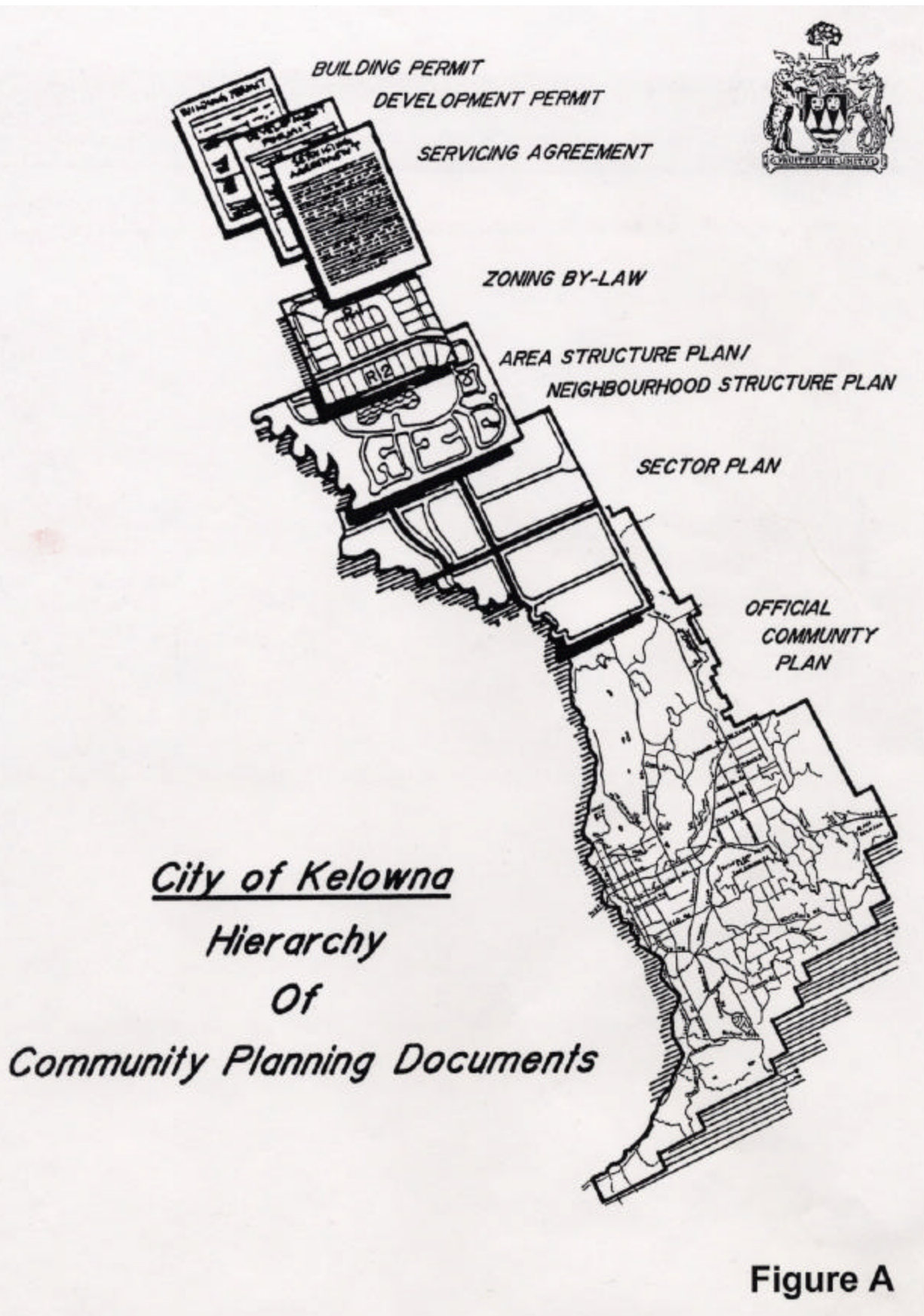
A Sector Plan provides the intermediate link between the Official Community Plan and the Neighbourhood Structure Plan or Area Structure Plan. It is a framework for the future development of an area that is considered as an integrated planning unit. The Sector Plan is a non-statutory document that provides general guidelines directed towards ensuring the orderly and efficient development of a plan area. The Sector Plan addresses essential services and facilities, land use, transportation system, population density and sequencing of development. Full consideration must be given to the costs and benefits of various actions upon the present and future social, economic, and environmental fabric of the area. The Sector Plan will adhere to the intent and spirit of the Kelowna Official Community Plan, the Zoning Bylaw, the Kelowna Strategic Plan and various municipal policies related to planning and development. Sector Plans will be endorsed by Council and only specific OCP related policy changes and Future Land Use designation changes will be brought forward as an OCP amendment.

To date, Sector Plans have been prepared for the Glenmore/Clifton/Dilworth, Black Mountain, Highway 97 North, Southeast Kelowna, Southwest Okanagan Mission, North Mission/Crawford, Rutland, and South Pandosy/K.L.O. areas.

Neighbourhood Structure Plans

Neighbourhood Structure Plans provide the link between the Official Community Plan and an actual development proposal.

Neighbourhood Structure Plans (NSPs) are undertaken for developed areas of the City where there are existing services and multiple landowners. Because of the greatly fragmented ownership, the City will undertake the preparation of Neighbourhood Structure Plans, at the direction of Council, for developed areas of the City experiencing pressures for development or re-development.



Neighbourhood Plans are non-statutory documents that address land use, design, servicing, and transportation issues within specific areas of the City. Neighbourhood Plans will be endorsed by Council and only specific OCP related policy changes and Future Land Use designation changes will be brought forward as an OCP amendment.

To date, Neighbourhood Structure Plans have been prepared for the Ambrosi, Five Bridges, Hartman Road, North Central, North End, and South Central areas.

Area Structure Plans

Area Structure Plans (ASPs) shall be prepared by an individual landowner or owners of the majority of land for areas identified in the Official Community Plan as ASP areas, or for areas where the proponent is contemplating a proposal which:

- does not conform to the purpose and intent of the Official Community Plan; and is of sufficient magnitude in terms of population, units of development, servicing constraints, social impact or economic burden on the municipality; or
- in Council's view may affect adjacent properties, land use or the natural environment; or
- in Council's view may be affected by hazardous conditions; or
- in Council's view may affect municipal heritage sites, or a revitalization area; and
- such other matters as may be required, unique to the plan area under consideration.

ASP's provide an inventory of existing conditions, a statement of development objectives and policies, information on the natural environment and associated influences on development, identification of major future land use by type and density, general location of transportation networks, identification of need for major institutional facilities, and information on the location and type of development permit areas.

The Plan area shall be as outlined in the OCP or as authorized by resolution of Council. The Plan will work towards those objectives and policies stated in the OCP. Area Structure Plans are non-statutory documents that will be endorsed by Council, and only specific OCP related policy changes and Future Land Use designation changes will be brought forward as an OCP amendment.

Zoning Bylaw

The Zoning Bylaw governs land use and the form, siting, height and density of all development within the City boundaries to provide for the orderly development of the community and to avoid conflicts between incompatible uses. The bylaw divides the City into residential, commercial, agricultural, institutional, industrial and water zones. Each of these zones has its own specific regulations. The OCP provides guidance for future changes to the Zoning Bylaw.

Servicing Agreement

The Subdivision, Development and Servicing Bylaw specifies regulations for the subdivision of appropriately zoned lands and prescribes servicing requirements for the provision of roads and public utilities.

Development Permit

Development Permits control landscaping, and the siting, form and exterior appearance of buildings. They do not influence use or density (which are controlled by the zoning bylaw). Development Permits are used to protect the natural environment, protect development from hazardous conditions, revitalize commercial areas and to establish objectives and provide guidelines for the general form and character of commercial, industrial, or multiple unit residential development. Proposed developments must meet established criteria for the relevant Development Permit area. These criteria are outlined in the respective chapters of the OCP. Council must approve a Development Permit before construction or alterations can take place on properties situated within designated Development Permit Areas, unless a waiver has been granted.

Building Permit

A Building Permit is required for the construction, alteration or extension of a building or part of a building. A Building Permit is issued when the proposed construction complies with building code requirements and applicable bylaws.

Goals for Kelowna

As part of the preparation of Kelowna's Strategic Plan in 1992, a number of community goals were identified which reflect the desires and aspirations of a broad cross-section of interests across the City. These goals address major aspects of the community -- environmental, social, economic, and governmental. Based on these community aspirations, the series of goals outlined below provide the fundamental direction for the Official Community Plan from which future civic initiatives will flow. The goals for the City of Kelowna are:

1. To grow gracefully and in harmony with Kelowna's natural environment;
2. To encourage economic opportunities and prosperity for all residents by maintaining a healthy community and sustainable local economy;
3. To be wise custodians of our natural environment in order that the lifestyle we enjoy today may be appreciated by future generations;
4. To identify and protect significant natural areas;
5. To prevent deterioration in the quality of water of Lake Okanagan or in the cleanliness of Kelowna's beaches;
6. To improve access to urban and natural areas of our community to ensure participation of citizens of all ages and needs;
7. To grow at a pace that takes into account the ability of government agencies to provide and maintain important public services such as underground utilities, schools, parks and recreation, health facilities, roads and transit and emergency services;
8. To maintain agriculture as a viable sector of the City's economy;
9. To preserve land within the City which is suited to agriculture now or in the long term;
10. To support a pattern of integrated urban development which takes full advantage of the existing social and physical infrastructure including roads, sewer systems, schools, parks and recreation facilities;
11. To support a pattern of urban development which ensures there will be a full range of housing types, densities, sizes and prices/rents;
12. To provide a range of transportation options for Kelowna residents which are safe, convenient and economically viable;
13. To respect our heritage and preserve special features of our past for the benefit of present and future generations;
14. To encourage and support a vibrant and lively arts community;
15. To recognize and support the multi-cultural diversity of our population;

16. To continue to work co-operatively with other agencies and jurisdictions in the Okanagan Valley to tackle those challenges, which transcend boundaries, including atmospheric and water quality conditions;
17. To continue to provide Kelowna residents with a range of high quality, well managed municipal services;
18. To use a full range of options to generate sufficient revenues to pay for municipal services, including long term borrowing, property taxes, grants from the Provincial Government, user fees and development cost charges;
19. To facilitate communications between Kelowna residents and the administrative structures and agencies of the City and provide additional ways to support citizen input into major decisions made by City Council.



REGIONAL CONSIDERATIONS

Commitment to Regional Co-operation

Recent changes to the provincial *Local Government Act* have triggered a comprehensive examination of local jurisdictions' roles in the achievement of regional goals. In 1996, work began on the creation of a Regional Growth Management Strategy. The *Local Government Act* defines the purpose of a regional growth strategy to be the promotion of human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources.

In June 1999, Kelowna City Council endorsed a Growth Management Strategy Bylaw, which committed Council to work with other local jurisdictions in the Regional District to resolve common challenges. In endorsing the Growth Management Strategy, Kelowna agreed to ensure its OCP is consistent with the direction of the Growth Management Strategy. The Regional District has now adopted the Growth Management Strategy Bylaw and under provincial legislation member municipalities have two years from the date of adoption to prepare regional context statements that indicate how the municipality's OCP reflects and implements the regional growth strategy. As part of the Regional Growth Management Strategy Kelowna also agreed to work with other local jurisdictions to discuss and resolve issues relating to:

- regional governance and service delivery
- housing
- environmental protection
- water resources
- air quality
- economic development
- transportation

Regional Context Statement

The Growth Management Strategy Bylaw has been adopted (June 2000) by the RDCO Regional Board and deemed by the Minister of Municipal Affairs and Housing to be a regional growth strategy. This Official Community Plan (OCP), Kelowna: Planning our Future, reflects and implements the major growth management policies of the Regional Growth Management Strategy. Specific policy directions of the OCP that will fulfil policies of the Regional Growth Management Strategy are as follows (Growth Management policies paraphrased in bold):

1. **Containing urban growth and supporting growth and redevelopment in existing settlement areas with full urban services.** Chapter 5 - Growth Management policies in general, and particularly:
 - Policy 5.1.3 Establish a new rural residential zone with larger minimum parcel sizes to discourage peripheral development.
 - Policy 5.1.7 Minimizing impact on agricultural lands by directing urban development to lands within the Urban Defined Area.
 - Policy 5.1.10 Focuses on developing a compact urban form.
 - There are also numerous policies throughout the document that focus development on existing Urban Centres: Chapter 6 - Urban Centres, Chapter 8 - Housing and Chapter 9 - Commercial.
2. **Residential development should include a range of housing types, densities and affordability options.** Chapter 8 - Housing includes a major section and numerous policies on affordable, special needs and rental housing. In addition, there are specific policies on providing various housing forms:
 - Policy 8.1.36 Encouraging ground oriented multiple unit housing.
 - Policy 8.1.37 Encouraging family oriented townhouses or apartments.
 - Policy 8.1.38 Encouraging a variety of housing forms to meet the needs of a diverse population and satisfy a range of life cycle and lifestyle choices.
3. **Provision of adequate and appropriate urban services before development is permitted to occur.**
 - Policy 5.1.10 Focuses on developing a compact urban form, higher densities in existing and future urban areas, and a logical, sequential order of development, concurrently with the availability of required urban services.
 - Policy 8.1.29 Give preference to new housing in areas where servicing already exists or can be provided economically and efficiently.
 - In addition to the City of Kelowna Subdivision and Development Servicing Bylaw, Chapter 13 – Services and Utilities outlines the Stormwater Management, Sanitary Sewer, Water, Solid Waste Management, and other Utilities issues and policies.

4. Impact assessments for major OCP amendments and infrastructure projects, including fiscal impacts to the community.

- Policy 5.1.1 Ensure that DCC's accurately reflect off-site costs of development.
- Policy 6.1.1 Monitor financing structures to ensure developments in Urban Centres benefit from cost advantages inherent in developing in built up areas.
- Policy 8.1.1 As above.
- Policy 8.1.2 Implement a density gradient approach to DCC's.
- Chapter 19 - Future Land Uses also provides for the development of Area Structure Plans (ASP's), which are more detailed land use and servicing documents prior to major developments or amendments to the OCP. ASP's must include an analysis of the servicing implications of the proposed development.

5. Require an environmental review of developments deemed to impact the land, watershed and other natural resources.

- Chapter 7 Natural Environment policies outline the aspects of the environment to be considered in assessing development proposals and include sections on Hillside, Water Conservation, Watershed Management, Airshed Management, Trees, Climate Change, Energy Conservation, and Natural Environment.
- Chapter 7 also includes Development Permit Guidelines to direct the environmental review, including the provision of Environmental Impact Assessments for new development in sensitive areas.

6. Urban development is to be directed away from hazardous areas, sensitive environmental areas, resource extraction areas, and farmland.

- Chapter 7 Natural Environment includes policies with respect to the preservation and restoration of natural areas, and mitigation of impacts associated with development.
- This chapter also includes Hazardous Condition policies and Development Permit Guidelines to ensure development and activities are reviewed.
- Policy 5.1.7 Minimizing impact on agricultural lands by directing urban development to lands within the Urban Defined Area toward preservation of farmland.

7. Maximize the efficiency of the transportation system.

- The major focus of Chapter 12 Transportation is on Transportation Demand Management, with specific sections and policies on TDM, including TDM objectives and implementation initiatives. There is also a strong focus on Pedestrian, Bicycle, Transit, Parking and Carpooling management as integral components of TDM.
- There are policies in Growth Management, Urban Centres, Housing, Commercial and Institutional chapters that focus on compact urban form, mixed use developments, urban centre focus for development toward pedestrian, bicycling and transit friendly development.
- Policy 2.1.3 Transit Centres for Urban Centres outside the City.
- Policy 12.1.3 Regional TDM to develop and implement TDM policies and initiatives.

- Policy 12.1.4 Regional Interface for co-operation in planning, design and construction of a regional transportation network.

8. Co-ordinated approach to expansion and diversification of the economic base.

- Policy 2.1.2 in the Regional Chapter supports development in Town Centres outside City boundaries.
- Several policies in Chapter 4 Employment focus on co-operation with the regional Economic Development Commission in terms of increasing economic opportunity and sustainability. Policy 4.1.10 in particular refers to a regional employment distribution that seeks a balance between population and employment.
- Policies in Chapter 9 Commercial 9.1.7 refer to co-operation between business groups and 9.1.8 co-operation to maintain a diverse economic base.
- Policies in Chapter 10 Industrial 10.1.3 refer to co-operation with the EDC and 10.1.4 co-ordination of efforts on industrial land supply.

9. Consideration for benefits of arts and culture, tourism, and recreation amenities in decision making.

- The natural environment of our community is the main reason for the strength of the tourism industry. Chapter 7 Natural Environment assists in maintaining that advantage, through management of impacts on the environment, as a community and economic benefit.
- Chapter 14 Parks and Leisure contains standards for the provision of parks and recreation facilities and policies on the acquisition and development of parks and facilities as integral components of community health and well being.
- Chapter 15 Arts and Culture provides direction on the inclusion of arts and culture as an integral component of community health and well being.

10. Work co-operatively to establish regional governance.

- City of Kelowna involvement in regional governance is embodied in the discussion on a commitment to regional co-operation, particularly on the seven areas identified for further work through implementation of the Regional Growth Strategy.
- Policy 2.1.1 specifically refers to participation in the development of agreements to co-ordinate activities in the region.

2.1 Regional Policies

The City of Kelowna will:

- .1 **Joint Planning.** Participate in the development of agreements to co-ordinate activities within the Regional District.
 - .2 **Commercial Facilities Outside Kelowna.** Support general commercial development in designated Town Centres outside Kelowna's boundaries to serve those regional district residents living outside Kelowna. The City of Kelowna will also, for areas outside Kelowna, support, in areas beyond established Town Centres, where appropriate, the development of commercial facilities serving local needs;
 - .3 **Transit Centres.** Support the establishment of transit malls in Urban Town Centres outside the City to service outlying areas.
- **Policies in Other Chapters.**
- ☒ Note Chapter 4 – Employment Policy 4.1.10 Regional Employment Distribution.
 - ☒ Note Chapter 13 – Services and Utilities – Storm Water Management Policy 13.1.2 Cost Sharing.
 - ☒ Note Chapter 18 – Institutional Policy 18.1.23 KGH Expansion.
 - ☒ Note Chapter 18 – Institutional Policy 18.1.28 Regional District.

3

POPULATION

3.1 Population Policies

The City of Kelowna will:

- .1 **Growth Management.** Manage the orderly integration of new residents into the community, within a growth strategy that acknowledges the need for the concurrent provision of services and is sensitive to the environmental, social, and financial well-being of the community at large;
- .2 **Population Mix.** Encourage a diverse socio-economic population mix to achieve a balanced and liveable community in conjunction with the efforts of existing economic development and community agencies;
- .3 **Sustainability.** Pursue more definitive knowledge with respect to Okanagan Valley growth capacity as approved by a 1995 City Council initiative to participate in preparation of a Regional Growth Strategy toward achieving a balanced population distribution on a regional basis and sustaining the area's environmental, social and economic qualities, in such a way that development will meet the needs of the present without compromising the ability of future generations to meet their needs;
- .4 **Family Orientation.** Encourage the retention of a family orientation through the provision of appropriate housing and other family / youth facilities.

4

EMPLOYMENT

4.1 Employment Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Services to Unemployed.** Advocate to senior government, in co-operation with other municipalities, the Union of British Columbia Municipalities, and the Federation of Canadian Municipalities to maintain and enhance and not reduce nor eliminate services to the unemployed;
- .2 **Labour Market.** Encourage appropriate agencies, such as the Economic Development Commission, Human Resources and Development Canada, the Chamber of Commerce and others, to develop a comprehensive education plan to be provided to the community regarding the changing labour market using media to communicate information for this purpose;
- .3 **Local Skills and Education.** Work with other local agencies (e.g. the Economic Development Commission of the Regional District of Central Okanagan) to undertake an analysis of the skills and education required by local industries and businesses and shall endeavour to communicate this information to the (local) agencies providing educational and re-training programs;
- .4 **Education and Re-training.** Advocate to and co-operate with the School Board of School District No. 23 (specifically endorsing the secondary school apprenticeship program), the Okanagan University College, the Business Development Bank of Canada, Human Resources Canada, the Province of B.C. and any other pertinent agencies to expand and increase educational and re-training opportunities to those who are unable to find work;
- .5 **Alternatives to Unemployment.** Work with other agencies, and advocate to senior government, to explore and examine innovative alternatives to unemployment which would promote a healthier home environment as well as create significantly more employment (jobs). Promote and support the concept of volunteerism as a vehicle that enhances employability;

- .6 **Arts and Cultural Industry.** Co-operate with other agencies to promote growth in the arts and cultural industry in order to expand opportunities for economic growth and employment in accord with the Arts and Culture Policy;
- .7 **Economic Opportunities.** Co-operate with the Regional District of Central Okanagan (Economic Development Commission), Kelowna Chamber of Commerce, Downtown Kelowna Association and other groups to increase economic opportunities in the City;
- .8 **Trade Shows.** In co-operation with the Regional District of Central Okanagan and the Kelowna Chamber of Commerce, encourage regular trade show events promoting local businesses and industries;
- .9 **Health and "High-Tech" Industries.** Co-operate and advocate with other agencies to encourage the growth and expansion of "high tech" and particularly health industries, in Kelowna in order to maximize employment opportunities in this field and to create a high calibre of health services in the community;
- .10 **Regional Employment Distribution.** Encourage a Central Okanagan distribution of employment that seeks overall employment to population ratios in the range of approximately 0.40:1 to 0.45:1.

Implementation

- .11 **Entrepreneurial Initiatives.** Continue to encourage self-employment initiatives, including home-based business, while mitigating neighbourhood impacts through the zoning regulations, and work with the Kelowna Chamber of Commerce, the Regional District of Central Okanagan and other agencies to raise awareness of these opportunities.

5

GROWTH MANAGEMENT

5.1 Growth Management Policies

The City of Kelowna will:

Considerations for Future Civic Action

Implementation

- .1 **Ensure DCC's Reflect Costs.** Ensure the Development Cost Charge (DCC) system accurately reflects major off-site costs of development projects and the demand placed on the infrastructure by different types, sizes, and locations of residential units;
 - ☒ Note Chapter 6 – Urban Centre Policy 6.1.1 Financing Structure.
 - ☒ Note Chapter 8 – Housing Policies 8.1.1 Financing Structure and 8.1.2 Development Cost Charges.
- .2 **Support Transportation Demand Management.** Work towards decreasing the rate of travel by private automobile, especially during peak hours;
- .3 **New Rural Residential Zone.** Initiate an amendment to the Zoning Bylaw to create a new Rural Residential Zone, with a minimum parcel size of 4.0 ha (10 acres), which would apply to all properties within the Future Urban Reserve designation and to non-ALR properties within the Rural / Agricultural designation of the OCP that are currently 4.0 ha or more in size;
- .4 **Monitoring.** Develop a process to co-ordinate data collection related to OCP policies on indicators and monitoring, in order to maintain a database measuring our progress on growth management, environmental and community health.

Considerations in Reviewing Development Applications

- .5 **Sustain the Environment.** Encourage development and land use changes to take place in a manner that will not compromise the ability of future generations to meet their needs and to enjoy the quality of life that we experience today;

- .6 **Protect Steep Sloped Areas.** Discourage development on lands of 30% or greater slope except in cases where it can be demonstrated that development will be sensitively integrated with the natural environment and will present no hazards to persons or property, environmental threats or unreasonable servicing challenges;
- .7 **Minimize Impact on Agricultural Lands.** Support the Agricultural Land Reserve and establish a defined urban-rural/agricultural boundary, as indicated on Map 11.2 - Urban - Rural/Agricultural Boundary, utilizing existing roads, topographic features, or watercourses wherever possible. The City will direct urban uses to land within the urban portion of the defined urban-rural/agricultural boundary, in the interest of reducing development and speculative pressure, toward the preservation of agricultural lands. The City will discourage further extension of existing urban areas into agricultural lands;
- .8 **Encourage Mixed Use Developments.** Encourage a mix of residential, employment, institutional, and recreational uses within individual buildings or larger development projects, and an increased share of development going to the designated Urban Centres, to provide access by proximity, thereby reducing transportation-related pollution and urban sprawl;
- .9 **Support an Increase in Multiple-Units.** Support a gradual increase in multiple unit development toward a 33% single detached/duplex and 67% apartment/townhouse share of new residential development by 2013, with a multiple unit housing emphasis on ground-oriented housing;
- .10 **Develop a Compact Urban Form.** Develop a more compact urban form that maximizes the use of existing infrastructure, by increasing densities through development, conversion, and re-development within existing areas, particularly in designated Urban Centres, and by providing for higher densities within future urban areas. Encourage development to proceed in a logical, sequential order, concurrently with availability of required urban services.



URBAN CENTRES

6.1 Urban Centre Policies

Considerations for Future Civic Action

The City of Kelowna will:

Financing Arrangements

- .1 **Financing Structure.** Regularly monitor financing structures (e.g. Development Cost Charge schedules, off-site upgrading requirements etc.) to ensure that developments within Urban Centres benefit from any cost advantages inherent in developing in built-up areas. Financing structures should also be regularly examined to ensure that Urban Centre developments are not required to subsidize, beyond the general benefit received, any development in areas further afield.

Civic Investments

- .2 **Civic Improvements.** Invest civic capital in the Urban Centres as a priority (e.g. sidewalks, bike lanes, parks, and other infrastructure investments) in order to encourage the creation of accessible, high quality living and working environments which are environmentally, socially and financially sustainable and consistent with the future land-uses shown on Map 19.1.

– Related Policies in Other Chapters

- ⊗ Note Chapter 13 – Services and Utilities Policy 13.5.6 Underground Lines.
- ⊗ Note Chapter 15 – Arts and Culture Policy 15.1.2 Urban Centre Focus.
- ⊗ Note Chapter 17 – Social Environment Policy 17.3.16 Venues.
- ⊗ Note Chapter 18 – Institutional Policy 18.1.2 Police Protection.
- ⊗ Note Chapter 18 – Institutional Policies 18.1.21 Location of New Facilities.

Enhancements to the Public Environment

- .3 **Parks.** Provide, within the City, Highway and Town Centres, parks and open spaces for public enjoyment;
 - ☒ see Chapter 14 - Parks and Leisure for guidelines re: provision and prioritization of park space
- .4 **Greenways.** Endeavour to provide greenways to facilitate pedestrian and bicycle access between Urban Centres and surrounding residential neighbourhoods;
 - ☒ Chapter 14 – Parks and Leisure should be consulted for details on possible future park locations and the mechanisms for achieving these amenities.
- .5 **Park Amenities.** Provide park amenities within Urban Centres, which encourage casual social interaction for a broad cross-section of the population (for example, playground equipment for the young, chessboard tables, etc.);
- .6 **Mission Creek/Mill Creek link through Highway Centre.** Work towards enhancing public access opportunities along the Mill Creek and Mission Creek corridors and towards providing pedestrian-friendly connections between these two creek corridors;
- .7 **Tree Planting.** Attach priority to planting street trees within Urban Centre areas where there are currently few trees and where pedestrian activity is high or is planned to be high;
- .8 **Alternative Transportation.** Ensure that pedestrians, bicyclists and transit users can move about pleasantly and conveniently and that they are not unduly impeded in their movements by provisions for enhanced automobile mobility;
- .9 **Transit Service.** Encourage frequent and convenient bus service between Urban Centres;
- .10 **Transit Information.** Place information on transit schedules and routes at central locations within each Urban Centre served by transit;
- .11 **Sidewalk Width.** Require that sidewalks along the major shopping streets within the City Centre and Town Centres are wide enough to accommodate expected pedestrian volumes (at least 2.4 m);
- .12 **Mid-Block Crossings.** Provide for mid-block pedestrian crossings where a non-highway road runs through an Urban Centre commercial district that has long blocks and high pedestrian volumes;
- .13 **Signal Length/Wait Time.** Time traffic signals in a manner that gives people preference over cars. Signal lengths should be set to permit less mobile pedestrians to cross with ease. Wait times should be set low so as to encourage pedestrians to act within the rules;
- .14 **Pathway Configurations.** Create, within Urban Centres, pathways (using, for example, linear parks, parks, plazas or sidewalks) which form an easily walkable continuous loop. The purpose of such pathways would be to provide a venue for casual strolling and social interaction, as well as connections between centres;

- .15 **Bicycle Parking.** Provide bicycle parking facilities on public lands within Urban Centres, where provision of such facilities are needed or would likely result in increased bicycle usage;

Further Studies

- .16 **Planning.** Develop, as part of the City's on-going planning program, comprehensive plans for the Urban Centres. These plans should accommodate a variety of land uses, mixed use developments, housing densities and ownership patterns;
- .17 **Density Bonuses for Community Amenities.** Investigate the potential of density bonuses for the provision of community amenities, including opportunities for cash contributions managed by a Reserve Fund Bylaw, as an amendment to the Zoning Bylaw;
- .18 **Development Incentives.** Investigate the potential to establish additional density bonuses for appropriate development that fulfils civic objectives with respect to quality design and overall contribution to the quality and liveability of Urban Centres.

Liaison/Co-operation/Public Relations

- .19 **Encouraging Urban Centre Location.** Work with the Chamber of Commerce, Economic Development Commission, the Downtown Kelowna Association and the local business community to encourage new commercial enterprises to locate within designated Urban Centres;
- .20 **Promotional Efforts.** Work co-operatively with other community organizations to encourage resident and visitor shopping in the Urban Centres, with priority effort being given to encouraging shopping within the City Centre and Town Centre locations. Actively promote the benefits of living and working within the Urban Centres;
- .21 **Assessing Market Dynamics.** Seek the input of the development and business community in assessing market dynamics affecting the achievement of Urban Centre objectives;
- .22 **BIA Formation.** Promote the formation of Business Improvement Associations (BIA's) within the commercial cores of the Urban Centres;
- .23 **OUC integration with Village Centre.** Work with OUC to integrate the North Kelowna Campus with the proposed University Village Centre;
- .24 **Recognition Program.** Initiate an award program to promptly recognize private-sector initiatives that excel in creating or enhancing the public environment within Urban Centres;

☒ Note Chapter 9 – Commercial Policy 9.1.3 Revitalization.

Implementation

- .25 **Building Height and Density.** Encourage a general decrease in building height and density as the distance from the Urban Centre core increases;

- .26 **Height Gradient.** Encourage building heights adjacent to Okanagan Lake to remain low and support an increase in building height as the distance from the lake increases, except in circumstances where a landmark development is proposed and a total comprehensive development that still preserves sight lines can occur.

☒ Note Chapter 17 – Social Environment Policy 17.4.13 Crime Prevention Through Environmental Design.

Monitoring

- .27 **Indicators.** Assess, once census data becomes available, the degree to which Urban Centres are fulfilling OCP objectives and ensure that the information derived is consulted during the next OCP review process.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .28 **Processing Time.** Ensure that applications consistent with the Future Land Uses specified on Map 19.1, as well as the OCP policies and Development Permit guidelines adopted by Bylaw 8600 are awarded processing time advantages over applications which are inconsistent;
- .29 **Future Urban Centres.** Consider private-sector initiatives to develop additional Neighbourhood Centres in accord with Urban Centre definitions and provided that an OCP amendment to Map 6.2 is first approved to designate the subject properties as an “Urban Centre” Development Permit area;
- .30 **Mixed Uses.** Work towards increasing the number of buildings with mixed uses by encouraging developers to incorporate retail uses on the lower storeys with office and/or residential above. Hotel uses could also be incorporated in all Urban Centres except Neighbourhood Centres;
- .31 **Employment Opportunities.** Encourage increased employment opportunities within Urban Centres to support the Transportation Demand Management (TDM) strategies of Chapter 12 - Transportation;

☒ Note Chapter 12 – Transportation TDM policies.

- .32 **Cultural Facilities and Financial Services.** Encourage cultural facilities and financial services to locate within the City Centre as outlined in the Kelowna Downtown Plan;

.33 **Entertainment Establishments.** Encourage entertainment facilities to locate on lands within the City Centre, Town Centres and Highway Centre that are designated for commercial uses provided that the proposed entertainment uses are compatible with any surrounding residential uses;

.34 **Public Space.** Encourage the creation of safe, high-quality, pedestrian-oriented public spaces as part of development or redevelopment within the Urban Centres.

– **Related Policies in Other Chapters.**

☒ Note Chapter 9 – Commercial Policies 9.1.13 Urban Centre Focus and 9.1.15 Office Building Locations.

☒ Note Chapter 18 – Institutional Policies 18.1.18 Location of Places of Worship, 18.1.19 Location of Schools, 18.1.22 Urban Centre Focus, 18.1.25 Provincial Offices, and 18.1.26 Mixed-Use in Government Buildings.

Development Permit Requirements
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.35 **DP Requirements.** Require developments within the City Centre, Town Centres, Highway Centre, and Village Centres (identified on Map 6.2) to comply with the Development Permit conditions specified in Section 6.2:

☒ Please note that properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:

- Natural Environment – Section 7.11
- Hazardous Condition – Section 7.12
- Multiple Unit – Section 8.2
- Commercial – Section 9.2

6.2 Development Permit Guidelines to Encourage Revitalization within All Urban Centres

Purpose

The Urban Centre and Village Centre areas shown on **Map 6.2** are designated as Development Permit areas in order to encourage revitalization. Revitalization will be fostered through:

- programs and infrastructure that contribute to culturally-rich, socially-diverse, and economically viable environments;
- new development that is consistent with principles of good urban design.

Properties Affected

Unless a Development Permit waiver has been issued, all properties shown on **Map 6.2** will require an “Urban Centre” Development Permit prior to:

- subdivision
- construction of, addition to or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a Development Permit (DP), property owners or their agents MAY complete a “Waiver Application” form to determine whether the proposed work qualifies for a waiver of the DP process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a DP. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits etc). Where waivers cannot be granted, a DP will be required before the project can proceed.

An “Urban Centre” Development Permit may not be required if the development consists only of:

- an interior renovation;
- construction of, alteration or addition to a single detached or semi-detached dwelling unit or a residential accessory building/structure;
- construction of, alteration or addition to a group home (minor) as defined in the City’s Zoning Bylaw #8000;
- construction of, alteration or addition to, an institutional use within an institutional zone or within any Comprehensive Residential zone. (*Congregate Care Facilities are considered multiple unit housing and would not be exempt*);
- an addition or alteration to an existing principle building which will not be visible from an adjacent public road right-of-way (lanes adjacent to a “C” or “I” zone will not be exempt), adjacent park, adjacent residential or adjacent agricultural zoned property, provided that the proposal requires no variance(s) from the zoning bylaw, and further, requires no approval from the Ministry of Transportation;
- an alteration which is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions;

- construction, addition or alteration of an accessory building/structure not to exceed 40 sq. m. (430 sq. ft.) where no variance(s) of the Zoning Bylaw are required;
- replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

Objectives for Development within Urban Centres

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development should contribute to the creation of pedestrian-oriented streets and public spaces (connections, social interaction).
- All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
- All development should promote safety and security of persons and property within the urban environment (CPTED).

Guidelines for Development within Urban Centres

In issuing conditions relating to a development permit the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines, as examples of how to meet the objectives:

Access

- Design should facilitate pedestrian and bicycle access.
- Within multiple unit residential projects, vehicle access and on-site circulation should minimize interference with pedestrian movement
- Within multiple unit residential projects, vehicle access from arterial or collector roads is discouraged. Where possible, such access should be achieved from a local road or lane.

Amenities

- Appropriate, high quality, public spaces which provide links to surrounding areas and open space relief should be encouraged (*community amenity bonuses may be applicable*);
- Amenities such as benches, garbage receptacles etc. should be encouraged to provide a pedestrian-friendly environment.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services should be located at the rear of buildings.
- Utility service connections should be screened from view or be located so as to minimize visual intrusion.

Building Massing

- Developments with multiple, separate buildings should be designed in such a manner that individual buildings are of different, but compatible shapes, masses, and exterior finishes.
- The front of buildings within “Village Centres” that are taller than two storeys, should “step-back” the upper floors to reduce visual impact.
- Buildings within “Village Centres” should have sloped roofs, unless a rooftop patio is incorporated.
- Building heights within “Neighbourhood Centres” should be limited to 2.5 storeys. Where buildings are taller than 2 storeys, the top storey should be incorporated into the roofline to reduce visual impact.
- Commercial, industrial and multiple-unit residential developments should be sensitive to and compatible with the massing and rhythm of the established streetscape. Detailed design features of existing buildings should be emulated if such features are of design value.
- Commercial, industrial, and multiple-unit residential developments should have no more than a one storey height gain between adjacent uses within 5.0 m of the side property line where the adjacent property is not designated for higher density redevelopment. Height gains will also need to comply with Zoning Bylaw provisions.
- Within multiple-unit residential developments, sub-roofs, dormers, balconies, and bay windows are encouraged.
- Within multiple-unit residential developments, variation between architectural bays within each façade is encouraged.

Crime Prevention

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

Environmental Considerations

- Projects should be designed to minimize the impacts of climatic conditions such as excessive heat, cold and wind.
- Multiple unit residential projects located along arterial roads should be designed to minimize residents’ exposure to noise and exhaust emissions.

Landscaping

Landscaping should:

- enhance public views
- provide noise buffering
- assist in improving air quality
- complement buildings’ architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- provide visual buffers of new buildings, particularly of blank walls

- provide colour
- create shade
- create design interest
- retain required sight distances (from roadways)
- contribute towards a sense of personal safety and security
- facilitate the access, enjoyment and social activities for all authorized users
- provide equal access for mobility-challenged individuals
- incorporate existing vegetation with special character, historical or cultural significance
- incorporate native plants where practical
- incorporate xeri-scape vegetation and principles
- preclude species that are hosts to the codling moth - genus MALUS (apples or crabapples, including all ornamental or flowering crabapples), PYRUS (pears, including asian and ornamental pears), CYDONIA (quince), CHAENOMELES (flowering quince or japonica), ULMUS PUMILA (Siberian Elm) or ULMUS PARVIFOLIA (Chinese Elm).

Lighting

- Lighting shall be used to create a safe and comfortable environment for pedestrians.

Parking

- Parking areas should, wherever possible and safe, be located either under buildings or at the rear or side of main buildings.
- Mutual access agreements providing for co-ordination and connection of parking lots should be encouraged.
- Pedestrian circulation areas within parking lots should be convenient and clearly identified, preferably with distinct paving and/or landscaping treatment.
- Within multiple unit residential projects, underground parking is encouraged.

Relationship to the Street

- Buildings containing uses attracting visits from the general public should be located as close to the front property line as practical and as permitted under prevailing zoning regulations.
- People-oriented facilities (store entrances, café seating areas, displays, signage) should be focussed along public streets and in front of buildings.
- Storefronts should incorporate large windows such that passers-by can see in and occupants can “look out”.
- Awnings or overhangs should be included, where suitable, to provide sheltered environments for pedestrians and to aid in energy conservation.
- Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner, accentuated entrances and additional height using, for instance, towers and cupolas.
- Restaurants are encouraged to provide outdoor patio dining areas.
- Within multiple-unit residential projects, first storey units should ideally provide ground-level access and outdoor amenity space
- Within multiple-unit residential projects, the principle front entranceway should be clearly identified and in scale with the development.
- Within multiple-unit residential projects, porches are encouraged where they are part of the established neighbourhood character.

Signs

- The placement, size and format of signs shall be such that signs can be easily read by pedestrians (e.g. store signs should be at pedestrian eye level, not just on awnings).

Views

- View corridors to significant landmarks should, wherever possible, be preserved.
- All buildings and structures on lots along the Okanagan Lake foreshore should be sited so as to minimize any obstruction of lake views from established abutting development.
- Buildings along the lakefront should not be taller than those permitted further inland such that lakefront views are not obscured. Special circumstances may allow relaxation of this policy to allow for a landmark development that is in the public's interest.

Walls

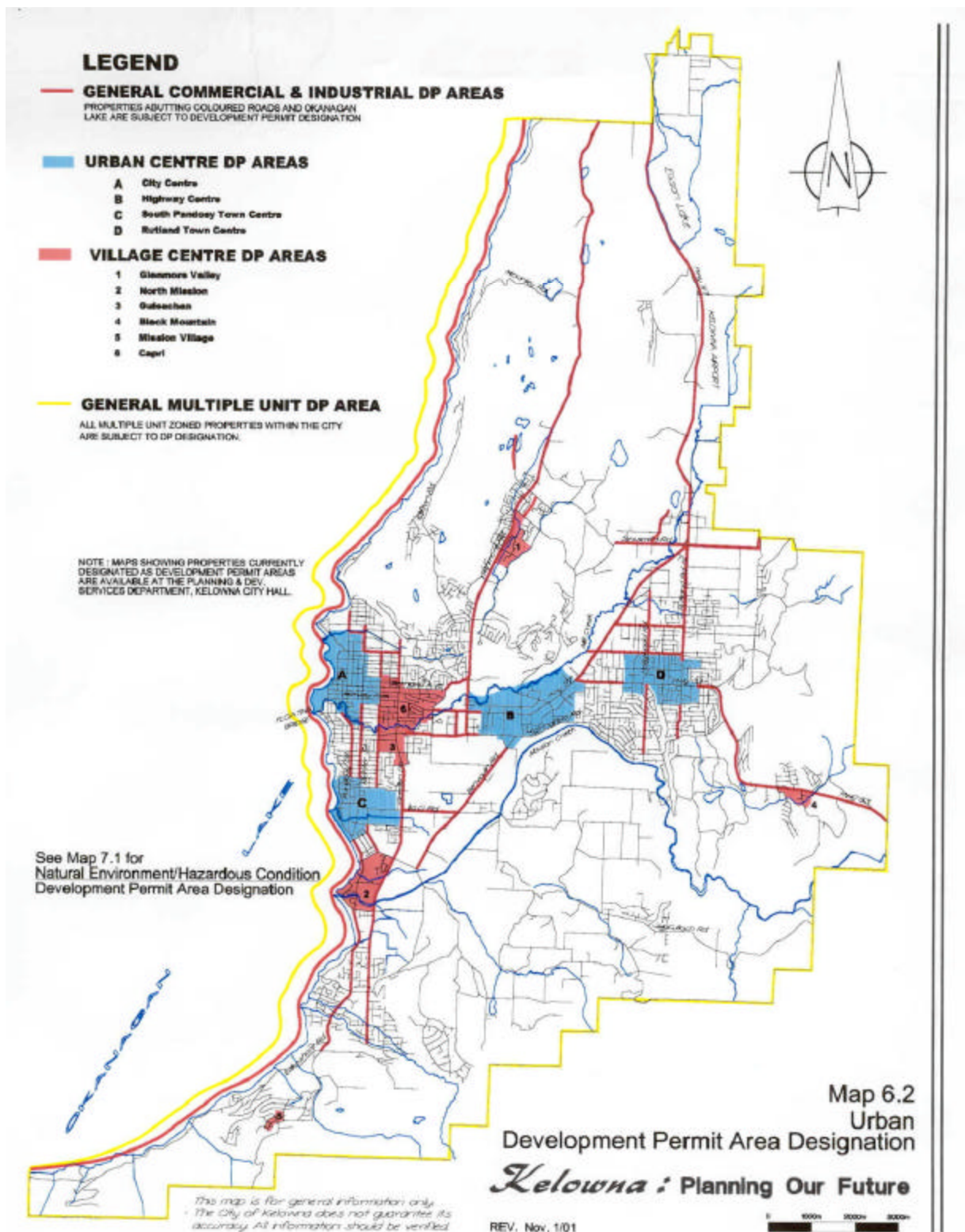
- End walls visible from a public street or residential lot should be finished to provide an attractive appearance. Blank or solid walls (without glazing) should not be longer than 5 m. Walls longer than 5 m should incorporate wall detailing that will provide visual interest.

Development Permit Conditions

The City can, in order to achieve satisfaction of any of the above-noted guidelines, issue a development permit that:

- includes requirements and conditions or sets standards for:
 - character of the development (including landscaping)
 - siting of buildings and structures
 - form of buildings and structures
 - exterior design of buildings and structures
 - exterior finish of buildings and structures
- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or zoning requirements (other than issues relating to use or density) (*Local Government Act S920 (2)(a)*)

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the Development Permit.





ENVIRONMENT

7.1 Hillside Policies

The City of Kelowna will:

Considerations for Future Civic Action

Implementation

- .1 **Hazardous Condition Review.** Ensure that all development and activities in hillside areas are reviewed for compliance with City engineering standards, safety and protection and refer applications to the Province in accordance with applicable requirements.

Considerations in Reviewing Development Applications

Special Requirements

- .2 **Alternative Hillside Standards.** Consider, within the context of a Hazardous Condition Development Permit, alternative hillside development standards within Zoning Bylaw 8000 and the Subdivision, Development and Servicing Bylaw 7900. The intent is to minimize the effects of development on the natural environment of hillside areas, defined as lands in their natural state that have a slope angle of 10 % and greater for a minimum height of 6 metres while preserving areas with slopes of 30 % and greater. Effects to be minimized may include cuts and fills, tree cutting, regrading and the visual impact in general of urban development on hillsides;
- .3 **Application of Alternative Hillside Development Standards.** Consider alternative hillside development standards for hillside areas proposed to be on urban services and having no through roads or larger areas planned on a comprehensive neighbourhood basis. Due to the hillside development potential for impacts on adjacent lands Hazardous Condition Development Permits will be considered for an entire title area, notwithstanding that portions of the site may contain areas of lesser slopes;
- .4 **Visual Impact.** Retain the option of requiring those pursuing development of visually prominent slopes and ridgelines to submit a report providing information on the anticipated aesthetic impacts of the proposed development.

☒ Note Chapter 5 – Growth Management Policy 5.1.6 Protect Steep Sloped Areas.

7.2 Water Conservation Policies

The City of Kelowna will:

Considerations for Future Civic Action

Implementation

- .1 **Water Meters.** Curtail unnecessary water use by billing water users on a “user pay” basis;
- .2 **Water Smart Public Education Program.** Continue the program designed to teach customers efficient use of water and target three sectors of the community: residential, commercial and institutional (e.g., schools).

☒ Note Chapter 13 – Services and Utilities – Water Policies 13.3.7 Meters and 13.3.9 Education.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .3 **Xeriscape Landscaping.** Encourage developers to incorporate xeriscape (drought resistant, low water requirement) concepts into development of landscape programs.

☒ Please note that Development Permit requirements may stipulate the adherence to xeriscape principles for those properties subject to Development Permits.

7.3 Watershed Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Senior Government Involvement.** Continue to encourage federal, provincial, and regional governments to exercise their legislated authority and enforce regulations pertaining to watershed issues;
- .2 **Co-operation.** Encourage Provincial, Federal, and Local Governments, agencies, First Nations, and the public to work co-operatively, through partnerships, for integrated and consistent watershed management;
- .3 **Educate the Public.** Continue watershed health, stream stewardship, and pollution prevention education programs for School District #23 and community organizations;

- .4 **Non-Point Source Pollution.** Work with senior government and the community to reduce effects of non-point source pollution on source drinking water and recreational water quality, and establish strategies to limit livestock access to domestic and recreational source water;
- .5 **Promote Ground Water Protection.** Work with the provincial government, local irrigation districts, and other community interests to promote ground water protection;
- .6 **Water Quality Task Force.** Encourage regional expansion of watershed programs and basin-wide ecosystem planning.

Further Studies/Reviews

- .7 **Report Cards.** Continue to produce report cards on local watersheds in order to monitor their health;
- .8 **Impervious Surface Coverage.** Undertake research to determine the limits on impervious surfaces necessary to satisfy the needs of urban growth, to maximize ground-water recharge, and to minimize pollution.
 - ☒ Note Chapter 13 – Services and Utilities - Storm Water Management Policy 13.1.6 Impervious Surfaces.

Implementation

- .9 **Development of Watershed Management Plans:** Continue to facilitate the implementation of Watershed Management Plans for the watersheds that are within the City of Kelowna and to encourage Regional Watershed planning initiatives;
- .10 **Initiate Watershed Restoration.** Initiate projects to increase watershed health and to demonstrate improved techniques that can be used for watershed restoration;
- .11 **Establish Riparian Management Areas.** Require riparian management areas to be provided to limit environmental and hydrological impacts on local watercourses (Table 7.1 in Section 7.11 Development Permit Guidelines). Riparian Management Areas may include provision for public access, generally outside the Riparian Reserve Zone.
- **Related Policies in Other Chapters.**
 - ☒ Note Chapter 13 – Services and Utilities – Storm Water Management Policy 13.1.9 Natural Wetlands.
 - ☒ Note Chapter 13 – Services and Utilities – Water Policy 13.3.4 Water Management Plan.

Considerations in Reviewing Development Applications

Special Requirements

- .12 **Varying Requirements.** Retain the option to vary, within the context of Table 7.1 requirements, the width of Riparian Management Areas to accommodate the maximum retention of desirable natural vegetation and wildlife habitat, ground formations, water features, and flood control protection. Any proposed relaxation of stream setback widths, storm water requirements, erosion and sediment control requirements must be referred to the Ministry of Water, Land and Air Protection for comment prior to review by the City. Within the Riparian Management Area, restoration of streamside vegetation may be a requirement of the development process;
- .13 **Minimize Impacts to local Watersheds.** Require streamside and foreshore homeowners to prevent or reduce impacts to Kelowna's watercourses (refer to Development Permit requirements);
- .14 **Limit Erosion During Construction.** Require all those undertaking construction activities to implement practices to prevent sediment from entering local watercourses (Please refer to lot clearing, erosion and sediment control requirements noted in the Subdivision and Servicing Bylaw);
- .15 **Buffering.** Utilize the Development Permit process to establish buffers to protect environmentally sensitive areas such as watercourses and steep slopes from debilitating land uses.

7.4 Airshed Policies

The City of Kelowna will:

Liaison/Co-operation/Public Relations

- .1 **Air Quality Monitoring.** Request expansion of the air quality monitoring programs of Provincial and Federal agencies in order to achieve a more comprehensive data base with which to establish and evaluate the achievement of air quality objectives and to determine the nature of and need for air quality regulations
- .2 **Inter-Agency Co-operation.** Work in co-operation with Provincial and Federal government agencies to secure funding for air quality research and planning;
- .3 **Airshed Coalition.** Continue working with the Central Okanagan Air Quality Committee and airshed partners (NORD and RDOS) on joint issues affecting the Okanagan Valley Airshed;
- .4 **Air Care.** Encourage the Province to consider expanding the Air Care vehicle emissions program to the Central Okanagan.

Further Studies/Reviews

- .5 **Health Impacts.** Request the Health Region to determine the regional health impacts of air pollution and the health costs associated with air pollution in our region;
- .6 **Mobile Chipping Program.** Investigate the feasibility of a mobile chipping program to reduce tree fruit industry, backyard and development burning of wood waste;
- .7 **Vehicle Emissions.** Investigate the potential to revise the transportation model with updated air quality modelling that assists with determining pollutant loading in the region.

Implementation

- .8 **Strategy Development.** Encourage the public and stakeholders to participate in prioritizing strategies to reduce air pollutants in the Central Okanagan;
- .9 **Strategy Implementation.** Consider implementation of airshed strategies that have the optimum cost benefit;
- .10 **Emphasize Alternate Modes of Transportation.** Encourage transit use, cycling, car pooling and walking in order to reduce automobile use and emissions;
 - ☒ Note Chapter 12 – Transportation policies on Transportation Demand Management.
- .11 **Encourage Conversion to Cleaner Fuels.** Support programs that encourage the conversion to cleaner fuels in private vehicles;
- .12 **Voluntary Emissions Clinics.** Continue the voluntary emissions clinics, which provide education to a wide audience regarding the nation wide effort to reduce energy consumption and the impact vehicles have on the environment;
- .13 **Open Air Burning Ban.** Continue to ban open air burning on lots less than 2 acres and establish policy to eliminate any open air burning during poor air quality or poor venting days.
- .14 **Dust Control.** Evaluate strategies to reduce road dust impacts on air quality.

7.5 Tree Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Forest Areas.** Pursue further co-operative initiatives with the Ministry of Forests regarding planning and management of forested areas within and around the periphery of the City.

Further Studies/Reviews

- .2 **Vegetation Management.** Consider undertaking a study to inventory vegetation elements within the City (i.e., trees, shrubs, and other green areas). Consider preparing guidelines to minimize loss of vegetation within the City and to sustain an overall balance of vegetation.

Considerations in Reviewing Development Applications

Actions to be Encouraged

- .3 **Loss of Vegetation.** Encourage a balance of vegetation in proposed development areas. Encourage increased vegetation in areas of previous development that are identified as being deficient and encourage tree planting in general throughout the City;
- .4 **Heritage Trees.** Encourage the retention of mature trees, including the Heritage Trees identified in the Heritage Trees of Kelowna - Rutland Sector and Inner City Inventories.

☒ Note Wildland Fire Hazard policies and guidelines in Sections 7.10 and 7.12.

7.6 Climate Change Policies

The City of Kelowna will:

Uses to be Encouraged

- .1 **Greenhouse Gas Emissions.** Encourage activities and land uses that support the objective of achieving a 20% reduction in greenhouse gas emissions by 2008 - 2012 in order to assist in fulfilling Canada's commitment at the Kyoto Conference.

7.7 Energy Conservation Policies

The City of Kelowna will:

Liaison/Co-operation/Public Relations

- .1 **Public Education.** Encourage public and private interests to undertake comprehensive education programs directed at reducing energy consumption;
- .2 **Energy Management Committee.** Continue to encourage energy conservation and actively pursue corporate and community energy use reduction opportunities through the Energy Management Committee.

7.8 Environmental Monitoring Policies

The City of Kelowna will:

Monitoring

.1 **State of Environment Report.** Consider the preparation of a periodic “State of the Environment” report to provide information on Kelowna’s performance on key environmental issues such as, but not limited to:

- Air Quality
 - Air Quality Index (Ventilation Index, Weather Cam)
- Drinking Water Quality
 - Water Quality
- Solid Waste Management
 - Waste Buried
 - Waste Recycled
 - Hazardous Waste Collected
- Wastewater Management
 - Population Served
 - Waste Volume Treated
 - Treatment Efficiency
- Land Use
 - Agricultural Land
 - Public Park & Open Space
 - Single Unit Housing (%)
- Water Quantity
 - Water Metered
 - Water Pumped
- Surface Water Quality
 - Local Streams
 - Local Beaches
 - Lake Okanagan
- Ecology & Bio-diversity
 - Kokanee Count
 - Christmas Bird Count
- Transportation
 - Vehicle Volumes (SOV)
 - Vehicle Ownership
 - Vehicle Fuel Type & Age of Fleet
 - Mode of Travel

7.9 Natural Environment Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Public Education.** Continue comprehensive education programs to schools and local organizations by City staff, and encourage public and private interests directed at natural resource protection and watershed stewardship;
- .2 **Donations Towards Environmental Protection.** Encourage the activities of nature trust organizations and corporations for the purposes of receiving donations of funds or land toward protection of natural attributes within the community;
- .3 **Land Donations.** Facilitate the work of groups and individuals willing to donate land for protection of natural attributes or public access;
- .4 **Fish Habitat Awareness.** Co-operate with senior levels of governments to promote public awareness of fish habitat;
- .5 **LRC/MAF Involvement.** Continue to involve the Land Reserve Commission and the Ministry of Agriculture and Food in establishing Natural Environment Development Permit conditions for properties located within the Agricultural Land Reserve.

Further Studies/Reviews

- .6 **Natural Features Identification.** Continue to identify and assess Natural Environment areas with the objective of formulating protective strategies, encouraging restoration, and obtaining knowledge to facilitate appropriate land use and servicing decisions;
- .7 **Mitigation Strategy.** Develop guidelines for mitigating loss of wetland, wildlife habitat, and indigenous vegetation areas.

Implementation

- .8 **Environmental Review.** Ensure that all development and activities occurring on properties designated as environmental development permit areas are reviewed and meet the requirements for mitigation, compensation, protection, or replacement;

.9 **Environmental Management System.** Ensure that the management of City activities has the necessary structure and processes to:

- Identify all aspects of City operations that may have a significant impact on the environment;
- Manage and control operations and processes to minimize impacts on the environment;
- Achieve compliance with environmental legislation and regulations;
- Ensure a defence of due diligence in the event of non-compliance;
- Continuously improve the City's environmental performance.

☒ Note Chapter 17 – Social Environment Policies 17.3.23 Sustainable Development and 17.3.27 Development Standards.

Considerations in Reviewing Development Applications

Uses to be Encouraged

.10 **Tools to Encourage Voluntary Protection.** Encourage voluntary protection of natural features in cases where it is an objective of the City to protect (for stream conservation, water quality protection, or habitat preservation) land in excess of that which is, by virtue of municipal and senior government regulations, required to be protected.

To encourage *voluntary* placement of conservation covenants, the City may give consideration to allowing increased density on the balance of the subject property, transferring density to another property, trading land, purchasing land, offering grants-in-aid, or granting tax exemptions. Owners placing voluntary conservation covenants on their land shall not be deprived of the privilege to enjoy the land as their own but they may not close, fence or otherwise obstruct any adjoining public route of access;

.11 **Retention of Natural Areas.** Encourage all development and infrastructure projects to conserve wetlands, wildlife habitat, trees or other indigenous vegetation. Encourage alternative development methods, such as considering increasing density, narrowing right-of-ways, or cluster housing;

.12 **Indigenous Plants.** Encourage, wherever possible, the use of indigenous plants in landscape planting schemes (please contact the City of Kelowna Environmental Division for a list of appropriate indigenous plants);

☒ Please note related Development Permit requirements in Section 7.11

.13 **Wetland Buffers.** Encourage the retention and use of wetlands as natural buffers between urban and rural uses;

– Related Policies in Other Chapters

☒ Note Chapter 14 – Parks and Leisure Policy 14.1.29 Viewing Areas and Interpretative Centres.

Uses to be Discouraged

.14 **Discourage Lot Clearing.** Discourage complete or indiscriminate lot clearing.

- ⊗ Please see Natural Environment DP Guidelines for requirements in Section 7.11, prior to disturbing the land.

Special Requirements

.15 **Natural Environment Development Permit.** Require, unless exempted under the provisions of Section 7.11, that those owning properties located within Natural Environment Development Permit Areas (See Map 7.1) obtain development permits prior to altering land or receiving building permit or subdivision approval. (Please see Section 7.11 in the Environment Chapter for an explanation of development permit criteria and exemption provisions);

- ⊗ Please note that properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:
 - Hazardous Condition – Section 7.12
 - Commercial – Section 9.2
 - Industrial – Section 10.2
 - Multiple Unit – Section 8.2
 - Urban Centre – Section 6.2

.16 **Site Density Calculations.** Allow the owner(s) of land affected by dedications for environmental protection to use the original site area in computing density and floor area ratios and minimum area for development or subdivision purposes;

.17 **Landscape Bonding for Sensitive Environmental Areas.** Require as part of the Development Permit process, landscape bonding to provide funding for rectifying deficient landscape conditions or for addressing damage to the environment caused by development activity;

.18 **Placement of Utility Lines.** Require that all service lines be placed in such a way as to minimize encouragement of weed growth and in such a way that service lines would not be subject to continual maintenance, or contact and damage by maintenance equipment;

.19 **Fish Habitat Protection.** Advise development proponents that all development and infrastructure installations are to be formulated based on achieving “no net loss” to fish habitat, in accordance with the Federal Fisheries Act and other Provincial Legislation and policies.

7.10 Hazardous Condition Policies

The City of Kelowna will:

Considerations for Future Civic Action

Further Studies/Reviews

- .1 **Hazardous Condition Identification.** Continue to identify and analyze Hazardous Condition areas (hazards outlined in Section 7.12) with the objective of formulating protective strategies, encouraging restoration and obtaining knowledge to facilitate appropriate land use and servicing decisions.

Implementation

- .2 **Education and Monitoring.** Continue the on-going education and monitoring programs in existing developed areas toward reducing wildland fire hazard risk.

Considerations in Reviewing Development Applications

Special Requirements

- .3 **Hazardous Condition Development Permit.** Require that, unless exempted under the provisions of Section 7.12, that those owning properties located within Hazardous Condition Development Permit areas (see Maps 7.1 and 7.2) obtain development permits prior to altering land or receiving building permit or subdivision approval. (Please see Section 7.12 in the Environment Chapter for an explanation of development permit criteria and exemption provisions);
 - ☒ Please note that properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:
 - Natural Environment – Section 7.11
 - Commercial – Section 9.2
 - Industrial – Section 10.2
 - Multiple Unit – Section 8.2
 - Urban Centre – Section 6.2
- .4 **Wildland Fire Hazard Protection.** Continue to consider, as an exemption to the Hazardous Condition Development Permit requirements of Section 7.12, registration of Section 219 Restrictive Covenants under the *Land Title Act* at the time of subdivision or building permit for properties within or near the Wildland Fire Hazard Areas on Map 7.2.

7.11 Development Permit Guidelines for the Protection of the Natural Environment, its Ecosystems and Biological Diversity

Areas Designated

The areas shown as Natural Environment DP Areas on **Map 7.1** are designated as Natural Environment Development Permit areas.

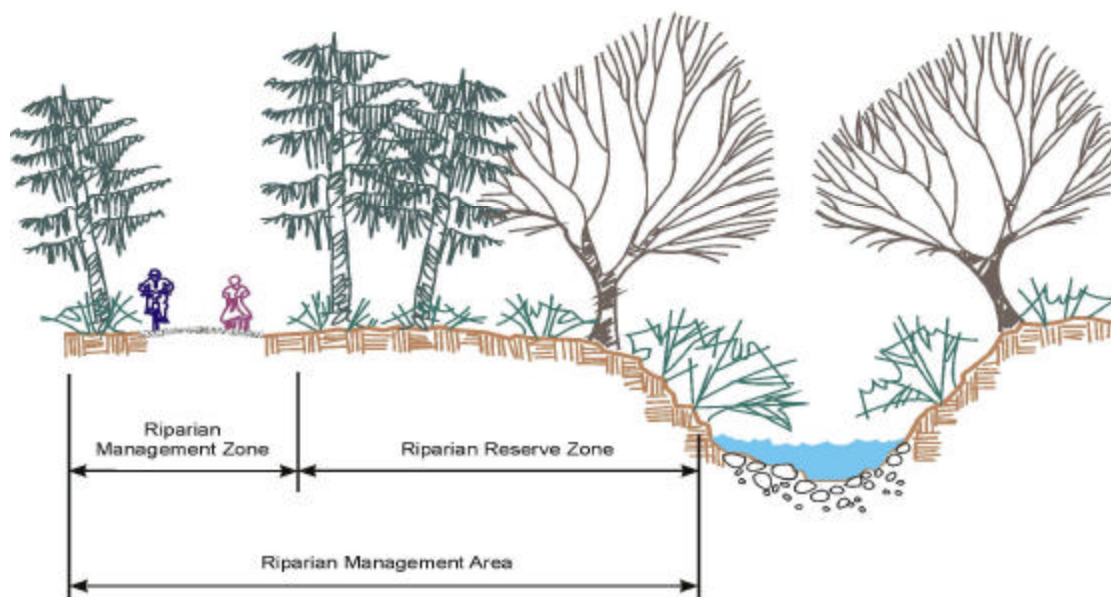
Objectives

Due to their environmental significance and sensitivity, water-based and land-based features within the City of Kelowna have been designated as part of the Natural Environment Development Permit Area. The designated areas are thought to contain features that may need special protective measures in order to ensure:

- protection of designated environmentally sensitive areas
- prevention or reduction of air, land, and water pollution
- protection of quality and quantity of ground water and surface water
- conservation of scarce resources

See **Definitions** section for definitions of **Riparian Management Area (RMA)**, **Riparian Management Zone (RMZ)** and **Riparian Reserve Zone (RRZ)**.

Riparian Management Area – Typical Cross Section



Source: Figure C-5 from City of Kelowna *Handbook for Environmental Development Permit Areas*.

Activities Requiring Permit

Unless a Development Permit waiver has been issued, all properties shown as Natural Environment DP Areas on Map 7.1 will require a Natural Environment Development Permit prior to:

- alteration of land
- subdivision
- construction of, addition to, or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a development permit, property owners or their agents MAY complete a “Waiver Application” form (available at the Planning and Development Services Department) to determine whether the proposed work qualifies for a waiver of the Development Permit process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a Development Permit. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits etc). Where waivers cannot be granted, a Development Permit will be required before the project can proceed. Staff will assess the possibility of granting a waiver based on how closely the project meets the following criteria:

A “Natural Environment” Development Permit may not be required if the proposed project consists only of:

- Actions and activities performed by Provincial or City staff or contractors to prevent, control, or reduce flooding, erosion or other immediate threats to life or property, including:
 - (a) emergency flood or erosion protection works (see note);
 - (b) clearing of an obstruction from a bridge, culvert or drainage flow; and
 - (c) repairs to bridges or safety fences

Note that those undertaking emergency actions for flood protection and clearing of obstructions must, within 72 hours, report their actions to the Works and Utilities Department and to the Ministry of Water, Land and Air Protection.

- The emergency removal of dangerous or hazardous trees or tree limbs by standard arboricultural practices as provided for in the City of Kelowna Tree Protection Bylaw No. 8041.
- Construction of a private trail across a riparian management area to access water if the following conditions are met: (Approval may be required by the Ministry of Water, Land and Air Protection – notify prior to proceeding)
 - (a) only one trail is built
 - (b) the trail is for personal use only and no livestock will have access
 - (c) the trail is less than 1 metre in width
 - (d) no trees will be removed
 - (e) the trail's surface is pervious (allows water to filter through; e.g. soil, gravel, no mulch); and
 - (f) the overall slope of the trail is less than 10 % (6°); where portions are greater than 10 %, the trail must be designed to prevent erosion.

- The implementation or construction of a fish habitat mitigation or restoration plan previously authorized by the Ministry of Water, Land and Air Protection.
- The construction or maintenance of public facilities within a designated Riparian Management Zone and authorized by the Ministry of Water, Land and Air Protection.
- A renovation or alteration that does not expand the existing building footprint, and in the case of an exterior renovation or alteration does not include any action that would be considered a disturbance of the feature being protected.
- A development when the proposed use is at a location which:
 - does not include areas of 30% slope or more;
 - is beyond the boundary of a Riparian Management Area as determined using **Table 7 – 1**; and
 - is situated a minimum of 15 m (49 feet) from any fish-bearing stream, or 7.5 m (25 feet) from any non-fish bearing stream.
- Construction or alteration of a private moorage facility where such a facility complies with the Zoning Bylaw and has been approved by relevant provincial agencies.
- Actions which have been assessed by a qualified professional who has provided a report (to the satisfaction of the City) which concludes:
 - that the proposed action would have no significant impact on the environment, or
 - that the land is not considered to be environmentally sensitive to development, nor subject to hazardous conditions.

The Terms of Reference for the assessment must jointly be determined by the City of Kelowna and the proponent, and be satisfactory to Ministry of Water, Land and Air Protection.

Guidelines for Development

In issuing conditions relating to a development permit waiver or in issuing development permit conditions, the City will specify how development permit objectives can be satisfied. This includes, but is not limited to, consideration of the following guidelines.

Preservation of Natural Areas

- Protect unique or special natural features such as land forms, rock outcroppings, mature trees and vegetation, drainage courses, wetlands, hilltops and ridge lines.
- Retain mature vegetation wherever possible and incorporate into the design of the project.
- Demonstrate that a diligent effort has been made in site design to preserve both the natural vegetation and tree cover.
- Utilize low-flow or drip irrigation systems that minimize the use of water.

- Require that where land and/or natural vegetation is disturbed or damaged that the area be restored and/or replanted with plant material indigenous to the area. A list of recommended species is available in the *Handbook for Environment Development Permit Areas*.
- Require that restoration plans exclude plantings of the genus MALUS (apples or crabapples, including all ornamental or flowering crabapples), PYRUS (pears, including asian and ornamental pears), CYDONIA (quince), CHAENOMELES (flowering quince or japonica), ULMNUS PUMILA (Siberian Elm) or ULMNUS PARVIFOLIA (Chinese Elm).

Slopes

- Development will be directed to appropriate areas with slopes averaging less than 30%. Where it can be demonstrated that the proposed development will be sensitively integrated with the natural environment and will present no hazards to persons or property, development *may* be permitted on land with a natural slope that averages greater than 30%. Natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls. (See Kelowna Hillside Development Guidelines dated October 2001).
- The pattern of development in hillside areas should be responsive to the varied topography, taking advantage of views and the surrounding natural landscape by emphasizing cluster development. All new residential development should be located to minimize interference with neighbouring property owners' views. In hillside areas, lot size and shape may vary in relation to topography. (See Kelowna Hillside Development Guidelines dated October 2001).
- Limit building heights to the height of existing tree cover.
- Maintain visibility to vegetative backdrop from off-site.
- Step back buildings on each floor to reflect the slope of the site.
- Minimize impervious paving surfaces to reduce storm runoff.

Riparian Management Areas

Stream Management

- Prohibit obstructions and impediments to the flow of a stream, creek, watercourse, ditch, drain, or sewer whether or not it is located on private property.
- Require that the natural stream channel geometry be retained insofar as is feasible.
- Protect and manage natural watercourses as open streams (except as authorized by way of Ministry of Water, Land and Air Protection approval).

Riparian Management Area Requirements

- Retain, in a largely undisturbed state throughout and after the development process (unless there exists a hazardous condition which can only be addressed by disturbing the site), an area of land immediately adjacent to the streams. The area to remain free of development is referred to as the "*riparian management area*." Permanently protected riparian management areas shall be provided as listed in **Table 7-1**. Relaxations will be considered only under the following circumstances:
 - As a general rule, *Riparian Management Areas* should be of sufficient width to include any significant natural attribute and adjacent terrestrial ecosystem (i.e., vegetation, water features, fish and wildlife habitat, escarpments, terraces, steep valley sides and cliffs).

- Where the *Riparian Management Area* occupies more than 30 % of an existing lot, the *Riparian Management Area* may be relaxed to occupy the equivalent of 30 % of the lot.
- Within the *Riparian Management Area*, where relaxation is considered, environmental mitigation and restoration will be a requirement of the development process.
- Relaxation of the *Riparian Management Area* may require habitat mitigation measures acceptable to the Ministry of Water, Land and Air Protection (e.g., planting, diversion of storm water, fencing, or restoration works), or compensation authorized by DFO.
- Any proposed relaxation of *Riparian Management Area* widths, storm water mitigation requirements, or erosion & sediment control requirements are to be referred to the Ministry of Water, Land and Air Protection for authorization prior to review by the City.
- The City may consider zoning bylaw variances, where necessary, in order to prevent, or minimize encroachment into the *Riparian Management Area*. The changes that may be considered include, but are not limited to:
 - a) Reducing front and/or rear yard setbacks
 - b) Increasing the maximum site coverage of buildings (provided density is not increased)
 - c) Increasing maximum building height (provided density is not increased)
 - d) Reducing parking space requirements.

Measuring Details

- Measure the *Riparian Management Areas* along streams from the top-of-bank, or where the top-of-bank is poorly defined, from the natural boundary.
- Measure *Riparian Management Areas* along ravines and other stream corridors with steeply pitched banks from the top of ravine (minimum 10 m setback).
- When using fill material to raise the natural ground elevation, the toe of the landfill slope shall be outside the *Riparian Management Area*. The face of the landfill shall be no steeper than a 3:1 slope unless retained by an approved structure, and shall be adequately protected against erosion from flood flows, wave action, ice or other debris.

Protection Mechanisms

- Protect the *Riparian Management Area* permanently with a restrictive covenant, and where a linear park corridor is to be acquired, it may also be necessary to pursue:
 - Dedication as road—for public route of access
 - Re-zone as a protected area, park, or reserve status, or
 - Registration as statutory right-of-way.

Permitted Uses/Activities within Riparian Management Area

- Where it can be demonstrated to the satisfaction of the City and the Ministry of Water, Land and Air Protection that there will be no negative effects on fisheries habitat, the *Riparian Management Area (RMA)* may include all or a portion of a *Riparian Management Zone (RMZ)*. Uses such as public or private pathway, utility corridor, road crossing, etc. may be permitted within the RMZ.

Prohibited Uses/Activities within Riparian Management Area

- Prohibit the development of buildings, structures, and hard-surfacing, such as driveways and parking areas and limit soil deposition and some agricultural practices within the *Riparian Reserve Zone*.

Table 7 – 1: Riparian Management Area Setbacks

	Stream ¹	Stream Reach	Riparian Management Area (m) ²
1	Bauer Brook	All	15
2	Bellevue Creek	All	15
3	Bellevue Creek (North Arm)	All	10
4	Bertram Creek	All	15
5	Brandt Creek	All	10
6	Bruce Creek	All	15
7	Campbell Brook	All	10
8	Cedar Creek	All	15
9	Fascieux Creek	All	15
10	Francis Brook	All	15
11	Gopher Creek	All	15
12	Hachey Creek	All	15
13	Hydraulic Creek	All	15
14	Industry Brook	All	10
15	K.L.O. Creek	All	15
16	Lake Okanagan ³	All	10
17	Lebanon Creek	All	15
18	Leon Creek	All	15
19	Michael Brook	All	10
20	Mill Creek	Downstream of Hardy Road	15
21	Mill Creek	Upstream of Hardy Road	30
22	Mission Creek	Downstream of Gordon Drive	15
23	Mission Creek ⁴	Upstream of Gordon Drive	50
24	Priest Creek	All	15
25	Rembler Creek	All	15
26	Rumohr Creek	All	15
27	Scotty Creek	All	15
28	Thomson Creek	Downstream of Gordon Drive	15
29	Thomson Creek	Upstream of Gordon Drive	10
30	Varty Creek	All	15
31	Vernon Creek	All	15
32	Wilson Creek	All	10
33	Wetlands (no association with fish habitat)	All	7.5
34	Wetlands (associated with fish habitat)	All	15
35	Escarpments or Ravines	All	10

Notes for Table 7 - 1

1. Setbacks apply to both sides of the stream
2. The Ministry of Water, Land and Air Protection Floodplain Provisions may require horizontal setbacks in excess of those indicated in Table 7.1.
3. Riparian Management Areas along Lake Okanagan are to remain in a natural condition or be landscaped in a manner that either enhances conditions for fish and wildlife or maintains conditions equivalent to those that would have existed had no development occurred. Upon review of lakefront development permits, staff shall give recognition to the fact that those owning land along the waterfront have the right to build protective retaining walls on their property. This right may in some cases mean that vegetation cannot be preserved or planted. Riparian Management Area requirements along Lake Okanagan waterfront should be measured from the natural boundary (343.0 m) as surveyed at the time of the development application.
4. In areas along Mission Creek (east of Gordon Drive), the City of Kelowna will pursue the establishment of a *Riparian Management Area*, which consists of a *Riparian Reserve Zone* that will average 30 metres in width plus an additional 20 metre *Riparian Management Zone* (Public Route of Access dedication) for a total width of approximately 50 metres. The Riparian Management Area along Mission Creek may vary in width but shall be of sufficient width to include any significant natural features (e.g., vegetation, water features, fish & wildlife habitat, escarpments, terraces, steep valley sides and cliffs).
5. Illustrative examples of setbacks and potential relaxations or variances are contained in the City of Kelowna *Handbook for Environmental Development Permit Areas*.

Development Permit Conditions

The City can, in order to achieve satisfaction of the above-noted guidelines, issue a development permit that:

- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or land use designation (zoning) requirements (other than issues relating to use or density) ((see S920 (2)(a) of the Local Government Act).
- includes requirements and conditions or sets standards for:
 - areas of land that must remain free of development, except in accordance with any conditions contained in the permit
 - specified natural features or areas to be preserved, protected, restored or enhanced in accordance with the permit
 - creek beds to be returned to the Crown
 - Riparian Management Areas to be dedicated
 - works to be constructed to preserve, protect, restore or enhance natural water courses or other specified natural features of the environment
 - protection measures, including that vegetation or trees be planted or retained in order to:
 - conserve, protect, restore or enhance fish habitat or riparian areas
 - control drainage
 - control erosion or protect banks

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit.

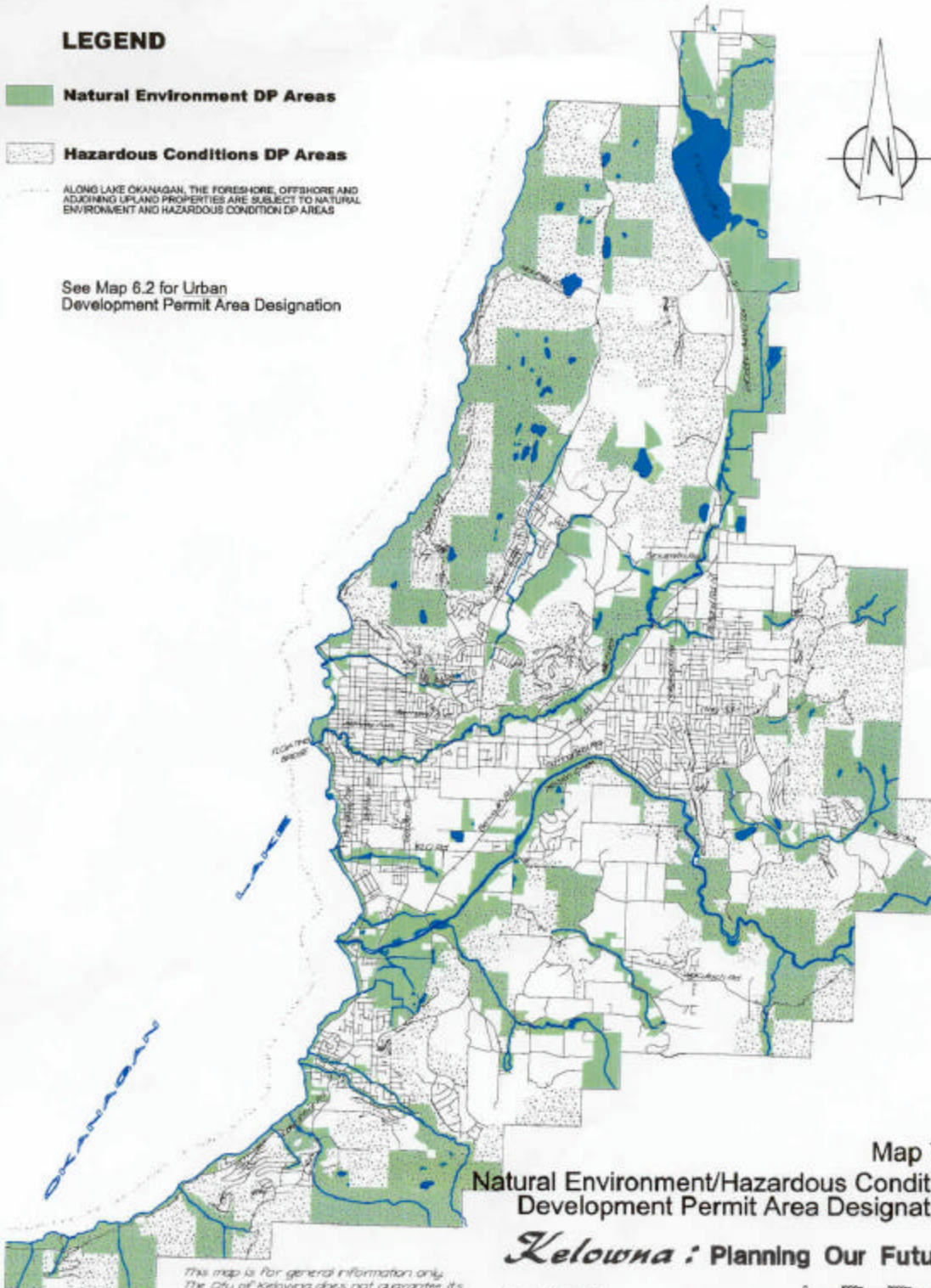
LEGEND

 **Natural Environment DP Areas**

 **Hazardous Conditions DP Areas**

ALONG LAKE OKANAGAN, THE FORESHORE, OFFSHORE AND ADJACENT UPLAND PROPERTIES ARE SUBJECT TO NATURAL ENVIRONMENT AND HAZARDOUS CONDITION DP AREAS

See Map 6.2 for Urban Development Permit Area Designation



Map 7.1
Natural Environment/Hazardous Condition
Development Permit Area Designation

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REV. Nov. 1/01

0 1000m 2000m 3000m

7.12 Development Permit Guidelines for the Protection of Development from Hazardous Conditions

Areas Designated

The areas shown as Hazardous Condition DP Areas on Map 7.1 and as Wildland Fire Hazard Areas on Map 7.2 or affected by the conditions listed in Section 7.12 are designated as Hazardous Condition Development Permit areas.

Objectives

The designated areas could be at risk for hazardous conditions (e.g. flooding, mud flows, torrents of debris, erosion, land slip, rock falls, subsidence, avalanche, wildfire), which may, in some cases, be reasonably abated with appropriate precautionary measures.

Activities Requiring a Permit

Unless a Development Permit waiver has been issued, all properties shown as Hazardous Condition DP Areas will require a Hazardous Condition Development Permit prior to:

- ? alteration of land
- ? subdivision
- ? construction of, addition to or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a development permit, property owners or their agents MAY complete a "Waiver Application" form (available at the Planning and Development Services Department) to determine whether the proposed work qualifies for a waiver of the Development Permit process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a Development Permit. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits, etc). Where waivers cannot be granted, a Development Permit will be required before the project can proceed. Staff will assess the possibility of granting a waiver on the basis of how closely the project meets the following criteria:

A "Hazardous Condition" Development Permit may not be required if the proposed project consists only of:

- ? Actions or activities performed by City staff to prevent, control, or reduce flooding, erosion, slope failure or other immediate threats to life or property, including:
 - (a) emergency flood or erosion protection works;
 - (b) clearing of an obstruction from a bridge, culvert or drainage flow; and
 - (c) emergency repairs to bridges or safety fences

Note that those undertaking emergency actions for flood protection and clearing of obstructions must, within 72 hours, report their actions to the Works and Utilities Department and to the Ministry of Water, Land and Air Protection.

- ? The emergency removal of dangerous or hazardous trees or tree limbs by standard arboricultural practices as provided for in the City of Kelowna Tree Protection Bylaw No. 8041.
- ? Construction of a trail across a Riparian Management Area to access water if the following conditions are met: (Approval may be required by the Ministry of Water, Land and Air Protection – notify prior to proceeding)
 - (a) only one trail is built
 - (b) the trail is for personal use only and no livestock will have access
 - (c) the trail is less than 1 metre in width
 - (d) no trees will be removed
 - (e) the trail's surface allows water to filter through (e.g. soil, gravel, no mulch); and
 - (f) the overall slope of the trail is less than 10 % (6°); where portions are greater than 10 %, the trail must be designed to prevent erosion
- ? A renovation or alteration that does not expand the existing building footprint, and in the case of an exterior renovation or alteration does not include any action that would be considered a disturbance of the feature being protected.
- ? Actions which have been assessed by a qualified professional who has provided a report, to the satisfaction of the City, which concludes that the proposed action or development would have no significant impact on the environment, or which concludes that the land is not subject to hazardous conditions. The Terms of Reference for the assessment must be jointly determined by the City of Kelowna, the proponent, and/or the Ministry of Water, Land and Air Protection.
- ? A "Hazardous Condition" Development Permit may also not be required if the Hazardous Condition of concern is solely wildland fire and if a Section 219 Restrictive Covenant has been registered under the *Land Title Act* by the Applicant against the title of the subject property, at the time of subdivision or building permit for all areas determined by the Fire Department to be at risk of wildland fire. The covenant should incorporate the recommendations of a professional in wildland fire management assessment and save harmless the City of Kelowna in the event of damage to individual homes as a result of the spread of wildfire.

Guidelines for Development within Hazardous Condition Areas

In issuing conditions relating to a development permit waiver or in issuing development permit conditions, the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines:

Wildland Fire

- Remove and dispose of all dead trees and continue to keep the land free of accumulation of any dead trees.
- Locate building sites in the flattest areas and avoid gullies or draws that accumulate fuel and funnel winds.
- Remove and dispose of all tree limbs and shrubs that overhang roofs or grow under building eaves and maintain this condition.
- Establish a defensive space around all buildings by:
 - Spacing of all coniferous trees and maintaining and pruning of all remaining trees.
 - Remove and dispose of all needles, dead twigs and branches and maintain the lands free of such accumulation.
 - Retaining or planting acceptable vegetation such as watered/mowed lawns, low shrubs, deciduous trees and pruned/spaced coniferous trees
- Clean up and dispose of combustible material remaining from construction as soon as construction is complete.

Flooding

- Refer, to the Water Management Branch of the Ministry of Water, Land and Air Protection those applications dealing with development on properties abutting or within that Ministry's required floodplain management setback of a watercourse. The Ministry of Water, Land and Air Protection floodplain management provisions require a minimum horizontal setback of 15 metres.
- Setback development on properties along streams and water bodies in accord with the Ministry of Water, Land and Air Protection required floodplain management provisions. Require the registration of a S. 219 covenant to save the City of Kelowna harmless from any future flooding damage for application to the Ministry of Water, Land and Air Protection for a relaxation of the required floodplain management setback.
- Retain an area of land (see Table 7-1) immediately adjacent to all streams in an undisturbed state, throughout and after the development process to allow access for flood control. The area to remain free of development is referred to as the "Riparian Management Area".
- Protect the *Riparian Management Area* permanently with a restrictive covenant, and where a linear park corridor is to be acquired, it may also be necessary to pursue:
 - Dedication as road—for public route of access
 - Re-zone as a protected area, park, or reserve status, or
 - Registration as statutory right-of-way.

Erosion / Land Slip / Rock Falls

- Development will be directed to appropriate areas with slopes averaging less than 30%. Where it can be demonstrated that the proposed development will be sensitively integrated with the natural environment and will present no hazards to persons or property, development *may* be permitted on land with a natural slope that averages greater than 30%. Natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls. (See Kelowna Hillside Development Guidelines dated October 2001).

- The pattern of development in hillside areas should be responsive to the varied topography, taking advantage of views and the surrounding natural landscape by emphasizing cluster development. All new residential development should be located to minimize interference with neighbouring property owners' views. In hillside areas, lot size and shape may vary in relation to topography. (See Kelowna Hillside Development Guidelines dated October 2001).
- Require that those wishing to pursue projects on slopes in excess of 30% submit a report providing information on the anticipated on-site and off-site environmental and geo-technical impacts of the proposed development.
- Align driveways with the natural contours.
- Connect driveways to public roads at an angle between 70 and 90 degrees
- Minimize impervious paving surfaces to reduce storm runoff.
- Require construction to be setback a minimum of 10 metres from ridgelines.

Development Permit Conditions

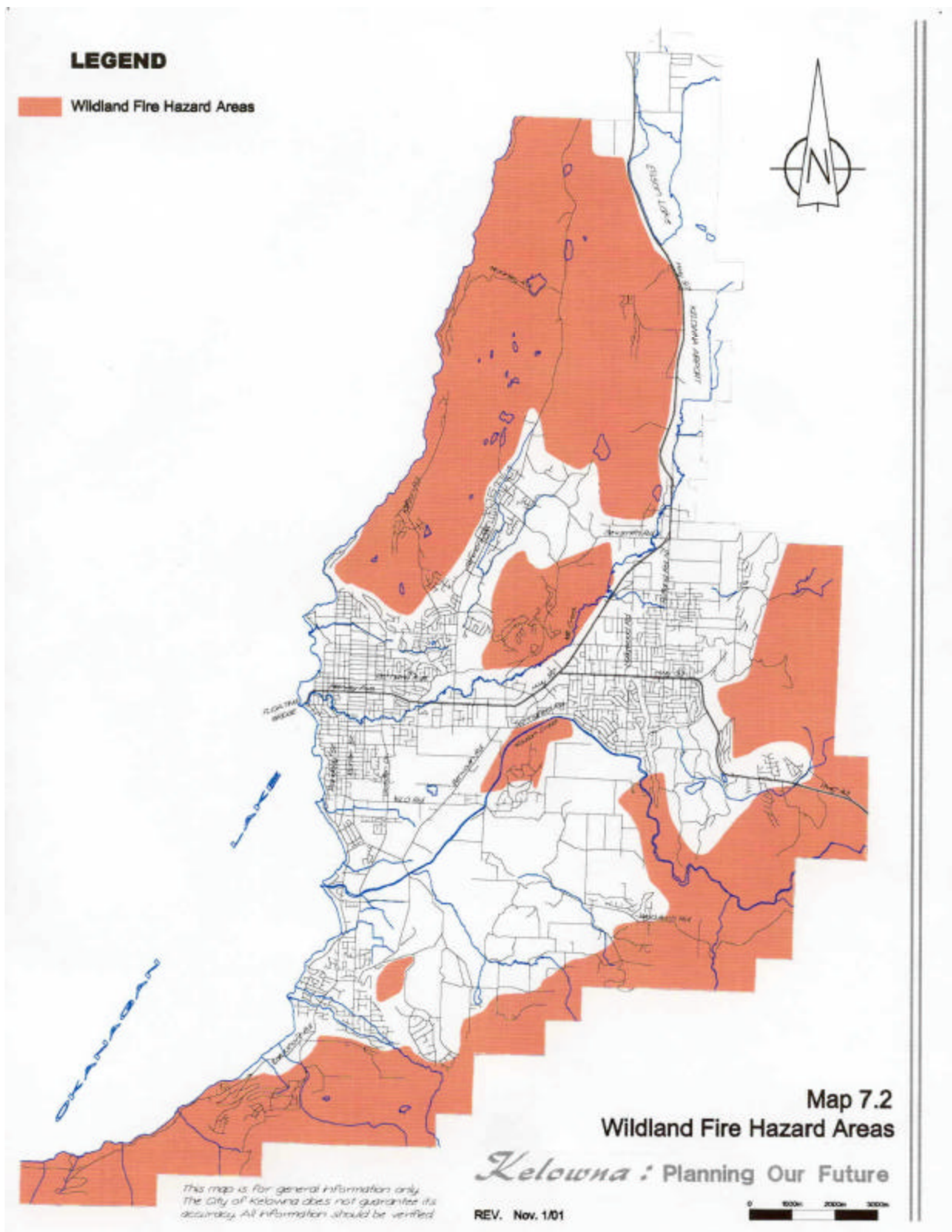
In accordance with applicable OCP guidelines respecting the manner by which the special conditions or objectives will be addressed, the City may, by resolution, issue a development permit that:

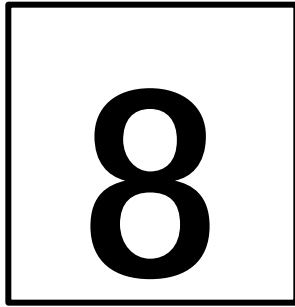
- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or land use designation (zoning) requirements (Conditions and requirements may vary use or density of land only in relation to health, safety or protection of property from damage) (*see S920 (2)(a) of the Local Government Act*)
- includes requirements and conditions or sets standards for:
 - areas of land that may be subject to flooding, mud flows, torrents of debris, erosion, land slip, rock falls, subsidence, avalanche or wildfire, or to another specified hazards – these areas can be required to remain free of development, except in accordance with any conditions contained in the permit
 - an area that the permit designates as containing unstable soil or water which is subject to degradation – in these areas the City can require that no septic tank, drainage and deposit fields or irrigation or water systems be constructed
 - in relation to wildfire hazard, the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and structures
 - in relation to wildfire hazards, the type and placement of trees and other vegetation in proximity to the development

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit.

Related Policies in Other Chapters

- ☒ Note Chapter 5 - Growth Management Policy 5.1.5 Sustain the Environment.
- ☒ Note Chapter 13 - Services and Utilities policies on solid waste disposal.
- ☒ Note Chapter 14 - Parks and Leisure Services policies on linear paths.





HOUSING

8.1 Housing Policies

Considerations for Future Civic Action

The City of Kelowna will:

Financing Arrangements

- .1 **Financing Structure.** Regularly monitor financing structures (e.g. Development Cost Charge schedules, off-site upgrading requirements etc.) to ensure that multiple unit developments benefit from any cost advantages inherent in developing at higher densities;
- .2 **Development Cost Charges.** Consider implementation of a density gradient approach to the calculation of DCC's that is sensitive to housing forms, servicing demands and long range planning techniques for reviewing development and forecasting growth. The density gradient would help to encourage increased densities and smaller residential units, while being more equitable and more accurately reflecting the service demands of various types of development.

Liaison/Co-operation/Public Relations

- .3 **Housing Needs Committee.** Collaborate with a Community Housing Needs Committee, which shall report to Council on matters dealing with rental, special needs and affordable housing;
- .4 **Partnerships for Affordable Housing.** Encourage the development of partnerships among community groups, non-profit organizations, the business community, professionals and all levels of government to provide affordable and special needs housing;
- .5 **Discrimination.** Advocate to appropriate agencies to ensure that discriminatory policies do not result in housing being denied;
- .6 **Shared Accommodation.** Encourage government and/or non-profit agencies to develop and maintain a list of persons seeking shared accommodation to facilitate the search for affordable housing;
- .7 **Federal and Provincial Involvement.** Continue to encourage the Provincial and Federal governments to increase funding allocations for special needs housing;

- .8 **Community Acceptance.** Seek to educate, raise awareness and increase community acceptance of low-income / special needs housing, including provision to address NIMBYism in planning reports that review proposals for affordable, special needs or rental housing;
- .9 **Housing Forums.** With the involvement of the Community Housing Needs Committee and interested housing agencies, hold biannual public housing forums to educate and inform the community about housing needs and issues. A particular focus of these forums will be to counteract local negative reactions ("NIMBYism") to housing projects in the community;
- .10 **Housing Research.** Encourage CMHC to include Kelowna within its housing research, in particular for owner-occupied housing, based on a Kelowna population that has or will soon exceed the 100,000 threshold;
- .11 **Housing Data.** Encourage B.C. Housing to make its housing data more readily available, either through its web site or by mail;
- .12 **Information Package.** Prepare an information package concerning the City's development approval process, as well as information on Provincial and Federal Government Housing Programs, such as the Residential Rehabilitation Assistance Program (RRAP), Homegrown Solutions, and BC Housing or Homes BC programs, to assist non-profit housing groups in preparing successful proposals.

Further Studies/Reviews

- .13 **Sector Plans.** Identify suitable locations for residential development in preparing future Sector Plans;
- .14 **Low Income Housing.** Review policies, procedures, and implementation of such policies and procedures for re-development to derive a procedure whereby low-income housing is not removed unless alternate housing is provided for the residents that are displaced. A specific example is a policy for demolition of motels that provide longer-term accommodation used by lower income people. A similar policy is in place to deal with the removal of mobile homes;
- .15 **Zoning Bylaw.** Continue to monitor the effectiveness of regulations, processes and fees in the Zoning Bylaw that affect housing and update the Zoning Bylaw to improve effectiveness whenever the need arises.

Implementation

- .16 **Affordability Benchmarks.** Affordability benchmarks will be published annually in information bulletins, using accepted methodologies and data from Statistics Canada, BC Statistics and Canada Mortgage and Housing Corporation. They are based on the following criteria:

Rental: Affordable rents will be the average rents for Kelowna from the annual Canada Mortgage and Housing Corporation (CMHC) Rental Market Report;

Owner: Ownership affordability is based on the income level at which a household would be capable of entering the ownership market. This is equivalent to the "starter home" price and is derived based on the purchase ability at the median income level for all two or more person households from the most recent Census, assuming 30 % of gross household income expenditure for shelter. The starter home price will be updated annually between Census years using the B.C. Consumer Price Index (CPI), be published annually by the City and be given for a non-strata-titled home, a strata-titled home and a mobile / manufactured home;

.17 **Core Need:** Consider, based on data from Statistics Canada or Canada Mortgage and Housing Corporation (CMHC) or British Columbia Housing Management Corporation (BCMHC), households to be at core need for housing when they meet the following criteria:

- Qualify as at or below core need income threshold (CNIT) developed by CMHC and used by the British Columbia Housing Management Commission for Kelowna, and/or;
- Household income falls at or below Low Income Cut-Off level defined by Statistics Canada for urban areas greater than 100,000 people, based on household size, and/or;
- Household is receiving BC income assistance for Welfare to Work or Disability Benefits or qualifies for Targetted Rent Subsidy Programs (TRSP) operated by BC Housing, or dwelling is built with senior government funding to be affordable;

The City will publish the above information by available means, and it will be current;

.18 **Housing Agreements.** Support the use of housing agreements to assist in creating affordable and special needs housing.

.19 **Housing Reserve Fund.** Continue to support the housing reserve fund, using available monies from: annual budget allocations, voluntary contributions from other agencies and the public, a portion of the proceeds of the sale of surplus municipally-owned land, land lease revenues, and a proportion of the sale of market units on City-owned lands;

.20 **Use of Housing Reserve Fund.** Use the housing reserve fund solely for the purpose of acquiring lands to be leased from the City by non-profit groups or developers to provide housing by the means of public / private partnership agreements, subject to criteria specified in the Housing Reserve Fund Bylaw;

.21 **Housing Quality.** Continue to address properties where dwellings are sub-standard using available bylaw and code enforcement processes.

Monitoring

.22 **Implementation Indicators.** Assess, once 2001 census data becomes available, the degree to which residential development is fulfilling OCP objectives and consult the information derived during the next OCP review process;

.23 **Housing Affordability Indicators.** Assemble data, as housing affordability indicators, from the following sources:

- B.C. Assessment Authority database on sales activity;
- Core needs data from Statistics Canada, CMHC, BCMHC and B.C. Housing;
- City of Kelowna development activity reports.

This information will be distributed through the City web page, Community Housing Needs Committee and/or Planning and Development Services brochures;

.24 **Affordable and Special Needs Housing Deficiency.** Compare the Statistics Canada data on incidence of low-income households [based on low-income cut-offs (LICO)] against non-profit housing supplies to estimate housing deficiencies and publish this information on a regular basis;

.25 **Vacancy Rates.** Regard the vacancy rates, calculated annually for rental housing by the Canada Mortgage and Housing Corporation, as an indicator of demand for rental housing, and publish this information;

.26 **Stratification.** Monitor the number of conversions of rental dwellings to stratified units to ensure that the supply of rental housing is not adversely affected.

Considerations in Reviewing Development Applications

Application Processing

.27 **Processing Time.** Ensure that housing applications consistent with the Future Land Uses specified on Map 19.1, as well as the OCP policies and Development Permit guidelines adopted by Bylaw 8600 are awarded processing time advantages over applications which are inconsistent;

.28 **Bonuses for Affordable and Special Needs Units.** Grant density bonuses for the creation of affordable and special needs housing, as per the provisions of the Zoning Bylaw;

.29 **Infrastructure Availability.** Give preference to supporting new housing in areas where required services already exist or can be provided most economically and efficiently;

.30 **Rezoning to Higher Densities.** Consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for on the Generalized Future Land Use Map 19.1 in those cases where:

- a portion of the proposed units are available for affordable, special needs or rental housing identified to be in short supply (guaranteed through a Housing Agreement); and
- appropriately designated sites can be proven to be functionally unsuitable for the proposed housing; and
- supporting infrastructure is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure); and
- the proposed densities do not exceed the densities provided for on Map 19.1 by more than one increment (e.g. medium density multiple units might be entertained

- where low-density has been provided for, and low-density multiple units might be entertained where single/two unit residential densities have been provided for); and
- the project can be sensitively integrated into the surrounding neighbourhood, with no more than a one-storey height gain between the proposed development and the height permitted within land uses assigned to adjacent parcels (Where the property being proposed for redevelopment is large, consideration may be given to providing greater heights at the centre of the property provided that the new building is sensitively integrated with the surrounding neighbourhood); and
- approval of the project will not destabilize the surrounding neighbourhood or threaten viability of existing neighbourhood facilities (e.g. schools, commercial operations etc.).

Uses to be Encouraged

- .31 **Density Profile.** Support a land use approach where residential densities increase as proximity to the core of Urban Centres increases, as shown on Future Land Use Map 19.1;
- .32 **Uses within Residential Neighbourhoods.** In the areas where Map 19.1 shows future land uses as being Single / Two Unit Residential housing, generally limit non-residential activities to neighbourhood parks, local commercial uses (see Land Use chapter for definition), care centres (up to 25 people) and minor utility / public service uses (see Land Use chapter for definition) which do not cause substantial increases in traffic, parking demands or noise;
- .33 **Land Utilization within Single Detached Areas.** Work towards achieving more efficient use of land within developed single-detached neighbourhoods by encouraging rezoning, subdivision and building permit applications that would allow for smaller lot sizes, secondary suites, minor boarding facilities, minor group homes, duplexes etc. that are sensitively integrated into a neighbourhood;
- .34 **Special Needs Facilities.** Encourage, in all neighbourhoods, residential facilities for people with special needs, as permitted under Zoning Bylaw regulations;
- .35 **Apartments and Townhouses.** Encourage development to contribute to the City's goal of, over the 1994 - 2013 timeframe, having 67% of new residential units be in the form of apartments, townhouses (and cluster housing), or other multiple unit buildings;
- .36 **Ground-Oriented Housing.** Encourage the development of ground-oriented multiple unit housing as an affordable housing choice for the rental or ownership markets, including families with children, in those areas where Map 19.1 indicates necessary densities as being appropriate. Ground oriented housing is defined as housing where each dwelling unit has direct access to the unit and private open space at grade level;
- .37 **Family Housing.** Encourage family oriented townhouses or apartment housing, especially within Urban Centre areas;
- .38 **Housing Variety.** Encourage the development of a variety of housing forms to ensure that the housing supply meets the needs of Kelowna's diverse population and satisfies a range of life cycle and lifestyle choices;

- .39 **Affordable and Special Needs Housing.** Encourage the private sector to provide housing that is innovative and affordable and that is targeted to groups identified in the Housing Study, a Housing Reserve Fund Bylaw, or in a list published by the City;
- .40 **Religious Assembly Oriented Housing.** Encourage compatible multiple unit housing oriented to religious assembly uses in areas designated as Multiple Unit Residential on the Generalized Future Land Use Map 19.1;
- .41 **Religious Assembly Associated Housing.** Consider on-site multiple unit housing associated with existing religious assembly uses where the land use is supported by the availability of full urban services such as appropriate access, sanitary sewer, transit, water and other community amenities, and that provides the opportunity for sensitive integration of compatible building form and inclusion of residents into the neighbourhood environment;
- .42 **Integration.** Encourage the sensitive integration of different housing forms in the various sectors of the City, in support of neighbourhood diversity and healthy communities;
- .43 **Mixed Use.** Encourage commercial projects within Urban Centres to include a residential component wherever appropriate (see Chapter 6 for location of Urban Centres);
- .44 **Cluster Housing.** Encourage, especially in environmentally sensitive areas (see Map 7.1), the creation of cluster housing with the aim of maximizing amenity space and lessening environmental impact, including retention of steep sloped areas as natural open space, public or private (e.g. Clifton Road area, Glenmore Highlands etc);
- .45 **Secondary Suites.** Encourage, under the conditions stipulated in the Zoning Bylaw, the creation of secondary suites;
- .46 **Manufactured Homes.** Continue to support manufactured home parks as viable, affordable housing options for the City where consistent with growth management objectives and policies;
- .47 **Housing for Lower Income Singles.** Actively encourage housing for lower income singles, in response to the current shortage of housing for this particular group identified in 1999, utilizing options identified in the Housing Study.

– **Related Policies in Other Chapters.**

☒ Note Chapter 5 - Growth Management policies.

Uses to be Discouraged

- .48 **Panhandle Lots.** Discourage lakefront panhandle lots;
- .49 **Development over Lake Surface.** Prohibit residential development over the surface of the lake unless there are no negative environmental impacts and public enjoyment of the waterfront is significantly enhanced as a result of such developments (e.g. the creation of park space);

- .50 **“Walled Communities”**. Discourage the creation of developments enclosed on all sides with walls or other physical or visual barriers to access if such developments compromise the principles embedded in the “Crime Prevention Through Environmental Design” guidelines and hinder efforts to create more pedestrian, bicycle and transit-friendly communities or inhibit the efficient use of infrastructure;
- .51 **Housing in Agricultural Areas**. Discourage residential development (both expansions and new developments) in areas isolated within agricultural environments (both ALR and non-ALR);
- .52 **Proximity to Industrial Lands**. Restrict, in areas adjacent to non-compatible industrial sites, the encroachment of residential uses.
- **Related Policies in Other Chapters.**

- ☒ Note Chapter 13 – Services and Utilities Policy 13.5.4 Residential Setback.
- ☒ Note Chapter 18 – Institutional Policy 18.1.27 Noise Contour.

Special Requirements

- .53 **Multiple Unit Development**. Allow multiple unit development along the shore zone in areas designated for such development on the OCP Future Land Use Map 19.1, provided that the building design maintains view corridors to the lake from inland locations and provided that the public enjoyment of the lakefront is enhanced as a result of the development;
- **Related Policies in Other Chapters.**

- ☒ Note Chapter 11 – Agriculture Policies 11.1.20 Buffering and 11.1.21 Bonding for Buffers.
- ☒ Note Chapter 16 – Heritage discussion on provisions of the Marshall Street / Abbott Street Conservation Area.

Development Permit Requirements

- .54 **Multiple Unit Development Permits**. Require multiple unit housing developments within the RM, Commercial, Major Institutional, and Comprehensive Development Zones of Zoning Bylaw 8000 to comply with Development Permit conditions (please refer to Section 8.2 for information on Development Permit conditions).
- ☒ Please note that multiple unit properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:
 - Natural Environment – Section 7.11
 - Hazardous Condition – Section 7.12
 - Urban Centre – Section 6.2

8.2 Development Permit Guidelines for Form and Character of Multiple Unit Development

Purpose

All multiple unit projects (RM, Commercial, Major Institutional, and Comprehensive Development Zones of Zoning Bylaw 8000) are subject to “Multiple Unit” Development Permit guidelines to help ensure that the form and character of new development is consistent with principles of good urban design, as well as other goals and policies outlined in this OCP.

Properties Affected

Unless a Development Permit waiver has been issued, all properties that are currently, or become, zoned for Multiple Unit Residential development will require a “Multiple Unit” Development Permit prior to:

- subdivision
- construction of, addition to or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a Development Permit (DP), property owners or their agents MAY complete a “Waiver Application” form to determine whether the proposed work qualifies for a waiver of the DP process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a DP. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits etc). Where waivers cannot be granted, a DP will be required before the project can proceed.

A “Multiple Unit” Development Permit may not be required if the development consists only of:

- an interior renovation of a multiple unit housing development;
- construction of, alteration or addition to a group home (minor) as defined in the City’s Zoning Bylaw #8000;
- construction of, alteration or addition to, an institutional use within an institutional zone or within any Comprehensive Residential zone. (*Congregate Care Facilities are considered multiple unit housing and would not be exempt*);
- an addition or alteration to an existing principle building which will not be visible from an adjacent public road right-of-way (lanes adjacent to a “C” or “I” zone will not be exempt), adjacent park, adjacent residential or adjacent agricultural zoned property, provided that the proposal requires no variance(s) from the zoning bylaw, and further, requires no approval from the Ministry of Transportation;
- an alteration which is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions;
- construction, addition or alteration of an accessory building/structure not to exceed 40 sq. m. (430 sq. ft.) where no variance(s) of the Zoning Bylaw are required;
- replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

Objectives for Multiple Unit Residential Development

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development within Urban Centres and Village Centres should contribute to the creation of pedestrian-oriented streets and public spaces (connections, social interaction).
- All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
- All development should promote safety and security of persons and property within the urban environment (CPTED).

Guidelines for Multiple Unit Development

In issuing conditions relating to a development permit the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines, as examples of how to meet the objectives:

Landscaping

Landscaping should:

- enhance public views
- provide noise buffering
- complement building's architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- provide visual buffers of new buildings
- provide colour
- create shade
- create design interest
- retain required sight distances (from roadways)
- contribute to a sense of personal safety and security
- facilitate access, enjoyment and social activities for all authorized users
- provide equal access for mobility-challenged individuals
- incorporate existing vegetation with special character, historical or cultural significance
- incorporate native plants where practical
- incorporate xeri-scape vegetation and principles
- preclude species that are hosts to the codling moth - genus MALUS (apples or crabapples, including all ornamental or flowering crabapples), PYRUS (pears, including asian and ornamental pears), CYDONIA (quince), CHAENOMELES (flowering quince or japonica), ULMNUS PUMILA (Siberian Elm) or ULMNUS PARVIFOLIA (Chinese Elm).

Relationship to the Street

- First storey units should ideally provide ground-level access and outdoor amenity space
- The principle front entranceway should be clearly identified and in scale with the development.
- Porches are encouraged where they are part of the established neighbourhood character.

Building Massing

- Developments with multiple, separate buildings should be designed in such a manner that individual buildings contain different, but compatible shapes, masses, and/or exterior finishes.
- Developments should be sensitive to and compatible with the massing and rhythm of the established streetscape.
- There should be no more than a one storey height gain between adjacent uses within 5.0 m of the side property line where the adjacent land has not be designated on the Future Land Use Map for equal or higher density redevelopment in the OCP. Where the adjacent land has been designated for equal or higher density redevelopment the height gain or stepping back guidelines are not applicable.
- Sub-roofs, dormers, balconies, and bay windows should be encouraged.
- Variation between architectural bays within each façade is encouraged.

Walls

- End walls visible from a public street or residential lot should be finished to provide an attractive appearance. Blank or solid walls (without glazing) should not be longer than 5 m. Walls longer than 5 m should incorporate wall detailing that will provide visual interest.

Views

- View corridors should, wherever possible, be preserved.
- All buildings and structures on lots along the Okanagan Lake foreshore should be sited so as to minimize any obstruction of lake views from established abutting development.
- Buildings along the lakefront should not be taller than those permitted further inland such that lakefront views are not obscured. Special circumstances may suggest relaxation of this policy to allow for a landmark development that is in the public's interest.

Environmental Considerations

- Projects should be designed to minimize the impacts of climatic conditions such as excessive heat, cold and wind.
- Projects located along arterial roads should be designed to minimize residents' exposure to noise and exhaust emissions.

Crime Prevention

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services should be located at the rear of buildings.
- Utility service connections should be screened from view or be located so as to minimize visual intrusion.

Amenities

- Appropriate high quality public spaces, which provide links to surrounding areas and open space relief within the development should be encouraged.

Access

- Vehicle access and on-site circulation shall minimize interference with pedestrian movement.
- Vehicle access from arterial or collector roads is discouraged. Where possible, such access should be achieved from a lane.

Parking

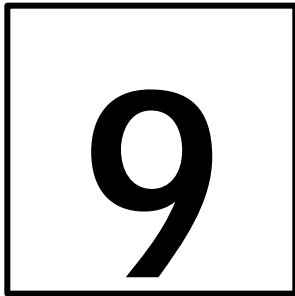
- Underground parking is encouraged.

Development Permit Conditions

The City can, in order to achieve satisfaction of the above-noted guidelines, issue a development permit that:

- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or zoning requirements (other than issues relating to use or density) ((see S920 (2)(a) of the Local Government Act)
- includes requirements and conditions or sets standards for:
 - general character of the development, including landscaping (This does not include particulars of landscaping or of the exterior design and finish of buildings and structures)
 - siting of buildings and structures
 - form of buildings and structures
 - exterior design of buildings and structures
 - exterior finish of buildings and structures

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit.



COMMERCIAL

9.1 Commercial Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Directional Signs.** Monitor the need for signs directing visitors to tourist facilities located off the main highway;
- .2 **Recreation Facilities.** Consider tourism value when making decisions regarding investments in natural open space, parks, beaches and other publicly funded recreation facilities.
- **Related Policies in other Chapters.**
 - ⊗ Note Chapter 6 – Urban Centre policies regarding improvements to Urban Centre streetscapes to enhance the aesthetic environment.
 - ⊗ Note Chapter 15 – Arts and Culture Policy 15.1.1 Arts and Culture Investments.
 - ⊗ Note Chapter 16 – Heritage Policy 16.1.4 Heritage Foundation.
 - ⊗ Note Chapter 18 – Institutional Policy 18.1.17 Airport Improvements.

Liaison/Co-operation/Public Relations

- .3 **Revitalization.** Pursue commercial revitalization partnership initiatives in the Urban Centres, in co-operation with respective business communities;
- .4 **Parking.** Work with downtown merchants to increase public awareness of downtown parking facilities;
- .5 **Tourism Profile.** Work with tourism agencies and businesses to raise Kelowna's profile as a tourist destination, particularly in the areas of agri-tourism, cultural tourism, eco-tourism and “pre and post” convention travel;

- .6 **Tourism Support.** Work with local businesses to increase public knowledge of the civic benefits arising from tourism;
- .7 **Co-operation between Businesses.** Encourage local businesses to communicate and co-operate in ventures that will contribute to Kelowna's overall economic prosperity (Business Improvement Associations, Chamber of Commerce, Downtown Kelowna Association as well as informal groupings of local business interests). Examples of co-operative ventures might include cross-promotions, customer service training, investments in facility improvements etc;
- .8 **Diverse Economic Base.** Co-operate with agencies such as the Economic Development Commission to encourage the retention of existing businesses and the attraction of new business in order to create a healthy and diverse economic base that fulfils the City's growth management and commercial objectives;
- .9 **Arts and Cultural Businesses.** Promote economic opportunities in the arts and cultural sectors;
- .10 **Home Business.** Work with local home-based business operators, the Kelowna Chamber of Commerce, the Economic Development Commission and other agencies to provide supportive environments for home-based businesses.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .11 **Location of New Commercial.** Direct new commercial ventures to locate in areas designated for commercial purposes (see Map 19.1);
- .12 **Urban Centre Focus.** Encourage new retail, service, office, hotel/motel, and entertainment facilities to locate within the Urban Centres, in accordance with the provisions of Map 6.2 and the policies of Chapter 6;
- .13 **Commercial Uses within Heritage Buildings.** Consider commercial uses within heritage buildings located in areas not designated as Commercial on Future Land Use Map 19.1, provided that a Heritage Revitalization Agreement is negotiated with the City and provided that the project meets the criteria established for sensitive neighbourhood integration;
 - ☒ Note Chapter 8 – Housing Policy 8.1.42 Integration.
 - ☒ Note Chapter 16 – Heritage Policy 16.1.15 Heritage Revitalization Agreements.
- .14 **Office Building Locations.** Encourage office buildings providing more than 929 m² (10,000 sq. ft.) of leasable space to locate in the City Centre or the Town Centres;
- .15 **Office Space.** Consider rezoning applications with the objective of ensuring that there is a competitive supply of office space;

- .16 **Niche Retail.** Encourage niche retail establishments to locate in the City Centre and the Town Centres;
- .17 **Re-development of Parking Lots.** Encourage new commercial facilities to be developed as infill development on excess parking areas provided that all applicable Zoning Bylaw requirements can be satisfied;
- .18 **Location of Large-scale Commercial.** Direct large-scale commercial facilities to potential areas within the Highway Centre and that area generally west of Highway 97 and south of Leathead Road, on the former Central Park Golf Course site, and in the McCurdy Road area east of Highway 97;
- .19 **Transportation Impacts of Large-scale Commercial.** Require that necessary transportation system improvements be developed in conjunction with large new commercial facilities, while recognizing that in some instances transportation constraints may preclude the introduction of new facilities;
- .20 **Services Supporting Home-Based Businesses.** Encourage, in appropriately designated areas (see Map 19.1 for areas designated “Commercial”), the creation of services that cater to those who operate businesses out of their homes;
- .21 **Commercial Use of Waterfront Lands.** Encourage commercial use of the waterfront where the Inner City Shore Zone Plan provides for such use. At other waterfront locations, commercial uses other than visitor accommodation will be discouraged unless the proposed use would significantly enhance public enjoyment of or access to the lakefront;
- .22 **Development over Lake Surface.** Prohibit development over the surface of the lake unless public enjoyment of the waterfront is significantly enhanced as a result of such development (e.g. the creation of park space);
- .23 **Commercial Tourist Attractions.** Consider Lake Okanagan to be Kelowna’s main tourist attraction and will therefore discourage commercial tourist attractions from locating in the shore zone area. Only those commercial attractions which are directly dependent on the lake, which are environmentally-friendly, and which add to the public enjoyment of the shore zone will be allowed along Lake Okanagan;
- .24 **Tourist Commercial.** Consider commercial development for tourism related uses in the Capozzi / Truswell Road area as outlined in the South Pandosy / KLO Sector Plan;
- .25 **Four-Season Appeal.** Encourage, in conjunction with community tourism interests, the development of facilities that will further enhance Kelowna's appeal as a four season tourism/recreation destination;
- .26 **Carrying Capacities.** Consider environmental carrying capacities and social implications when reviewing tourist development proposals and refuse approval to proposals that would have a negative overall impact on the community or environmental health of Kelowna;

- .27 **Visitor Accommodation.** Give favourable consideration to allowing new visitor accommodation to be developed in appropriate locations, particularly in larger Urban Centres (please refer to Map 6.2). Consideration will be given to allowing visitor accommodation along the shore zone provided that such a use would be compatible with the neighbourhood and site context and public enjoyment of the lakefront is enhanced as a result of the development;
- .28 **Lakeshore Accommodations.** Consider the availability and demand for lakefront accommodation when reviewing rezoning proposals that would reduce the inventory of shore zone land zoned for tourist accommodation;
- .29 **Marina Facilities.** Allow private sector provision of another marina facility within the City, providing that this can be done in an environmentally sound manner and providing that upland transportation, parking and community impacts can be adequately addressed;
- .30 **Agricultural Businesses.** Encourage, within the parameters of the Zoning Bylaw, the development of diverse agricultural businesses.
- **Related Policies in other Chapters.**
- ⊗ Note Chapter 11 – Agriculture Policy 11.1.15 Permanent Farmers Market.
 - ⊗ Note Chapter 11 – Agriculture Policies 11.1.20 Buffering and 11.1.21 Bonding for Buffers.
 - ⊗ Note Chapter 14 – Parks and Leisure Policy 14.1.10 Sports Tourism.

Development Permit Requirements
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- .31 **Commercial Development Permit.** Require commercial developments located in the areas designated “Commercial Development Permit Areas” (see Map 6.2) to obtain a commercial development permit prior to receiving subdivision or building permit approval; *(DP requirements and procedures are specified in Section 9.2)*
- ⊗ Please note that commercial properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:
 - Natural Environment – Section 7.11
 - Hazardous Condition – Section 7.12
 - Urban Centre – Section 6.2
 - Multiple Unit – Section 8.2

9.2 Development Permit Guidelines for Form and Character of Commercial Development

Purpose

All commercial-zoned projects along designated corridors on **Map 6.2** are subject to “Commercial” Development Permit guidelines to ensure that the form and character of new commercial development is consistent with principles of good urban design as well as other goals and objectives of this OCP.

Properties Affected

Unless a Development Permit waiver has been issued, all commercial properties along designated corridors shown on **Map 6.2** will require a “Commercial” Development Permit prior to:

- subdivision
- construction of, addition to or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a Development Permit (DP), property owners or their agents MAY complete a “Waiver Application” form to determine whether the proposed work qualifies for a waiver of the DP process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a DP. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits etc). Where waivers cannot be granted, a DP will be required before the project can proceed.

A “Commercial” Development Permit may not be required if the development consists only of:

- an interior renovation;
- an addition or alteration to an existing principle building which will not be visible from an adjacent public road right-of-way (lanes adjacent to a “C” or “I” zone will not be exempt), adjacent park, adjacent residential or adjacent agricultural zoned property, provided that the proposal requires no variance(s) from the zoning bylaw, and further, requires no approval from the Ministry of Transportation;
- an alteration which is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions;
- construction, addition or alteration of an accessory building/structure not to exceed 40 sq. m. (430 sq. ft.) where no variance(s) of the Zoning Bylaw are required;
- replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

Objectives for Commercial Development

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development should provide visual interest and human scale.
- All development should contribute to a sense of community identity and sense of place (integration of development within larger community, belonging, community cohesiveness).
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
- All development should promote safety and security of persons and property within the urban environment (CPTED).

Guidelines for Commercial Development

In issuing conditions relating to a development permit the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines, as examples of how to meet the objectives:

Access

- Design should facilitate pedestrian and bicycle access.
- Within multiple unit residential projects, vehicle access and on-site circulation shall minimize interference with pedestrian movement.
- Within multiple unit residential projects, vehicle access from arterial or collector roads is discouraged. Where possible, such access should be achieved from a local road or lane.
- Vehicle access should not interfere with pedestrian movement.
- Vehicle access (including parking and loading) should be, wherever possible, from a lane.
- Pedestrian access should be clearly marked.

Buildings, Structures and Additions

- Buildings, structures and additions should be designed and sited in a manner compatible with adjacent buildings and open areas.

Amenities

- Appropriate, high quality, public spaces which provide links to surrounding areas and open space relief should be encouraged (*community amenity bonuses may be applicable*).
- Amenities such as benches, garbage receptacles etc. should be encouraged to provide a pedestrian-friendly environment.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services should be located at the rear of buildings.
- Utility service connections should be screened from view or be located so as to minimize visual intrusion.

Crime Prevention

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

Landscaping

Landscaping should:

- enhance public views
- provide noise buffering
- complement building's architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- provide visual buffers of new buildings
- provide colour
- create shade
- create design interest
- retain required sight distances (from roadways)
- contribute towards a sense of personal safety and security
- facilitate the access, enjoyment and social activities for all authorized users
- provide equal access for mobility-challenged individuals
- incorporate existing vegetation with special character, historical or cultural significance
- incorporate native plants where practical
- incorporate xeri-scape vegetation and principles
- preclude species that are hosts to the codling moth - genus MALUS (apples or crabapples, including all ornamental or flowering crabapples), PYRUS (pears, including asian and ornamental pears), CYDONIA (quince), CHAENOMELES (flowering quince or japonica), ULMNUS PUMILA (Siberian Elm) or ULMNUS PARVIFOLIA (Chinese Elm).

Lighting

- external lighting should be used to enhance safety

Lakeside Development

- development on or along the lake should minimize impacts on upland lake views
- development on or along the lake should be compatible with the design and siting of surrounding development (existing and anticipated)

Development Permit Conditions

The City can, in order to achieve satisfaction of the above-noted guidelines, issue a development permit that:

- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or zoning requirements (other than issues relating to use or density) (*see S920 (2)(a) of the Local Government Act*)
- includes requirements and conditions or sets standards for:
 - general character of the development, including landscaping. (This does not include particulars of landscaping or of the exterior design and finish of buildings and structures)
 - siting of buildings and structures
 - form of buildings and structures
 - exterior design of buildings and structures
 - exterior finish of buildings and structures

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit.

10

INDUSTRIAL

10.1 Industrial Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Infrastructure.** Plan infrastructure investments with the intention of attracting as many high-technology firms as possible.

– **Related Policies in Other Chapters.**

☒ Note Chapter 18 – Institutional Policy 18.1.17 Airport Improvements.

Financing

- .2 **Financing Structure.** Regularly monitor financing structures (e.g. Development Cost Charge schedules, off-site upgrading requirements etc.) to assess Kelowna's competitiveness in attracting desired industrial developments.

Liaison/Co-operation/Public Relations

- .3 **EDC.** Co-operate with agencies such as the Economic Development Commission (EDC) to encourage the retention of existing clean industries and the attraction of new “clean” industries in order to create a healthy and diverse economic base that fulfils the City's growth management and industrial objectives. Work with the Economic Development Commission to ensure that land use planning takes into consideration the needs of high-technology businesses. Work with the EDC to monitor Kelowna's competitiveness compared to other communities targeting similar industries;
- .4 **Co-ordination of Efforts.** Work with the Regional District of Central Okanagan, the Economic Development Commission, and First Nations representatives to deliver an enhanced, co-ordinated industrial land supply;
- .5 **Identification of Constraints.** Work with the industrial sector to identify and address any constraints to industrial development;

- .6 **LRC.** Seek the co-operation of the Land Reserve Commission as necessary to increase the industrial inventory by excluding industrially-zoned land from the Agricultural Land Reserve;
- .7 **Gravel Extraction in ALR.** Seek the co-operation of the Land Reserve Commission with respect to allowing, where necessary, sand and gravel extraction to take place on lands within the Agricultural Land Reserve;
- .8 **Rehabilitation.** Co-operate with the Ministry of Energy and Mines and the Land Reserve Commission to ensure the rehabilitation of depleted sand and gravel extraction areas;
- .9 **Regional Co-operation.** Continue to work with other local governments in the RDCO to achieve the objectives of the Aggregate Supply and Demand Study, as part of the Regional Growth Management Strategy.

Further Studies

- .10 **Use of Depleted Areas.** Recognize, in the preparation of future plans, the alternative potential land use of depleted extraction areas;
- .11 **Land Absorption.** Monitor absorption of industrial lands to ensure that there is always an appropriate amount of land designated for industrial purposes;
- .12 **Regulations Review.** Review municipal regulations affecting industrial businesses to ensure that regulations are appropriate and facilitate achievement of OCP goals and policies.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .13 **Location of New Industrial.** Direct future industrial development to those areas designated for industrial purposes (see Map 19.1). The map notes a focus on future industrial development in the Highway 97 corridor, the North End and the Beaver Lake Road area;
- .14 **Rezoning to Industrial.** Consider allowing land not designated on Future Land Use Map 19.1 to be supported for an Official Community Plan amendment and subsequently rezoning to allow industrial uses provided that such a rezoning would be consistent with other Official Community Plan policies and provided that the industrial use would be compatible with existing and proposed future surrounding uses, as indicated on the Future Land Use Map 19.1. Compatibility issues to consider include, but are not limited to, visual impact, noise, odour, hours of operation, pollution and traffic;
- .15 **Use of Serviced Land.** Consider, when evaluating rezoning applications, the degree to which industrial proposals contribute to the efficient use of serviced industrial land within existing industrial areas;
- .16 **Focus of Industry.** Focus on attracting job-intensive, high-technology, knowledge-based, non-polluting businesses to the City;

- .17 **Urban High-Tech Development.** Encourage the redevelopment of industrially designated lands north of the Downtown Urban Centre for high-tech projects and buildings, including the potential for “incubator space” for smaller businesses;
- .18 **Campus-Style High-Tech Development.** Encourage the development of campus-style high-tech projects, focussed on the OUC North Campus / Airport area;
- .19 **Business Centres.** Encourage, in areas shown as “Industrial” on Future Land Use Map 19.1, the provision of business centres that incorporate a mix of research, light manufacturing and business office uses;
- .20 **Land Use Intensification.** Encourage more intensive industrial use of currently under-utilized industrial sites;
- .21 **Supply Protection.** Protect existing industrial lands from conversion to other land uses by not, except under exceptional circumstances, supporting the rezoning of industrial land to preclude industrial activities unless there are environmental reasons for encouraging a change of use;
- .22 **Compatibility.** Encourage only those new industrial developments that are compatible with surrounding land uses (e.g. visual qualities, noise, odour, transportation);
- .23 **Mayfair Road/Court.** Support the re-development of industrial lands immediately west of Mayfair Road/Court to uses more compatible with adjacent residential uses (e.g. industrial business uses);
- .24 **Airport Lands.** Encourage only airport-related or agricultural uses on the vacant lands immediately west of the airport;
- .25 **Industrial Relationship to Airport.** Encourage the mutually beneficial relationship between airport-related industries and the airport;
- .26 **Use of Gravel prior to Development.** Encourage identified gravel resources to be utilized prior to development of these sites for urban uses to avoid the necessity of seeking such resources in ALR areas (see Map 10.1 Sand and Gravel Deposits);
- .27 **Extraction Outside the ALR.** Utilize gravel resources outside the Agricultural Land Reserve (ALR), whenever possible, prior to seeking sources within the ALR;
- .28 **Impact of Extraction.** Continue to require sand and gravel extraction to be conducted in a manner which limits impact on neighbouring properties by controlling: hours of operation, dispersion of dust, screening and access;
- .29 **Local Use.** Encourage construction operations to obtain sand and gravel resources from the closest possible sources to avoid the negative community impacts and costs associated with long-distance hauling;
- .30 **Use of Depleted Areas.** Encourage depleted extraction areas to be rehabilitated and used for urban or open space purposes consistent with Official Community Plan goals and policies;

Uses to be Discouraged

.31 **Location of Heavy Industry.** Deter heavy industries from locating in areas that would negatively affect existing neighbourhoods or businesses;

.32 **Impact on ESA's.** Prohibit aggregate extraction that would have a negative impact on Natural Environment/Hazardous Condition areas as identified on Map 7.1.

☒ Please refer to Sections 7.11 and 7.12 for information on Natural Environment and Hazardous Condition areas.

– Related Policies in other Chapters.

☒ Note Chapter 8 – Housing Policy 8.1.52 Proximity to Industrial Lands.

☒ Note Chapter 9 – Commercial Policy 9.1.15 Office Building Locations.

☒ Note Chapter 11 – Agriculture Policies 11.1.20 Buffering and 11.1.21 Bonding for Buffers.

☒ Note Chapter 13 – Services and Utilities Policy 13.5.3 Electronic Infrastructure.

Development Permit Requirements

.33 **Industrial Development Permit.** Require, unless exempted under the provisions of Section 10.2, that industrial developments located in the areas designated “Industrial Development Permit Areas” (see Map 6.2) obtain an industrial development permit prior to receiving subdivision or building permit approval; *(Please see section 10.2 for an explanation of development permit criteria and exemption provisions).*

☒ Please note that industrial properties may also be subject to Development Permit requirements for other purposes. To determine applicability of other requirements, please refer to the following portions of the OCP:

- Natural Environment – Section 7.11
- Hazardous Condition – Section 7.12
- Urban Centre – Section 6.2
- Multiple Unit – Section 8.2

LEGEND

Aggregate Supply

Source : RDCO Aggregate Supply
and Demand Study June 2000



10.2 Development Permit Guidelines for Industrial Development

Purpose

All industrial-zoned projects along designated corridors on **Map 6.2** are subject to “Industrial” Development Permit guidelines to ensure that the form and character of new industrial development is consistent with principles of good urban design as well as other goals and objectives of this OCP.

Properties Affected

Unless a Development Permit waiver has been issued, all industrial properties along designated corridors shown on **Map 6.2** will require an “Industrial” Development Permit prior to:

- subdivision
- construction of, addition to or alteration of a building or structure

Properties Qualifying for a Waiver

Before making application for a Development Permit (DP), property owners or their agents MAY complete a “Waiver Application” form to determine whether the proposed work qualifies for a waiver of the DP process. Qualifying projects will be issued a waiver that may specify conditions. Any breach of the waiver terms will result in the cancellation of the waiver. Such cancellation would require that the property owner apply for a DP. The granting of a waiver does not absolve the applicant from other necessary approvals (e.g. building permits etc). Where waivers cannot be granted, a DP will be required before the project can proceed.

An “Industrial” Development Permit may not be required if the development consists only of:

- an interior renovation;
- an addition or alteration to an existing principle building which will not be visible from an adjacent public road right-of-way (lanes adjacent to a “C” or “I” zone will not be exempt), adjacent park, adjacent residential or adjacent agricultural zoned property, provided that the proposal requires no variance(s) from the zoning bylaw, and further, requires no approval from the Ministry of Transportation;
- an alteration which is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs, and which would have no impact on form and character of the building and would not impact the existing landscaping or access provisions;
- construction, addition or alteration of an accessory building/structure not to exceed 40 sq. m. (430 sq. ft.) where no variance(s) of the Zoning Bylaw are required;
- replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

Objectives for Industrial Development

- All development should be an appropriate response to its physical context, or anticipated future context where an area is designated for increased density or land use transition in the OCP.
- All development should facilitate access by, and minimize conflicts among pedestrian, bicycle, and vehicular modes of transportation (access, mobility).
- All development should promote safety and security of persons and property within the urban environment (CPTED).
- All development should minimize impacts resulting from on-site activities and processes that could negatively affect adjacent land uses.

Guidelines for Industrial Development

In issuing conditions relating to a development permit the City will specify how development permit objectives can be satisfied. This should include consideration of the following guidelines, as examples of how to meet the objectives:

Access

- Design should facilitate pedestrian and bicycle access.
- Vehicle access should not interfere with pedestrian movement.
- Vehicle access (including parking and loading) should be, wherever possible, from a lane.
- Pedestrian access should be clearly marked.

Amenities

- Appropriate, high quality, public spaces which provide links to surrounding areas and open space relief should be encouraged (*community amenity bonuses may be applicable*);
- Amenities such as benches, garbage receptacles etc. should be encouraged to provide a pedestrian-friendly environment.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services should be located at the rear of buildings.
- Utility service connections should be screened from view or be located so as to minimize visual intrusion.

Buildings, Structures and Additions

- Buildings, structures and additions should be designed and sited in a manner compatible with adjacent buildings and open areas.

Crime Prevention

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

Landscaping

Landscaping should:

- enhance public views
- provide noise buffering
- complement building's architectural features
- enhance the edges of buildings
- screen parking areas from view (with vegetation, berms, low walls, fences etc.)
- provide visual buffers of new buildings
- provide colour
- create shade
- create design interest
- retain required sight distances (from roadways)
- contribute towards a sense of personal safety and security
- facilitate the access, enjoyment and social activities for all authorized users
- provide equal access for mobility-challenged individuals
- incorporate existing vegetation with special character, historical or cultural significance
- incorporate native plants where practical
- incorporate xeri-scape vegetation and principles
- preclude species that are hosts to the codling moth - genus MALUS (apples or crabapples, including all ornamental or flowering crabapples), PYRUS (pears, including asian and ornamental pears), CYDONIA (quince), CHAENOMELES (flowering quince or japonica), ULMNUS PUMILA (Siberian Elm) or ULMNUS PARVIFOLIA (Chinese Elm).

Lighting

- External lighting should be used to enhance safety of persons on the site after dark, but shall not be of an intensity or cast in such a way which would interfere with nearby residential properties.

Pollution

- Measures shall be taken to minimize noise and pollution.

Employee Amenities

- indoor and outdoor lunch areas, green space, bicycle racks, skylights and windows in work areas shall be encouraged.

Development Permit Conditions

The City can, in order to achieve satisfaction of the above-noted guidelines, issue a development permit that:

- imposes conditions respecting the sequence and timing of construction
- varies or supplements a bylaw dealing with subdivision servicing requirements or zoning requirements (other than issues relating to use or density) (*see S920 (2)(a) of the Local Government Act*)
- includes requirements and conditions or sets standards for:
 - general character of the development, including landscaping. (This does not include particulars of landscaping or of the exterior design and finish of buildings and structures)
 - siting of buildings and structures
 - form of buildings and structures
 - exterior design of buildings and structures
 - exterior finish of buildings and structures

The Director of Planning and Development Services may, where a development permit is required, request the applicant to provide, at the applicant's expense, development approval information. Development approval information will be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit.

11

AGRICULTURE

11.1 Agricultural Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Agriculture Education.** Promote public awareness of and sensitivity to agricultural operations through agricultural signage programs;
- .2 **Co-operation.** Participate with the Chamber of Commerce, Orchard Museum, Ministry of Agriculture, Food and Fisheries and Agricultural Advisory Committee toward the preparation of advertising, promotional brochures and other material in support of agri-tourism, community awareness and education on the importance and value of agriculture to our community;
- .3 **Grower Support.** Encourage local support for agriculture by promoting "buy local" campaigns and public education programs;
- .4 **Government Support.** Encourage senior governments to pursue supportive economic policies toward improving the financial viability of the agricultural industry;
- .5 **Decision-Making.** Consider initiation of discussions with the Land Commission, with the Agriculture Plan as the basis of an agreement, toward the delegation of some decision making powers, with respect to land use and subdivision within the ALR, to the City of Kelowna;
- .6 **Intensive Agriculture.** Commit to amend City bylaws through consultation with the Ministry of Agriculture, Food and Fisheries, the Agricultural Advisory Committee and the Land Reserve Commission, to permit intensive agriculture within the ALR while ensuring that urban / rural conflicts over odour, dust and noise are minimized;
- .7 **Agricultural Advisory Committee.** Consider an expanded role for the Agricultural Advisory Committee, including Council representation and broader representation on the AAC from sources such as the Ministry of Agriculture, Food and Fisheries, various marketing agencies or grower/producer organizations, toward enhancement of the agricultural industry and implementation of the Agriculture Plan;

.8 **Farm Practices Protection (Right to Farm) Act.** Support the provisions of the Farm Practices Protection (Right to Farm) Act, and consequential amendments to the *Local Government Act* and the *Land Title Act*, in the interest of contributing to a positive environment for farmers to conduct business;

.9 **Agricultural Land Reserve.** Confirm support for the Agricultural Land Reserve, except as otherwise noted in the Agriculture Plan.

– **Related Policies in Other Chapters.**

☒ Note Chapter 13 – Services and Utilities – Water Policy 13.3.3 Private Systems.

☒ Note Chapter 13 – Services and Utilities – Water Policy 13.3.8 Water Availability.

Further Studies/Reviews

.10 **Non - Active Farms.** Investigate and pursue, in conjunction with the Central Okanagan Regional District, the establishment of a non - active farm bylaw to promote increased maintenance and pest control in farm areas, including potential application for residential fruit trees maintenance, with administration of the Bylaw by the Regional District;

.11 **Riparian Management Area Protection.** Pursue the preparation of a Farm Bylaw that will include specific land use regulations and setback requirements, toward the protection of Riparian Management Areas within farm areas, as an exemption from the Natural Environment Development Permit requirements.

Considerations in Reviewing Development Applications

Uses to be Encouraged

.12 **Sustained Agriculture.** Encourage the retention of diverse agricultural uses through limits on urban development and non-farm use on lands of sustainable production capability;

.13 **Specialization.** Encourage the farming community to pursue crop specialization and value-added products to increase farm viability;

.14 **Transition Uses.** Consider complementary agricultural uses as a transition between existing urban development and farm operations. Consideration of such uses should not be construed as support for subdivision to smaller parcels;

.15 **Permanent Farmers Market.** Support the concept of establishing a permanent farmers market, on a non-ALR site or on an ALR site located near the urban – rural edge, in an accessible, central location. The business and development community would be invited to present ideas for consideration. The market could include a demonstration agriculture project to provide educational, tourism, and buffering opportunities;

– **Related Policies in Other Chapters.**

- ☒ Note Chapter 5 - Growth Management Policy 5.1.7 Minimize Impact on Agricultural Lands.
- ☒ Note Chapter 9 - Commercial Policy 9.1.5 Tourism Profile.
- ☒ Note Chapter 10 – Industrial Policy 10.1.6 Land Reserve Commission.

Uses to be Discouraged

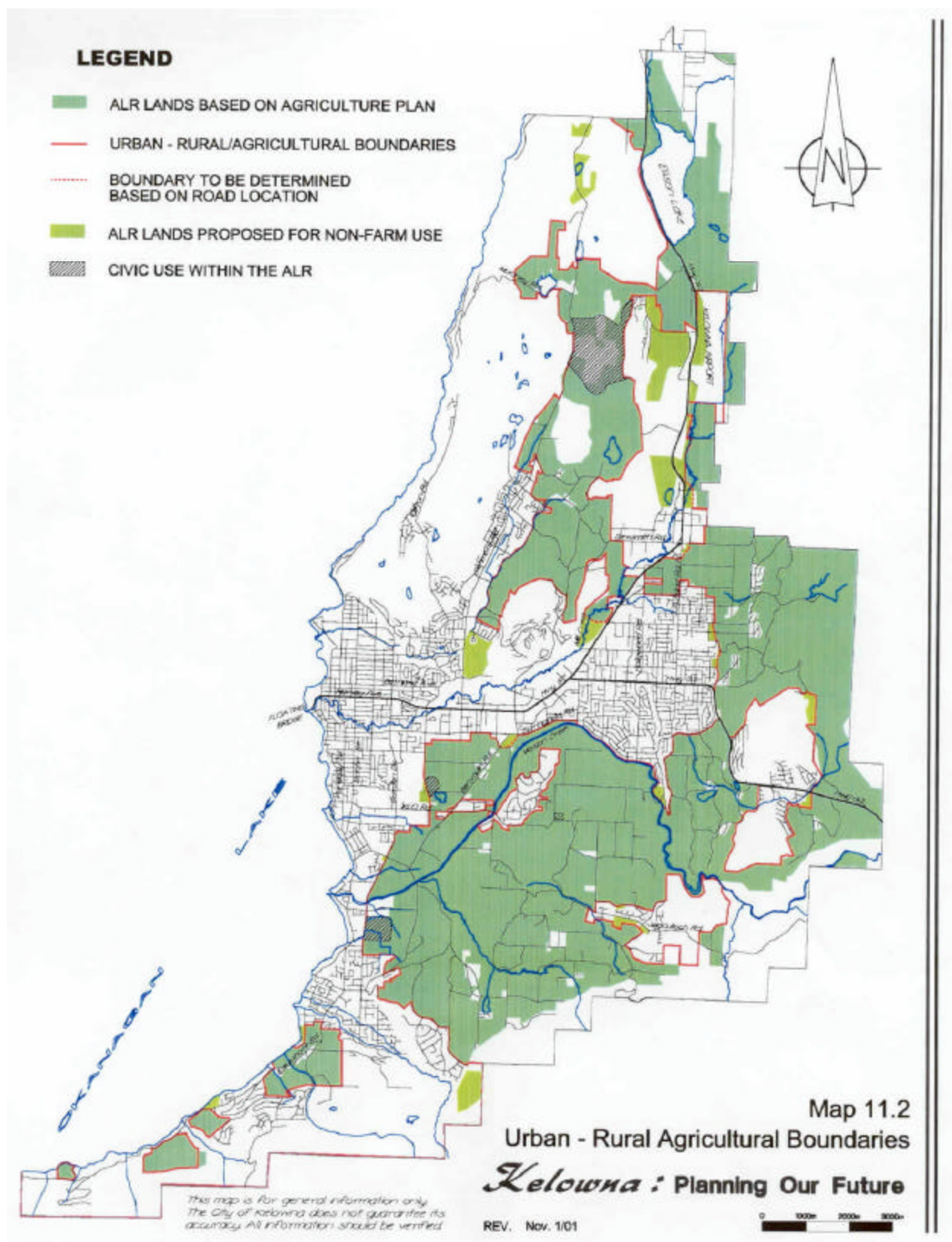
- .16 **Parcels Less Than .8 Hectares (2 Acres).** Discourage the non-farm use of parcels less than .8 hectares where such parcels are located in an agricultural area;
- .17 **Subdivision.** Discourage the subdivision of agricultural land into smaller parcels, except where positive benefits to agriculture can be demonstrated;
- .18 **Service Corridors.** Minimize the impact of penetration of road and utility corridors through agricultural lands, utilizing only those lands necessary and to the maximum capacity prior to seeking new corridors. Provision for farm traffic to cross major roads should be made.

– **Related Policies in Other Chapters.**

- ☒ Note Chapter 8 – Housing Policy 8.1.51 Housing in Agricultural Areas.

Special Requirements

- .19 **Buffers.** Provide for distinct boundaries that separate urban and rural uses by utilizing, where appropriate, roads, topographic features, watercourses, ditching, fencing, or small lot rural transition areas, as buffers to preserve larger farm units and areas;
- .20 **Buffering.** Require that new developments adjacent to or abutting agricultural areas provide sufficient setbacks, on-site fencing and vegetative buffering to mitigate potential conflicts. (please refer to Zoning Bylaw and Provincial Land Reserve Commission specifications for information on minimum landscape buffers);
- .21 **Bonding for Buffers.** Require bonding to be provided for landscape buffers and fencing requirements adjacent to agricultural land at the time of rezoning, subdivision, and/or building permit, in accordance with the *Local Government Act*.



12

TRANSPORTATION

12.1 Transportation Policies

From the above basic objectives, policies have been developed for each component of the transportation system. Policies for transportation are assembled as follows in keeping with the overall strategic approach towards reducing the priority to the private automobile and increasing priority to alternative modes. The provision and management of parking, pedestrian infrastructure, cycling infrastructure, and public transit infrastructure supports this direction, and therefore may be included in both the Transportation Demand Management Section as well as the individual policy sections.

Considerations for Future Civic Action

The City of Kelowna will:

Consultation

- .1 **Public Consultation.** Employ community consultation initiatives consistent with the Transportation Division Consultation Guidelines on all relevant projects.

Intergovernmental / Inter-Agency Relations

- .2 **Legislative Changes to Support TDM.** Support legislative or policy changes that would encourage a reduction in single-occupant vehicle travel (e.g. distance-based insurance policies, mandatory trip reduction targets, beneficial tax treatment for employer bus passes, etc.);
- .3 **Regional TDM.** Co-operate with regional partners and senior government ministries and agencies to develop and implement effective TDM policies and initiatives;
- .4 **Regional Interface.** Co-operate with neighbouring jurisdictions in the Okanagan Valley and with the Ministry of Transportation in the planning, design and construction of all roadway modifications and transportation planning in order to ensure efficient transportation connections (this should include consideration of pedestrian, bicycle, public transit, truck and private vehicle needs);
- .5 **Promote Transit Use.** Promote, in conjunction with BC Transit, the use of public transportation as an energy efficient mode of travel and continue to review and implement, where feasible, environmentally responsible service technologies;

- .6 **Long Term Transit Plan.** Encourage B.C. Transit to develop and maintain a long-term transit development plan. The plan will, as a minimum, identify potential future corridors and associated right-of-way requirements for bus only lanes, queue jump lanes and signals, locations for future park and ride facilities, and means of achieving a commuter transit system;
- .7 **Expanded Transit Service.** Advocate to BC Transit to continue to expand and improve the efficiency of the public transit system so that it more effectively meets local needs and accounts for 4% of peak hour trips by 2013;
- .8 **Transit Accessibility.** Encourage, in conjunction with the transit authority, the implementation of operational procedures and special vehicle features to make the public transportation system more accessible and attractive to all existing and potential users, especially the elderly and those with special needs;
- .9 **MoT and Pedestrian/Bicyclist Environment.** Encourage the Ministry of Transportation to the extent of their mandate, to create enhanced pedestrian and bicyclist movement along and across Ministry-regulated roads;
- .10 **MoT Landscaping Standard.** Encourage the Provincial Ministry of Transportation to adopt a landscaping standard and a signage standard for urban areas.

☒ Note Chapter 9 – Commercial Policy 9.1.4 Parking.

Liaison / Co-operation / Public Relations

- .11 **LRC Consultation.** Co-operate with the Land Reserve Commission on the establishment and expansion of transportation rights-of-way within the ALR, where required, to ensure they are located and designed in such a way as to mitigate their impacts on the agricultural resource and farm community.
 - .12 **Rail Corridor.** Seek co-operation for the joint rail and pedestrian/bicyclist use of the rail right of way. Should the right-of-way no longer be needed for rail purposes, the City would seek to preserve this corridor for future mobility;
 - .13 **Utility Corridors.** Seek co-operation for the joint utility and pedestrian/bicyclist use of utility right-of-ways. Should the right-of-way no longer be needed for utility purposes, the City would seek to preserve these corridors for future linear paths as part of the pedestrian and bicycle networks;
- ☒ Note Chapter 14 – Parks and Leisure Policy 14.1.21 Linkage Across ALR Land.
- .14 **Co-ordination of Transit Services.** Support the co-ordination of local transit services with regional and international public transportation systems (including conventional, specialized and student transportation services);

Further Studies/Reviews

- .15 **Lake Crossing Toll.** Consider the principle of a user pay toll for crossing of Okanagan Lake, if proposed by the Province, especially for single occupancy vehicles, in recognition of its potential role as an effective TDM tool to maintain regional mobility by reducing traffic demand, encouraging ridesharing and transit use and financing capacity improvements for the crossing;
- .16 **Corridor Protection.** Identify and protect, in co-operation with other adjacent municipalities and senior government agencies, the corridors required for future roadway facilities, including the protection of special transportation corridors that can be used in the future for accommodating dedicated transit only or High Occupancy Vehicle (HOV) lanes;
- .17 **Major Road Network Plan.** Develop and maintain a major roadway network plan (Map 12.1) that will identify future roadway network requirements;
- .18 **Major Road Network Plan Updates.** Update the major road network plan every 5 years to confirm roadway modification needs and justification for municipal roads;
- .19 **Pedestrian Design Standards.** Review existing design standards to specifically consider the needs of pedestrians (sidewalk widths, corner ramps, lighting, refuge areas, walkways, street furniture, intersection design, boulevard and crossing facilities);
- .20 **Sidewalk Widths.** Consider adjusting requirements for minimum clear sidewalk width according to the surrounding land use, with wider sidewalks required where the pedestrian demand is high;
- .21 **Noise Attenuation.** Consider the preparation of a Noise Attenuation Policy that includes guidelines and provisions for traffic noise control and preparation of acoustical reports required as part of all residential plans of subdivision, rezonings and site plans adjacent to major and minor arterials;
- .22 **Hazardous Goods Route.** Consider the establishment of a hazardous goods route system in accord with Federal and Provincial enactments;
- .23 **Urban Centre Parking.** Maintain up-to-date information on the supply, usage, price and availability of parking in Urban Centre areas in order to assist in influencing travel demands by auto;
- .24 **Parking Management Plans.** Consider the preparation of Parking Management Plans, with the process to include all stakeholders, for the City Centre, Town Centres and Highway Centre. Parking Management Plans should consider the need for and timing of municipal parking structures, the potential for cash-in-lieu regulations, parking pricing, on-street parking regulations and enforcement, and other TDM and transit supportive measures;
- .25 **Access Management Implementation Plans.** Consider the preparation of Access Management Implementation Plans based on the principles of access management endorsed by the Regional Transportation Committee.

☒ Note Chapter 17 – Social Issues – Accessibility Policy 17.1.1 Transportation Corridors.

Implementation

TDM Initiatives

- .26 **Traffic Reduction Target.** Aim to reduce the percentage of trips undertaken by single occupant vehicles;
- .27 **TDM Promotion.** Conduct a TDM education and marketing program to foster awareness of the impact/cost of travel by single occupancy vehicle and to increase knowledge of alternatives. The purpose of such a program would be to encourage the use of alternative modes, reduced trip frequency, ridesharing, consolidation of trips, and timing of trips to off peak periods;
- .28 **Municipal TDM Program.** Support the implementation of trip reduction pilot programs for municipal employees as a method of showing leadership by example and obtaining experience which can be used to assist programs initiated by other employers;
- .29 **Trip Reduction Programs.** Support and actively promote employer-based trip reduction programs such as ridesharing, guaranteed ride home, variable work hours and telecommuting.

Pedestrian Initiatives

- .30 **Pedestrian Goal.** Provide facilities, information and promotion to encourage walking and to assist in achieving a doubling of commuter walking trips;
- .31 **Pedestrian Linkages.** Encourage the development of pedestrian routes to link all major open spaces, parks, schools, other public institutions and large activity areas within the City;
- .32 **Pedestrian Infrastructure.** Provide facilities, in accordance with community priorities and available funding, to encourage increased walking trips, particularly to schools and destinations within Urban Centres;
- .33 **Monitor Safety Complaints.** Monitor complaints regarding pedestrian safety issues;
- .34 **Pedestrian Priority.** Give high priority to the needs of pedestrians when setting signal timing at locations with significant pedestrian demand (e.g. an average of more than 50 pedestrians hourly at one crosswalk approach) and where pedestrian traffic can reasonably be given priority over vehicular traffic;
- .35 **Pedestrian Accessibility.** Maintain pedestrian accessibility across all four legs of intersections within Urban Centres and along / across major pedestrian approaches to Urban Centres;
- .36 **Snow Clearing Enforcement.** Ensure bylaw enforcement of sidewalk snow clearing requirements.

Bicycle Initiatives

- .37 **Bicycling Goal.** Provide facilities, information and promotion with an aim of having cyclists account for at least 10 % of commuting trips;
- .38 **Intermodal Transportation.** Plan Kelowna's bikeway network in such a way that it complements existing and potential future public transit routes;
- .39 **Bicycle Paths.** Implement, as funding becomes available, a staged network of cycling lanes and off-road bicycle paths, in accord with the recommendations of the Bicycle Network Master Plan;
- .40 **Bicycle Awareness.** Seek funding and program partners to provide a variety of bicycle education programs and campaigns to stress bicycle safety, bicycle use, awareness of bicycling opportunities within the City and improved motorist awareness;
- .41 **Bicycle Facilities.** Include commuter bicycle facilities as part of all Urban Centre civic building projects, and require similar facilities be included as part of other major downtown institutional, governmental, office and commercial building projects;
- .42 **Parkade Bicycle Parking.** Ensure that bicycle parking is incorporated with the construction of all new City - funded parkades;
- .43 **Bike Park and Ride.** Implement appropriate bike-park-ride facilities and programs;
- .44 **Off - Road Shared Use Pedestrian/Cyclist Facility.** Consider allowing the provision of a combined pedestrian/cyclist facility (exact width would be dependent on expected usage) on one side of arterial and major collector roads in lieu of separate facilities on both sides of roads. Circumstances that would be considered appropriate for such facilities would include those where distances between intersections exceed 0.5 kilometres, where there are no instances in which vehicles would be crossing the pathway (driveways etc.) and where snow clearance, pavement maintenance and lighting could be provided to standards equivalent to those that would be provided for on-road cycling lanes. The combined-use pathway should be separated from the road by a landscaped boulevard strip of a minimum one-metre width. Consideration will need to be given to properly integrating cyclists onto on-road cycling facilities at the terminus of the separated bicycle path;

Transit Initiatives

- .45 **Service To Major Generators.** Attempt to provide public transportation within reasonable walking distance (approximately 300 m) of major traffic generators and facilities;
- .46 **Support Facilities.** Encourage increased transit use by adopting transit-friendly parking policies and facilities;
- .47 **Transit Hubs.** Develop Village Centres as transit hubs for surrounding neighbourhoods and aim to provide direct transit linkages between Village Centres and the nearest City Centre, Town Centre or Highway Centre;
- .48 **Service Review.** In conjunction with BC Transit, regularly review the provision of public transportation services to identify changing public transportation needs and to determine appropriate operating levels, service standards and ridership targets;

- .49 **Transit Promotion.** Encourage transit usage and support transit operations especially in and between the Downtown, Rutland, South Pandosy and Springfield Centres;
- .50 **Transit Prioritization.** Ensure reliable, on-time service by giving priority to the addition of buses needed to cope with increased traffic congestion. Further transit service extensions should be directed wherever possible to service areas for which projections show cost recoveries from riders to be at least 30% of total costs;
- .51 **Transit-Supportive Road Planning.** Ensure that road planning initiatives take into account transit needs (possible priority signalization for transit, HOV or queue-jumper lanes at high-congestion points);
- .52 **Security at Transit Exchanges.** Create non-threatening environments at transit exchanges by ensuring that future transit exchanges are designed in accordance with the principles of "Crime Prevention Through Environmental Design", by placing future transit exchanges in proximity to major activity nodes and by supporting appropriate enforcement resources to ensure that illegal activity is not conducted at transit exchanges;
- .53 **Bus Shelter Placement.** Provide, in accordance with budget availability, transit shelters at highly used stops where waiting areas are otherwise unpleasant. Ensure, wherever possible, that future bus shelters and bus benches are placed in proximity to street lights;
- .54 **Transit Fare Increases.** Ensure that future transit price increases are timed, wherever possible, to coincide with service improvements.

☒ Note Chapter 17 – Social Environment - Accessibility Policy 17.1.8 Public Transit.

Roadway Initiatives

- .55 **Level-of-Service.** Refrain from implementing roadway modifications intended to increase capacity and/or efficiency for automobiles until the peak hour level-of-service (LOS) reduces to the "E/F" interface, or is at the threshold of failure;
- .56 **Staging of Roadway Improvements.** Implement roadway modifications based on the Major Road Network Plan (Map 12.1) and a process which considers factors such as accident reduction, travel time savings, pavement quality, cost/benefits, minimum level-of-service policy criteria, TDM objectives and land use and development objectives;
- .57 **Classification of Roadways.** Base the major network of public roads on a hierarchical system which distinguishes between the relative importance of providing for automobiles, trucks, transit, pedestrian and cycling facilities, parking and/or property access for each roadway;
- .58 **Noise Attenuation Features.** Consider the street image and streetscape aesthetics in the design of noise attenuation features;
- .59 **Aesthetics and Ancillary Facilities.** Design roads to incorporate streetscape design elements such as utilities, tree plantings, landscaping, pedestrian facilities, bus bays, bike lanes and routes, median strips and boulevards where practical;

- .60 **Monitoring Travel Demand.** Maintain an on-going program of traffic data collection and technical support in order to continuously improve the efficient operation of the existing roadway network;
- .61 **Truck Routes.** Actively pursue the enforcement of the Truck Route provisions of the Traffic Bylaw. This system will be reviewed on a regular basis to minimize the intrusion of trucks into residential areas while providing acceptable access to industrial and commercial land uses;
- .62 **Community and Financial Considerations.** Assess community and financial impacts on abutting private property as part of all roadway modification and associated land acquisition projects.

Parking Initiatives

- .63 **Short Term Parking Priority.** Strive to improve the availability of short-term parking facilities;
- .64 **Parking Accessibility.** Endeavour to ensure that all public parking lots and garages are accessible to users with special needs and cyclists;
- .65 **Signage.** Ensure that adequate signage is provided to municipal parking facilities in order to direct the public to available parking areas;
- .66 **Parking Enforcement.** Continue to enforce parking regulations to ensure that parking designated for short-term use is not used for long term parking, and to ensure that spill-over parking into residential neighbourhoods is controlled;
- .67 **Short Term Parking Priority.** Give priority to short-term consumer parking over that of long term employee parking in business districts, to encourage use of alternative transportation modes.

Carpooling Initiatives

- .68 **Ride Matching.** Work towards development and delivery of a regional ride-share matching program;
- .69 **Municipal Carpooling Program.** Ensure that carpooling participation is facilitated, promoted and encouraged among City Hall employees;
- .70 **Employer Support.** Work with and provide support to employers wanting to co-ordinate carpools;
- .71 **Parking Policy.** Consider providing discounts and preferential parking at City parkades for registered car/van pools (3+ occupants);
- .72 **Carpool Promotion.** Encourage carpooling among those attending major events that are typically associated with parking shortages;
- .73 **Infrastructure Enhancements.** Continue to take into account possible future need for High Occupancy Vehicle (carpool) lanes in review of Highway planning initiatives.

– **Related Policies in Other Chapters.**

- ☒ Note Chapter 6 – Urban Centres policies on transportation related infrastructure in Urban Centres.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .74 **Local Improvement Program (Sidewalks).** Encourage and support individual neighbourhood sidewalk upgrades as part of the Local Improvement Program;
- .75 **Linear Park Connections.** Integrate pedestrian routes with park system linear parks;
- .76 **Barrier-Free Routes.** Give special attention to the provision of barrier-free access to pedestrian systems in both the public (linear parks, public parks, etc.) and private realm, in order to provide equal opportunities to special needs users;
- .77 **Town Centre Parking Facilities.** In co-operation with private land owners, participate in the acquisition and development of land to provide municipal parking facilities in Town Centre areas where existing or projected parking deficiencies cannot be eliminated through other measures;
- .78 **Land Uses along Transit Routes.** Encourage efficient land uses in proximity to transit routes (small land parcels, high site coverage, limited provision of surface parking);
- .79 **Cyclist/Pedestrian Shortcuts.** Encourage the provision of combined walking/cycling paths to provide short-cuts connecting new residential subdivisions and destinations such as schools, transit stops, recreation facilities and employment nodes.

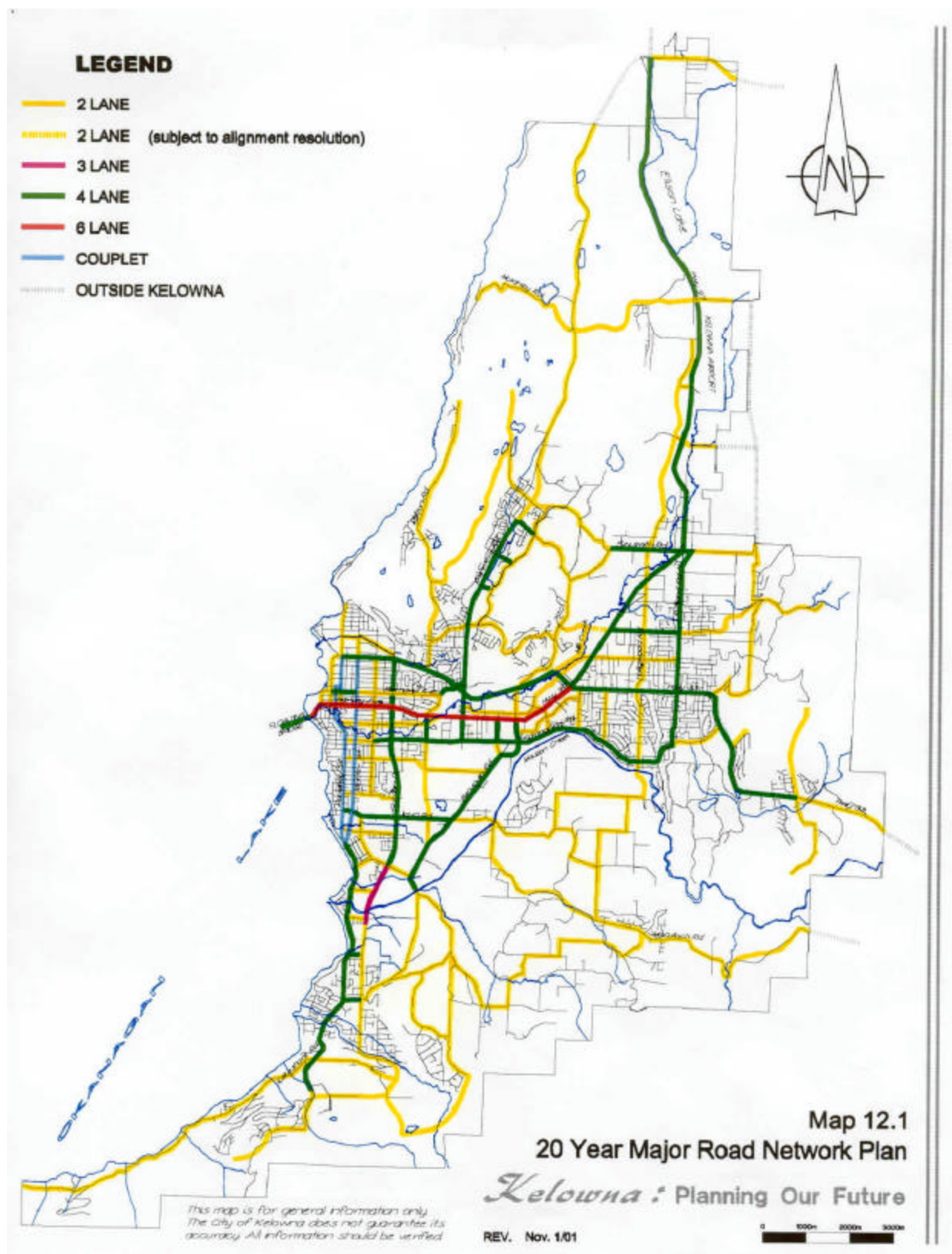
– **Related Policies in Other Chapters.**

- ☒ Note Chapter 11 – Agriculture Policy 11.1.18 Service Corridors.

Special Requirements

- .80 **Development and Redevelopment.** Require consideration of TDM strategies in the planning and approval of development and redevelopment proposals;
- .81 **Neighbourhood Traffic Management.** Continue to apply the Neighbourhood Traffic Management Policy in residential neighbourhoods, and consider potential future traffic infiltration issues in the design and review of new residential neighbourhoods, or modifications to existing ones;
- .82 **Access to Transit.** Require provision for convenient and safe pedestrian movement to transit stops from parkland, commercial facilities, schools and other community institutions;
- .83 **Pedestrian Connections.** Promote enhanced pedestrian connections upon redevelopment;

- .84 **Arterial/Collector Identification.** Show all arterial and major collector roadways on Sector Plans. Local and minor collector roadways will be planned as part of the subdivision design process;
- .85 **Access and Intersection Control.** Use the roadway functional classification system as a guide to the provision and spacing of direct property access and other roadway intersections;
- .86 **Transportation Impact Studies.** Require the preparation of transportation impact studies for developments which are expected to create operational problems associated with the safe and efficient movement of vehicles, pedestrians, bicycles and transit;
- .87 **Provision of On-street Parking.** Restrict or permit on-street parking generally based on roadway classification;
- .88 **Cash-in-Lieu Parking Provision.** Continue entering into agreements to allow payment of money by the land owner to the City as consideration for the granting of exemptions from provisions of all or part of the parking required for a proposed development in Urban Centre areas. The funds collected will be used to expand or build parking facilities;
- .89 **Parking Facility Design Standards.** Apply, through the development approval process, design standards for the location, layout, construction, lighting and landscaping of off-street parking;
- .90 **Off-Street Parking.** Require adequate off-street parking and loading facilities throughout the City as a condition of development or redevelopment. These standards may vary by land use type and area of the City;
- .91 **Shared Parking.** Support and encourage shared parking agreements between private-property owners to achieve maximum utilization of the inventory available for use within a given area;
- .92 **Transit Availability Analysis.** Consider availability of transit services as a criteria when evaluating subdivision and rezoning applications for major employment generators (50+ employees), and non-single family residential developments;
- .93 **Transit-Friendly Developments.** Ensure that major new residential (multiple unit), institutional and commercial developments are “transit-friendly”. Transit-friendly developments should include access along sidewalks to the nearest transit stop, which ideally should not be further than a five-minute walk from the development;
- .94 **Sidewalks along Transit Routes.** Ensure that sidewalks are required along both sides of roads that serve as transit routes.



13

SERVICES & UTILITIES

13.1 Storm Water Management Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Design.** Require new drainage infrastructure to be implemented according to the Storm Water Management Design Manual utilizing Best Management Practices that are appropriate for Kelowna's conditions including the use of the natural environment for the conveyance and treatment of storm water.

Liaison/Co-operation/Public Relations

- .2 **Cost Sharing.** Establish a process to consider the impact on drainage requirements of potential development outside City boundaries. Work with Provincial or Regional agencies to sort out cost sharing responsibilities.

Further Studies/Reviews

- .3 **Research.** Investigate efficient and cost effective methods of dealing with hydraulic and quality impacts from storm water runoff;
- .4 **Basin Plans.** Update drainage basin plans and costs, as required, to reflect development trends, transportation network construction and impacts related to storm water;
- .5 **Hydraulic Improvement Program.** Continue to:
 - a) Prioritize existing hydraulic and structural deficiencies and initiate improvement programs;
 - b) Investigate methods of improving drainage capabilities within the areas serviced by gravel shoulders and by ditch systems;
- .6 **Impervious Surfaces.** Investigate impervious surface reduction strategies to minimize development related storm water run-off impacts on infrastructure requirements.

☒ Note Chapter 7 – Environment Policy 7.3.8 Impervious Surface Coverage.

Future Civic Initiatives

- .7 **Storm Water Quality Monitoring.** Continue monitoring storm water runoff and receiving water bodies for quality impacts resulting from increased urbanization;
- .8 **Storm Water Quality Improvement Program.** Prioritize storm water quality impact locations and initiate an improvement program.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .9 **Natural Wetlands.** Support the retention or enhancement of existing natural wetlands in areas to provide storm water management and water quality improvements;
- .10 **Surface Drainage and Detention Areas as Amenity Space.** Encourage the utilization of surface drainage systems as amenity/open space corridors and also consider the use of open space/parks for storm water detention areas and conveyance corridors.

Special Requirements

- .11 **Erosion and Sediment Control.** Require the control of erosion and sedimentation resulting from rainfall events;
- .12 **Urban Run-off Impacts.** Require the mitigation of urban run-off impacts through the effective use of storm water detention and treatment facilities prior to discharging to receiving waters.

13.2 Sanitary Sewer Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Expand the Sewer Service Area:** Initiate and promote the installation of sanitary sewer service to all existing urban development where practical and economically feasible, and require that all properties connect to the service when available;
- .2 **Wastewater Treatment Facility:** Expand and improve the Wastewater Treatment Facility (WWTF) to serve existing and new customers and strive to control the quality of wastewater flowing to the treatment plant in accordance with the Sanitary Sewer/Storm Drainage by-law.

Liaison/Co-operation/Public Relations

- .3 **Septic System Maintenance.** Encourage property owners to provide proper maintenance procedures and schedules for septic disposal systems.

Financing

- .4 **Allocate Costs.** Develop and implement Sewer Service Area charges to allocate sewer installation costs in an equitable manner, and allow existing and developing properties the ability to connect to the sewer system in advance of a Specified Area project.

Further Studies/Reviews

- .5 **Replacement Program.** Investigate and assess the existing infrastructure to develop an affordable replacement program;
- .6 **Wastewater Flow Reduction:** Determine cost effective means of reducing wastewater flows, and develop an affordable program to carry out this initiative.

Considerations in Reviewing Development Applications

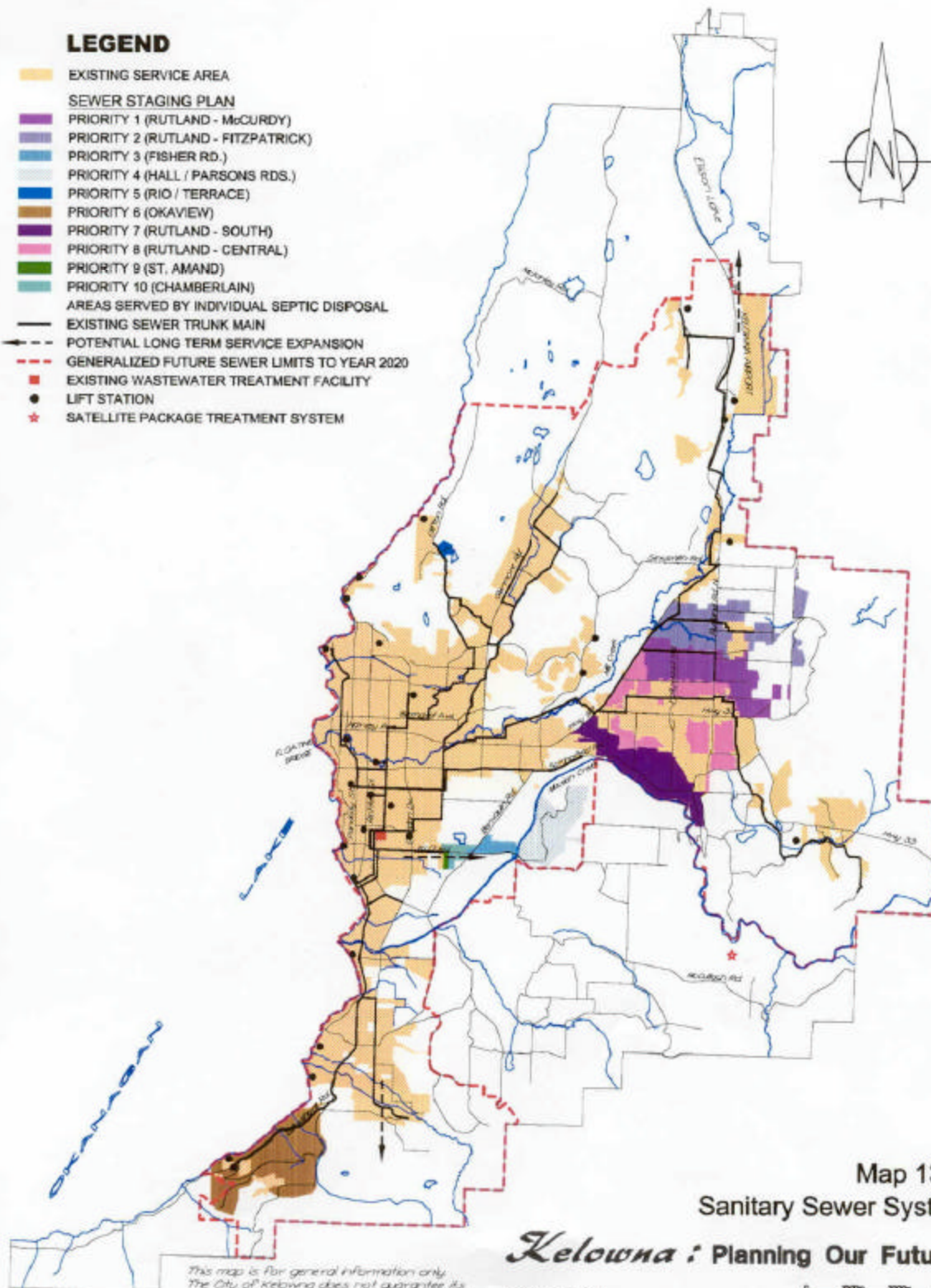
Special Requirements

- .7 **Minimum Lot Size for Septic Systems.** Require that any lot created and serviced by an approved septic disposal system shall be a minimum of 1.0 ha (2.5 acres) in size, except where such lot is created with the approval of the Land Reserve Commission as a home-site severance or a lot in lieu of a home-site severance;

- .8 **Un-sewered Lots in ESA's:** Require that subdivisions along Lake Okanagan or Mission Creek creating lots 1.0 hectares or larger, must meet the Ministry of Health's special criteria for placing septic tank systems within Environmentally Sensitive Areas (The lots subject to this policy will be those fronting Mission Creek and Lake Okanagan or any lots where a portion of the property would fall within 150 metres of Mission Creek or Lake Okanagan);
- .9 **Sani-dump Facilities.** Allow private sector provision of sani-dump facilities, where such can be provided in an environmentally sound manner and where no privately funded operation is available, consider assisting in the funding of a community sani-dump facility.
- **Related Policies in Other Chapters.**
 - ☒ Note Chapter 7 – Environment Policy 7.9.18 Placement of Utility Lines.
 - ☒ Note Chapter 11 - Agricultural Policy 11.1.18 Service Corridors.

LEGEND

- EXISTING SERVICE AREA
- SEWER STAGING PLAN
- PRIORITY 1 (RUTLAND - McCURDY)
- PRIORITY 2 (RUTLAND - FITZPATRICK)
- PRIORITY 3 (FISHER RD.)
- PRIORITY 4 (HALL / PARSONS RDS.)
- PRIORITY 5 (RIO / TERRACE)
- PRIORITY 6 (OKAVIEW)
- PRIORITY 7 (RUTLAND - SOUTH)
- PRIORITY 8 (RUTLAND - CENTRAL)
- PRIORITY 9 (ST. AMAND)
- PRIORITY 10 (CHAMBERLAIN)
- AREAS SERVED BY INDIVIDUAL SEPTIC DISPOSAL
- EXISTING SEWER TRUNK MAIN
- POTENTIAL LONG TERM SERVICE EXPANSION
- GENERALIZED FUTURE SEWER LIMITS TO YEAR 2020
- EXISTING WASTEWATER TREATMENT FACILITY
- LIFT STATION
- SATELLITE PACKAGE TREATMENT SYSTEM



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

REV. Nov. 1/01

0 1000m 2000m 3000m

Map 13.2
Sanitary Sewer System

Kelowna : Planning Our Future

13.3 Water Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Irrigation District Boundaries and Standards.** Support the necessary amendments to Irrigation District Boundaries to allow expansion to un-serviced areas, in accordance with the Kelowna Water Servicing Plan and overall OCP objectives and development phasing, and encourage new installations to be made to City standards;
- .2 **Fire Flow Protection.** Require Irrigation Districts to ensure sufficient fire flow capacity for new developments through system improvements or development of secondary sources where necessary;
- .3 **Private Systems.** Encourage the Mission Creek / Benvoulin Water Users groups, SOMID, and other private systems to continue to operate as suppliers of irrigation water for those areas intended to remain as agricultural;
- .4 **Water Management Plan.** Through the RDCO representation on the Okanagan Basin Water Board, work toward the preparation of a Water Management Plan for the Okanagan Lake Basin, which will set out water quality objectives and a definitive strategy for achieving such objectives. Areas to be addressed include water quantity and quality, emphasizing the interrelationships between resource/land use and water quality and quantity issues (ecosystem / water based approach).

Further Studies/Reviews

- .5 **Treatment.** Continue to investigate future water treatment alternatives;
- .6 **Replacement Program.** Investigate and assess the existing infrastructure to develop an affordable leak detection and replacement program.

Future Civic Initiatives

- .7 **Meters.** Continue to curtail unnecessary water use through the existing water meter installation program and equitable user pay billing system;
- .8 **Water Availability.** Encourage decisions about water availability and quality to be made with the interests of the agricultural community as a priority;
- .9 **Education.** Continue with a comprehensive customer education program on how to reduce water consumption.

Considerations in Reviewing Development Applications

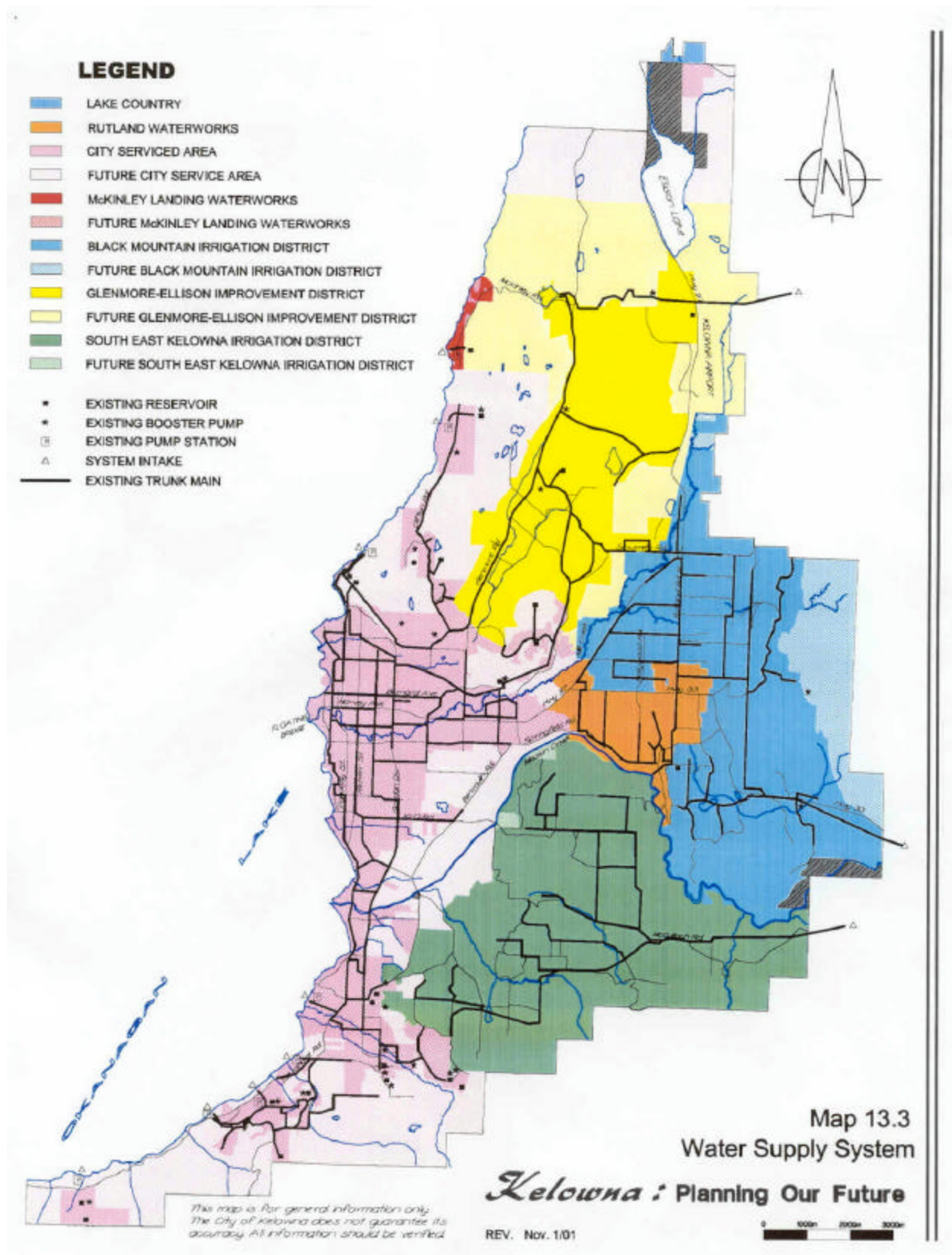
Special Requirements

.10 **Quality.** Strive to preserve drinking water quality by controlling the quality of storm and creek waters impacting water supply sources that are under the City's direct control. Use comprehensive water quality monitoring programs and deviation response plans to ensure a high level of water quality monitoring and public notification can be achieved.

– **Related Policies in Other Chapters.**

☒ Note Chapter 7 – Environment Policy 7.9.18 Placement of Utility Lines.

☒ Note Chapter 11 - Agricultural Policy 11.1.18 Service Corridors.



13.4 Solid Waste Management Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Waste Reduction.** Support efforts to divert as much material from landfills as possible through reuse, recycling and composting initiatives, including support for educational programs of the Regional Waste Reduction Office.

Further Studies/Reviews

- .2 **Research.** Investigate efficient and cost effective methods of controlling environmental impacts related to the Glenmore Landfill;
- .3 **Landfill Plans.** Prepare and update, as necessary, landfill development and operations plans to maximize the use and minimize the costs to users;
- .4 **Future Landfill Site.** Participate with the Province and Regional District of Central Okanagan in seeking an appropriate location for a reserve over Crown Land on the order of 120 – 200 hectares for a future regional landfill site.

Future Civic Initiatives

- .5 **Use of North Glenmore Landfill.** Continue to use the Glenmore landfill facility for the disposal of waste in accord with the Regional Solid Waste Management Plan, 1992;
- .6 **Collection.** Periodically review the needs of Kelowna residents with respect to garbage collection and ensure that the program is meeting those needs.

Considerations in Reviewing Development Applications

Special Requirements

- .7 **Registration of Covenants.** Continue to require the registration of covenants on titles of lands subdivided, where there may be visual and/or odour impacts from the on-going operation of the Glenmore Landfill, to communicate the City's intentions with regard to the continued operation of the landfill.

13.5 Other Utilities Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Co-operative Efforts.** Encourage co-operative planning efforts between the City and respective utility agencies;
- .2 **Utility Installations along Arterial Roads.** Allow new arterial right-of-ways to be expanded to provide for utility corridors parallel to the road. Multi-utility line assignments and land economies are encouraged;
- .3 **Electronic Infrastructure.** Encourage the continued upgrading of electronic infrastructure in support of high tech businesses and industry.

☒ Note Chapter 12 – Transportation Policy 12.1.12 Utility Corridors.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .4 **Residential Setback.** Encourage residential development setbacks of 30 metres from the edge of the right of way for feeder lines;
- .5 **CSA Standards.** Permit non-residential buildings to be located in such proximity to transmission lines as CSA standards allow;
- .6 **Underground Lines.** Encourage all distribution and feeder lines to be underground within designated Urban Centres.

Special Requirements

- .7 **Co-ordination of Facilities.** Co-ordinate the delivery of electrical power, telephone, natural gas and cable television facilities to accommodate the needs of future growth.

– Related Policies in Other Chapters.

☒ Note Chapter 7 – Environment Policy 7.9.18 Placement of Utility Lines.

☒ Note Chapter 11 - Agricultural Policy 11.1.18 Service Corridors.

14

PARKS AND LEISURE

14.1 Parks And Leisure Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Parks and Open Space.** Endeavour to provide a variety of parks and open spaces to meet the diverse needs of the community;
- .2 **Parks Standard.** Using Development Cost Charge revenue, strive to provide 2.2 ha of parks per 1000 population growth. The 2.2. ha will include provisions for 0.6 ha neighbourhood, 0.4 ha community, 0.6 ha district and 0.6 ha city-wide types of parks per 1,000 population growth (linear parks and natural open spaces will be acquired through dedication at subdivision or purchased by using general tax revenue);
- .3 **Park Priorities.** Indicate park acquisition priorities by designating high priority property specific acquisitions as “proposed parks” on the Generalized Future Land Use Map or in the text of the Official Community Plan where a funding source has been established;
- .4 **Natural Open Space.** Protect a minimum of 5% of the City’s total area, as publicly owned natural open space;
- .5 **Natural Area Purchase.** Consider purchasing (or providing density bonusing in exchange for) significant large natural areas that are less than 30% slope where such action is believed to be in the City’s best interests;
- .6 **Waterfront Trails.** Provide waterfront trails to connect major City beaches and waterfront parks;
- .7 **Function of Access Points.** Continue to use street end beach access points to enhance public foreshore access and to serve as small beaches / neighbourhood parks for residents of surrounding neighbourhoods;
- .8 **Facility Maximization.** Meet increased user demands by maximizing use of existing facilities prior to expanding or renovating;

- .9 **Facilities Investments.** In conjunction with assessing financial resources and community priorities develop plans for the construction or expansion of indoor, outdoor and speciality (e.g. cricket, lacrosse, boat launch / moorage) leisure service facilities;
- .10 **Sports Tourism.** Enhance sport tourism by allocating human resources to ensure an organizational structure is in place to develop and promote sports tourism and by providing seed money to launch the program.
- **Related Policies in Other Chapters.**

- ⊗ Note Chapter 6 – Urban Centres Policies 6.1.3 Parks, 6.1.4 Greenways and 6.1.5 Park Amenities.
- ⊗ Note Chapter 9 – Commercial Policy 9.1.2 Recreation Facilities.
- ⊗ Note Chapter 17 – Social Environment - Child Care Policy 17.2.13 Recreational Programs.

Financing

- .11 **Financial Resources.** Strive, on an annual basis, to allocate sufficient financial resources to ensure that the City's parks and leisure services infrastructure are protected for future use;
- .12 **Private/Public Partnerships.** Where appropriate, finance facility development through private/public partnerships to ensure efficient and effective delivery of park and leisure services;
- .13 **Park Acquisition Reserve.** Increase the funding of the public park acquisition reserve to purchase and develop parks that are not funded through DCC revenues (for example, linear parks and natural open spaces) considering overall civic needs. Consideration will be given to funding the reserve with funds collected from tax increases;
- .14 **Facilities Reserve.** Increase the funding of the facilities reserve to fund the expansion and creation of leisure service facilities (e.g. arenas, swimming pools, etc.) considering overall civic needs. Consideration will be given to funding the reserve with funds collected from tax increases;
- .15 **DCC's.** Set Development Cost Charges to reflect the City's park policy standards. The City will consider including park development costs as a component of DCC's. The City will also consider requiring Development Cost Charges on uses that generate need but do not currently pay DCC's;
- .16 **Trusts and Service Group Assistance.** Welcome the assistance of trusts and service groups in the development and expansion of the park and linear path system.

Liaison/Co-operation/Public Relations

- .17 **Joint Use Agreement.** Negotiate a master “joint-use agreement” with School District #23 to meet the community’s needs and to gain the economic benefits associated with shared facility use, development and operation;
- .18 **Partners in Parks.** Proactively market its “Partners in Parks” program to ensure maximum use of community partnerships that add value in the provision of park and leisure services;
- .19 **Stakeholder Involvement.** Involve key stakeholders in major decisions regarding creation and operation of city-owned parks and leisure service facilities;
- .20 **Liaison with RDCO.** Co-ordinate park planning initiatives with the Regional District of Central Okanagan to ensure the efficient and effective provision of parks and leisure services and to ensure, wherever possible, that linear parks connect across the municipal boundary;
- .21 **Linkages Across ALR Land.** Negotiate, with affected property owners and the LRC, the provision of linear park linkages crossing ALR property;
- .22 **Crown Lands.** Pursue, in co-operation with provincial ministries, the creation of linear parks and the provision of trailheads on appropriate Crown Lands;
- .23 **Management.** Seek to minimize the impact of public access along linear parks by committing to public education, public safety, litter control, and protection of private property.

☒ Note Chapter 12 – Transportation Policy 12.1.12 Utility Corridors

Further Studies/Reviews

- .24 **Management Zones.** Consider undertaking studies to establish appropriate management criteria for the preservation of newly acquired ecologically significant natural areas;
- .25 **Trail Plan.** Prepare a comprehensive trail plan that provides for city-wide connectivity for a variety of non-motorized means of transportation. The plan should provide safe off-road trails within new neighbourhoods, and provide safe linkages (within road rights-of-ways and utility corridors) between neighbourhoods, and to schools, urban centres and parks;
- .26 **Tree and Landscaping Standards.** Work with the development industry to develop landscaping standards for the Subdivision and Development Servicing Bylaw given the importance of these “living services”.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .27 **Dedication of Natural Areas.** At time of subdivision or rezoning, encourage landowners, where appropriate, to dedicate any significant natural areas / features for preservation or for public use;

- .28 **Year-round Shore Zone Access.** Work towards increasing the amount of public land available for year-round shore zone access in accord with the City approved Shore Zone Plan;
- .29 **Viewing Areas and Interpretative Centres.** Encourage the creation of natural environment viewing areas and interpretative facilities where such can be done without jeopardizing sensitive natural vegetation or wildlife;
- .30 **Boat Launch Use.** Seek creative methods to maximize use of existing facilities before adding another boat launch (e.g. valet service to more distant parking, etc.);
- .31 **Future Boat Launches.** Once use of existing facilities has been maximized, it would be appropriate for the City to allow for another boat launch that should be as economically self-supporting as possible.

☒ Note Chapter 13 – Services and Utilities – Storm Water Management Policy
13.1.10 Surface Drainage and Detention Areas as Amenity Space.

Special Requirements

- .32 **Linear Park Dedications.** At subdivision for all development types and at rezoning for multiple unit housing, commercial, industrial and institutional developments, secure a 10-metre statutory right-of-way for public access where trails are shown on Map 14.2. The 10-metre access corridor may be in addition to, and outside, any riparian reserve zone requirements imposed through the Environment Chapter of the OCP. On the private property side of the public access corridor, the City may, as necessary, consider stipulating additional “no disturb” zones. Lot line adjustments or other subdivision applications not resulting in the creation of new lots suitable for the construction of buildings permitted under the applicable zoning will be considered exempt from this policy;
- .33 **Beach Access Dedications.** In new subdivisions seek to acquire beach access points as provided for under the Land Titles Act, Chapter 250, RSBC 1996;
- .34 **Acquisition of Linear Parks.** Where linear park dedications cannot be acquired through dedication, the City will explore a variety of means for encouraging dedication by compensating property owners when land is made available for linear parks. Methods of compensation may include but are not limited to: increased density on the balance of the subject property, density transfer, grants-in-aid, tax exemptions or land trade. (The City of Kelowna will accept responsibility for all survey and legal costs incurred with the *voluntary* establishment of a linear park dedication.) The City will consider, in situations where there is a willing vendor, the purchase of all or a portion of properties in high priority access areas in cases where it is unlikely the required land can be obtained in less expensive ways within the desired time-frame. Where land is purchased, funds will be sought from the following sources: general tax revenue, designated funds approved through referendums, and/or other sources. The City will consider a variety of alternatives for helping to offset costs associated with purchasing linear parks/trail heads. For example, where lots are purchased, and only a portion of the site is needed for park purposes, the portions not required could be severed and sold to offset costs. Where appropriate, the City will consider leasing land for linear parks;

- .35 **Accessibility.** Work towards ensuring that some pathways in each portion of the City are accessible to various forms of assisted transportation (wheelchairs, strollers, etc.).
- .36 **Reduction or Modification of Dedication Requirements.** Consider a reduction or modification of the dedication requirements or negotiate with the applicant for purchase of all or a portion of the land required for municipal purposes in the event land required to be dedicated along the stream would completely render the parcel un-developable. The City of Kelowna will also consider a reduction or modification in the event that doing so will allow the City to satisfy civic objectives for the enhancement of public resources;
- .37 **Site Density Calculations.** Allow the owner(s) of land affected by linear park dedications to use the original site area in computing density and floor area ratios and minimum area for development or subdivision purposes;
- .38 **Applicants' Costs.** Require that all survey and legal costs incurred with establishing the linear park dedication, as a result of a development application, be the responsibility of the applicant;
- .39 **Use of Dedicated Area.** Make available, for use by the party granting a linear park dedication, the land so granted until the City of Kelowna develops public walkways within the linear park corridors. This policy should not be construed to permit erection of any buildings or structures, filling, excavating or other disturbance to the area without approval by the City of Kelowna.
- ☒ Note Chapter 7 – Environment - Watershed Policy 7.3.12 Varying Requirements.
- ☒ Note Chapter 7 – Environment Policy 7.9.16 Site Density Calculations,
- ☒ Note Chapter 17 – Social Environment - Community Development Policy 17.3.26 Parks.
- .40 **Shore Zone Route of Access.** Pursue the establishment of a 10-metre route of access by way of a road right-of-way dedication, from the natural boundary, along the Lake Okanagan shore zone for the purposes of flood control, lake conservation, lake maintenance, and public access. Provision of the route of access shall be pursued on all pending and future applications for subdivision for all development types and for rezoning to multiple unit housing, commercial, industrial and institutional developments;
- .41 **Potential Acquisition of Area in Excess of Requirement.** Negotiate with the owner to purchase additional land that may be required in the event that any road right-of-way dedication obtained for the Lake Okanagan route of access exceeds the average of 10 metres in width, unless the provision is waived by the party making such road right-of-way dedication;
- .42 **Community Docks.** Consider providing off City-owned lands, community docks for public day use in areas where conflicts would not be too great with designated swimming areas;

- .43 **License Renewal where Docks Block Access.** Discourage Crown Lands from renewing license agreements for docks that impede public access to the foreshore. If the City assumes control over license agreements, renew only those licenses covering docks that do not block public access to the foreshore;
- .44 **Voluntary Removal of Barriers.** Where it is in the public interest to do so, negotiate with property owners to voluntarily remove foreshore barriers that have been previously authorized and that impede public access;
- .45 **Easements for Shared Docks.** Support applications for shared docks only where access easements are registered on properties formally sharing a dock to ensure that all the properties participating in the shared dock have legal access to that dock at those times when public foreshore access is not available due to high water conditions;
- .46 **Limitation on Private Dock Construction.** Support applications for private docks off of properties that are involved in a shared dock project only where the tenure of the shared dock has expired and where the shared dock is made compliant with private dock regulations;
- .47 **Multiple Unit Residential Shared Docks off Shore Zone Routes of Access.** Consider property owner requests for a shared dock located off of lakefront route of access dedications provided that the applicant is an owner or strata council of a multiple unit project located immediately upland from the lakeshore dedication and provided that the applicant has lost riparian rights as a result of dedicating a shore zone route of access. This policy should not be interpreted to allow private docks off of public beach access points such as roads, road ends, public parks, etc;
- .48 **Impact of Subdivision.** Require that foreshore structures be brought into compliance with current regulations prior to a subdivision application on the upland parcel being approved.

LEGEND

- Trails
- Creek Trails
- TRAIL HEADS
- Proposed Links
- W. Kootenay Corridor
- Railway
- ALR



Map 14.2
Linear Park Concept Plan

Kelowna : Planning Our Future

REV. Nov. 1/01

0 1000m 2000m 3000m

15

ARTS AND CULTURE

15.1 Arts and Cultural Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Arts and Cultural Investments.** Continue investing in arts and cultural facilities and organizations which are serving the realization of Kelowna's cultural vision;
- .2 **Urban Centre Focus.** Focus on Urban Centres as the primary locations to be considered for the provision of public art;
- .3 **Public Art Committee.** Continue to support the efforts of the Public Art Committee in providing artistic enhancement to the various centres and neighbourhoods in the City, through the provision of 1 % of the annual capital budget to the Public Art Reserve;
- .4 **Art Gallery Support.** Continue to support the Art Gallery mission to present the visual arts to the public;
- .5 **Theatre Support.** Continue to support the Community Theatre's mission to present the performing arts to the public;
- .6 **Museum Support.** Continue to support the Museum's mission to present historical and special interest features to the public;
- .7 **Arts and Culture Development.** Continue to support the development of arts and culture in the community through the Pubic Art Fund, Festivals Fund, Cultural Tourism Marketing Fund, and the Kelowna Arts Foundation.

Liaison/Co-operation/Public Relations

- .8 **Arts Instruction.** Increase opportunities for arts instruction for children and youth by working co-operatively with the School Board of School District No. 23, the Council for Business and the Arts to create and provide a wide variety of arts instruction programs;

- .9 **Arts and Cultural Policies and Initiatives.** Work co-operatively with interested agencies (e.g. the Downtown Kelowna Association, the Economic Development Commission, the Visitors and Convention Bureau, arts and cultural groups) to implement Kelowna's arts policies and initiatives.

☒ Note Chapter 9 – Commercial Policy 9.1.9 Arts and Cultural Businesses.

Further Studies / Reviews

- .10 **Cultural District Plan.** Consider the Cultural District Implementation and Marketing Plan as the blueprint for future development and management of the Cultural District. This document offers guidelines to market and physically enhance the area, creating a strong centre for the arts.

Implementation / Future Civic Initiatives

- .11 **Operating Agreements for Civic Facilities.** Draft, through Cultural Services, agreements covering the operating agreements/leases for all non-profit groups utilizing city cultural facilities. The standardized agreements will formalize the City's relationship with these organizations, taking into account the unique history of each facility, its role in the community, its special needs, potential for growth and its method of accountability to the City.

Monitoring

- .12 **Monitoring.** Work with committees and cultural operators to determine measurement and accountability models most suitable for each application. These agreed upon goals and objectives, and their measurement methodology, will be presented to Council on an annual basis. Economic indicators will be extensively used where appropriate to determine the success of some specific programs, such as the Cultural District, Festivals Fund, and marketing monies.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .13 **Development.** Support the development of the Kelowna Cultural District, as outlined in the Cultural District Plan, as a centre for arts and entertainment, and a catalyst for downtown revitalization;
- .14 **Public Art.** Continue to encourage the private sector to enhance development projects through the provision of public art as per the City's Public Art Policy;
- .15 **Urban Centres.** Encourage the private-sector provision of entertainment venues within designated Urban Centres.

☒ Note Chapter 3 – Employment Policy 4.1.6 Arts and Culture Industry.

16

HERITAGE

16.1 Heritage Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Funding Sources.** Access maximum public and private funding to offset the costs of undertaking heritage conservation projects and plans;
- .2 **Incentives.** Pursue opportunities for financial and other incentives to be administered by the City to encourage the retention, restoration and maintenance of heritage buildings;
- .3 **City-Owned Heritage Properties.** Demonstrate a commitment to heritage conservation by ensuring that city-owned heritage properties, particularly in designated heritage conservation areas, be maintained in an appropriate condition;
- .4 **Heritage Foundation.** Continue the activities of the Kelowna Heritage Foundation program in promoting and restoring significant heritage resources and in advancing the knowledge and appreciation of the historical and cultural background of Kelowna. Efforts should include preserving culturally significant areas or heritage buildings for visitor interest.

Liaison/Co-operation/Public Relations

- .5 **Awareness.** Take opportunities to increase awareness of the significance of heritage issues amongst City staff, community organizations and the general public;
- .6 **Heritage Park.** Pursue a partnership with community heritage interests to create a Heritage Park in the City that demonstrates Kelowna's agricultural legacy and early settlement form;
- .7 **Heritage Protection.** Encourage owners of properties listed in the Kelowna Heritage Register to voluntarily provide long-term heritage protection to their properties through the use of a Heritage Designation Bylaw or a Heritage Conservation Covenant.

Further Studies/Reviews

- .8 **Heritage Management Plans.** Continue preparation of area heritage management plans as provided for under the British Columbia Heritage Trust's Community Heritage Management Program to address priorities identified in the 1994 Heritage Strategy for Kelowna and the 1995 Heritage Management Plan.

Implementation

- .9 **Procedural Framework.** Continue to use the Heritage Procedures Bylaw No. 7776 as the established application procedures for Heritage Designation, Heritage Revitalization Agreements and Heritage Alteration Permits;
- .10 **Community Heritage Commission Involvement.** Continue to have the Community Heritage Commission review all applications for Rezoning, Subdivision, Development Permit, building permit and demolition permit which may have an impact on a heritage resource. The Community Heritage Commission shall also review Heritage Alteration Permits, Heritage Revitalization Agreements and Municipal Designation Bylaws.
- .11 **Conservation Areas.** Designate Heritage Conservation Areas in the Official Community Plan, describe the special features or characteristics which justify the designation, state the objectives of the designation, specify guidelines respecting the manner in which the objectives are to be achieved and define maintenance standards for Conservation Areas. Consider additional Heritage Conservation Areas through the preparation of Heritage Management Plans.

Considerations in Reviewing Development Applications

Special Requirements

- .12 **Heritage Register.** Use the Kelowna Heritage Register as the City's official list of properties having heritage value to allow for more fully informed decision making;
- .13 **Integration with Planning Initiatives.** Require heritage resource management to be considered in the development and review of all Area Structure Plans and Sector Plans;
- .14 **Municipal Heritage Designation.** Explore available conservation tools when considering development applications that have an impact on properties identified in the Kelowna Heritage Register;
- .15 **Heritage Revitalization Agreements.** Consider, on a site-specific basis, the use of Heritage Revitalization Agreements as a means of facilitating the adaptive re-use and continuing protection of heritage properties.
 - ☒ Note Chapter 7 – Environment – Tree Policy 7.5.4 Heritage Trees.
 - ☒ Note Chapter 9 – Commercial Policy 9.1.14 Commercial Uses within Heritage Buildings.

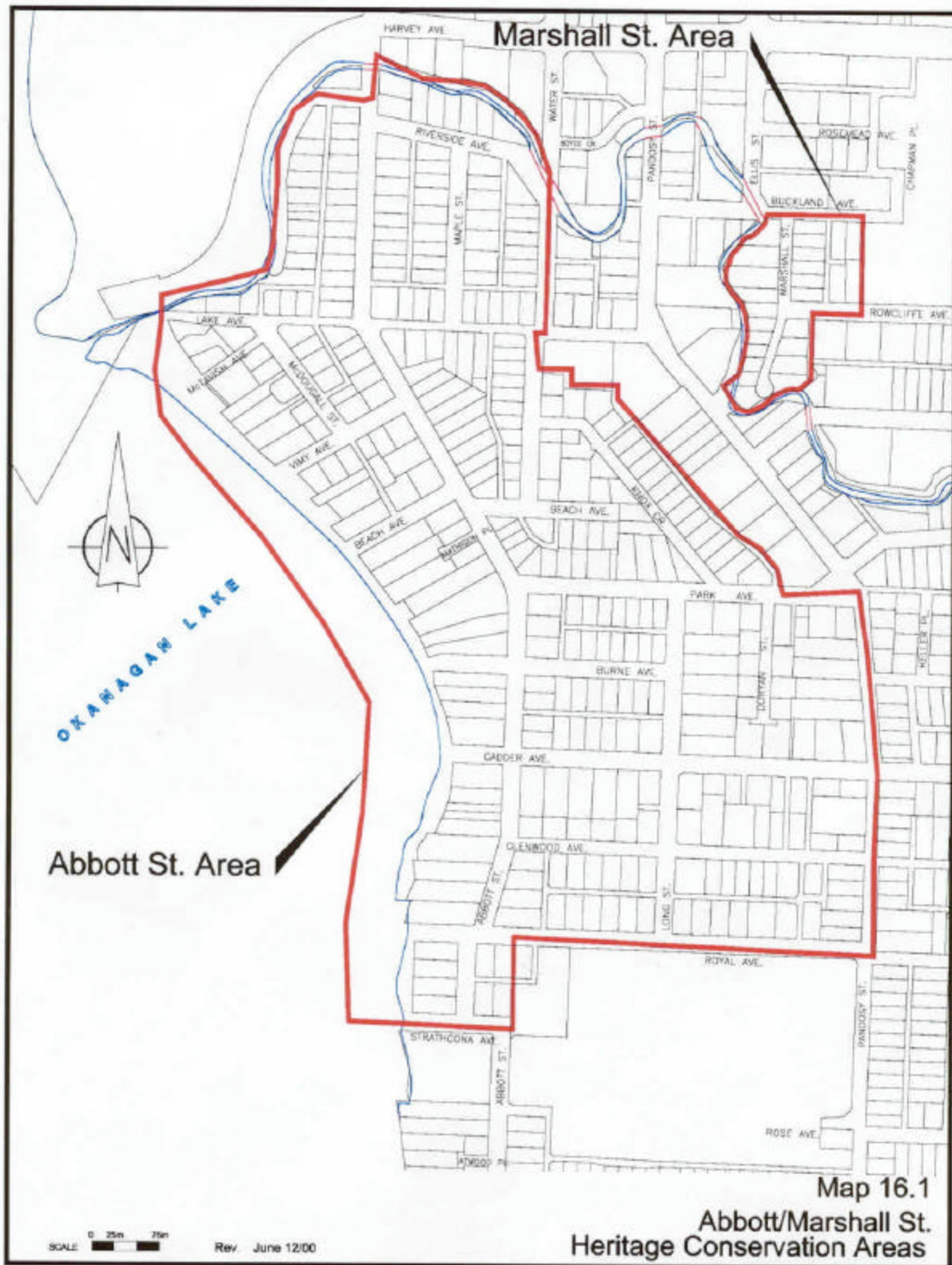
16.2 Heritage Conservation Area Designation

Council designates all land within the Abbott and Marshall Street Conservation Areas, as shown on **Map 16.1** of this OCP, for the purpose of providing guidelines for the conservation of the areas' heritage resources and distinct character.

16.3 Heritage Conservation Area Development Guidelines

The siting, form and character of new development or additions to existing development shall be consistent with the adopted Abbott Street and Marshall Street Heritage Conservation Area Development Guidelines – Appendix 1.

The Abbott Street and Marshall Street Heritage Conservation Area Development Guidelines provide for the continuation of the special contextual qualities of the neighbourhood by managing change in ways that complement the established streetscape and maintain the integrity of the architectural forms.





SOCIAL ENVIRONMENT

17.1 Accessibility Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Transportation Corridors.** Improve the level of accessibility of transportation corridors throughout the City. This will include expansion and improvement of bicycle routes and walkways.

Liaison/Co-operation/Public Relations

- .2 **Accessibility Guidelines.** In co-operation with the Central Okanagan "Access Awareness" Team and/or other appropriate agencies, develop and administer guidelines for physical accessibility in the design of buildings, residential neighbourhoods, parks and transportation facilities;
- .3 **Access Guide.** Encourage appropriate local agencies to distribute and maintain the City of Kelowna Access Guide, first published in 1996, such that it is readily available and up-to-date;
- .4 **Parking Spaces.** Address, by means of representation for those with disabilities on the City's Parking Advisory Committee, issues including provision of appropriate parking for those with disabilities, and the enforcement of bylaws;
- .5 **Existing Problems.** In co-operation with other agencies, work to advise building and landowners of existing situations where access presents problems and should be improved;
- .6 **Award Program.** In co-operation with other agencies such as the Canadian Homebuilders' Association of Kelowna and the Urban Development Institute, the City will help to create an award program for any development or re-development which demonstrates outstanding attention to accessibility;
- .7 **Awareness.** Continue to support the Central Okanagan "Access Awareness" Team and/or any other appropriate agencies to organize and promote initiatives to raise awareness and improve accessibility in Kelowna;

- .8 **Public Transit.** Through its Transportation Division, continue to work with B.C. Transit to expand and improve the efficiency of the public transit system so that it more effectively meets local needs.

Implementation

- .9 **City Facilities.** Take every available measure to ensure that accessibility is properly addressed within City-owned facilities.

☒ Note Chapter 14 – Parks and Leisure Policy 14.1.35 Accessibility.

Considerations in Reviewing Development Applications

- .10 **Development.** Review all development proposals to ensure that accessibility needs have been addressed.

17.2 Child Care Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Data Base.** Co-ordinate with the Kelowna Child Care Society to access an integrated data base regarding child care which will be used when considering development proposals or decisions involving the location of child care facilities;
- .2 **Provincial Licence.** Continue to collaborate with the Ministry of Community, Aboriginal and Women's Services to co-ordinate licensing requirements for child care with municipal bylaws;
- .3 **Child Advocacy Service.** Support, in principle, and promote co-ordination of all efforts by community organizations, government organizations, and institutions to provide a child advocacy service for the City of Kelowna in order to protect the welfare of children;
- .4 **Instruction.** Support, in principle, direction from the Kelowna and District Child Care Committee to ensure training programs meet the needs of all levels of child care instruction;
- .5 **Teen Programs.** Support, in principle, the provision of young parents programs in Senior Secondary Schools where there is a demonstrated need;
- .6 **Employer-Supported Child Care.** Work with other agencies to promote and encourage employer-supported child care;
- .7 **Community Child Care.** Work with the development community and other agencies having an interest in housing to develop housing projects which include community child care facilities;

- .8 **Co-ordination.** Support the efforts of the Kelowna and District Child Care Committee to provide a co-ordinated and efficient approach to the provision of child care in the City;
- .9 **Child Care System.** Advocate to senior government levels, with the assistance of the Kelowna and District Child Care Committee, to achieve positive change in the development and maintenance of a comprehensive child care system;
- .10 **Funding.** Co-ordinate and collaborate with the Kelowna and District Child Care Committee, the Union of B.C. Municipalities (UBCM), the Federation of Canadian Municipalities (FCM) and other appropriate agencies to advocate to senior government against funding cuts that will have a detrimental effect on local services and education to children;
- .11 **Joint Ventures.** Participate in joint ventures with the use of existing staff and resources to provide for child care needs, wherever possible.

Implementation

- .12 **Zoning.** Continue to monitor the zoning bylaw to ensure that there is maximum potential for the provision of child care facilities;
- .13 **Recreational Programs.** Continue to expand and improve inclusive recreational programs for children.

17.3 Community Development Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **Youth Advocacy Service.** In co-operation with other agencies, endeavour to establish a youth advocacy service in the City of Kelowna to facilitate communication between youth and other groups and services in the community;
- .2 **School Facilities.** Continue to advocate to the School Board of School District No. 23 to provide greater opportunities to use school facilities for after school education and activities to a wide variety of groups in the community;
- .3 **Seniors.** With the assistance of other agencies, including Residents' Associations and government services (such as the Ministry of Health Services), determine ways to increase the involvement of seniors in the community through voluntary work;
- .4 **Social Programs.** Communicate, advocate and collaborate with other agencies (i.e. COIN) to ensure that senior government social programs are adequately addressing local needs;
- .5 **Seminars and Conferences.** Co-operate with other agencies to make educational seminars and conferences available to community groups, including Residents Associations, in order to achieve greater understanding of issues in the community;

- .6 **Environmental Issues.** In co-operation with other agencies, seek to involve all residents in environmental programs and issues in the community. This could include annual clean-up of parks and waterfront areas;
- .7 **Other Grants.** Assist agencies and individuals to access grants or funding from senior levels of government for social needs by providing the information that is necessary and assisting with contacting the right government agency, wherever feasible;
- .8 **Municipal Position Papers.** With respect to issues resulting from senior government actions and policies which have local significance, work with the community, the Union of B.C. Municipalities (UBCM), and the Federation of Canadian Municipalities (FCM) to present municipal position papers to senior government;
- .9 **Youth Centres.** Encourage local service clubs to undertake, as a project, the establishment of youth drop-in centres in various areas of the City;
- .10 **Senior Secondary Re-development.** Encourage School District No. 23 to consider the inclusion of theatres in the re-construction of Senior Secondary School facilities;
- .11 **Food Banks.** Promote the efforts of Food Banks in the City (e.g. collect donations at City events (sports and other) and facilities).

Further Studies/Reviews

- .12 **Residents' Associations.** Develop a clear policy to effectively facilitate and support communication and co-operation with Residents' Associations and other grass root organizations;
- .13 **New Development.** Establish a consistent process for providing comprehensive consideration of the social aspects of all new development proposals;
- .14 **Neighbourhood Plans.** Include consideration of the social aspects of community development in the preparation of Sector Plans, Neighbourhood Structure Plans and Area Structure Plans;
- .15 **Common Meeting Space.** Develop a policy to require new commercial, industrial or high density residential development to provide common meeting space areas for use by the local community and/or areas to be used for the common good of the public.

Implementation

- .16 **Venues.** Continue to work towards providing venues for concerts and other cultural events of a larger scale in Urban Centres to provide entertainment for youth and other groups in the community;
- .17 **Youth Representation.** Endeavour to include youth representation on decision-making and advisory committees having input in planning for the future needs of the community;

- .18 **Residents' Associations.** Work co-operatively with Residents' Associations to facilitate knowledgeable input into the public review of development proposals with the aim of facilitating approval of projects compatible with the Official Community Plan Future Land Use Map 19.1 and Official Community Plan policies;
- .19 **Public Facilities.** Continue to ensure that its public facilities are made available and affordable to the public for local community uses;
- .20 **Community Social Development Grants.** Continue to administer Community Social Development Grants on an annual basis to qualifying agencies who submit proposals for projects for social improvements in the community which focus on prevention and are consistent with the provisions of the Social Plan;
- .21 **Customer Service.** Continue to improve its customer service approach to the delivery of services to the community;
- .22 **Public Input.** Continue to seek public input and involvement in matters pertaining to the future of the community;
- .23 **Sustainable Development.** Continue to promote social well being and quality of life by including and implementing policies and actions that are environmentally sound and sustainable for development and re-development within the City.

⊗ Note Chapter 7 – Environment policies on general environmental protection and air and water quality.

Monitoring

- .24 **Monitoring.** Develop a process for monitoring, evaluating, maintaining, reviewing and reporting on the implementation of the goals, objectives and strategies in the Social Plan. This process will include effective public input.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .25 **Joint Use.** Continue to encourage the development of joint use of community facilities and services for non-profit purposes;

Special Requirements

- .26 **Parks.** Ensure, in consultation with the community (e.g. Residents' Associations), that all new development includes adequate park areas and community services;
- .27 **Development Standards.** Continue to ensure that all new development meets appropriate health, safety and environmental standards.

17.4 Crime Prevention Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Business License Fees.** Re-direct funds from business license fees for body-rub parlours/body painting studios, dating services, and social escort services to local agencies to address the issue of youth sexual exploitation.

Liaison/Co-operation/Public Relations

- .2 **Youth Life Skills.** Communicate with and encourage the School Board of School District No. 23 and other agencies which provide youth programs and services to youth, to provide and expand instruction to youth on essential life and social skills including:
 - human rights and respect for diversity;
 - healthy lifestyle choices;
 - prevention of drug and alcohol abuse;
 - conflict resolution;
 - self-esteem;
 - human sexuality;
 - budgeting;
 - career counselling;
 - legal issues;
 - rights and responsibilities.
- .3 **Citizens Patrol.** Support and encourage the continuation and expansion of the RCMP Citizens Patrol program. Communication with the Residents Associations to promote the Citizens Patrol program will be a means of achieving the growth of this program;
- .4 **Media Events.** Work with other agencies in the City of Kelowna to develop media events and dates to promote crime prevention in the community;
- .5 **Residents Associations.** Encourage Residents Associations to increase their involvement in crime prevention programs;
- .6 **Legal Counselling.** Advocate to the Province and appropriate agencies to ensure that legal counselling services are readily accessible to the community;
- .7 **School Liaison.** Support the RCMP school liaison program;
- .8 **Crime Prevention Initiatives.** Consistently support, through its Community Social Development Grant program and through communication and co-ordination, community-level and agency initiatives to prevent and reduce crime in the City. Examples include the restorative justice program, crime stoppers programs, and graffiti-removal programs;
- .9 **RCMP Community Programs.** Advocate the continuation, promotion and expansion of RCMP community programs;

- .10 **Youth Sexual Exploitation.** Endorse changes to federal and provincial legislation such as those recommended by the Provincial Prostitution Unit to address the issue of youth sexual exploitation.

Implementation

- .11 **RCMP Strategic Plan.** Communicate with the RCMP to ensure that the RCMP Strategic Plan remains current and provides guidance to crime prevention in the City;
- .12 **Lighting.** Increase street lighting and the lighting of public areas throughout the City;
- .13 **Crime Prevention Through Environmental Design.** Implement the principles of crime prevention through environmental design and review all development proposals based on the principles of the City's Crime Prevention Through Environmental Design (CPTED) Guidelines;
- .14 **Youth Involvement.** Wherever feasible, encourage the involvement of youth in crime prevention programs.

17.5 Human Rights Policies

The City of Kelowna will:

Considerations for Future Civic Action

Liaison/Co-operation/Public Relations

- .1 **School Programs.** Advocate, possibly with the assistance of the Union of B.C. Municipalities (UBCM), to the School Board(s) to introduce and maintain comprehensive human relations programs in the school curriculum;
- .2 **Youth Awareness.** Encourage and assist youth to hold events (e.g. concerts) to raise awareness of human rights issues and increase understanding in the community;
- .3 **Education Regarding Diversity.** Continue to work with the Multi-cultural Society and other agencies and organizations to educate the community regarding diversity;
- .4 **Community.** Co-operate with any agency wishing to educate the community regarding human rights issues and diversity, with the objective of increasing awareness, appreciation, understanding and respect.

Further Studies/Reviews

- .5 **Race Relations.** Develop a race relations and multi-cultural policy;

Implementation

- .6 **Anti-Racist Identity.** Maintain its identity as an anti-racist community.
- .7 **Committee.** Take a leadership role in promoting and advocating for human rights and responsibilities, including the formation of a human rights council or committee;
- .8 **Canadian Human Rights Act.** Conduct all municipal activities in accordance with the provisions of the Canadian Human Rights Act, as amended;
- .9 **Diversity.** Adopt and proclaim its position that "Kelowna Celebrates Diversity".

18

INSTITUTIONAL

18.1 Institutional Policies

The City of Kelowna will:

Considerations for Future Civic Action

Civic Investments

- .1 **Fire Protection.** Provide fire protection in relation to evolving needs;
- .2 **Police Protection.** Provide police protection, including the on-going review of activities and composition of the police force, to meet the changing needs of the community. Encourage future police stations to locate within the City, Town or Highway Centres;
- .3 **Future Branch Libraries.** Work towards establishing, within the Rutland Town Centre, a permanent location for a branch library. Work towards establishing a new branch library facility in Glenmore's Village Centre.

Liaison/Co-operation/Public Relations

- .4 **Planning for School Sites.** In conjunction with the School District, monitor the size and composition of the school age population to ensure that school sites are provided in appropriate locations;
- .5 **Surplus Schools.** Allow School District 23 to use city-owned properties to the extent such use is permitted under any agreements. If all or part of properties cease to be needed for school purposes as defined in any agreements, the City will resume control of the properties. Where the City does not own surplus school sites, it will evaluate whether the surplus facilities could be used for City purposes and would, if reaching a positive conclusion, seek the co-operation of the School District in facilitating on-going community use. The City will also, where appropriate, seek a "Right of First Refusal" or "Agreement to Purchase" arrangement with School District 23 with respect to the disposition of existing or future school sites, or portions thereof, no longer required by the District;
- .6 **Inner-City Schools.** Encourage School District 23 to retain ownership of inner-City school buildings and sites, with consideration for lease as community use facilities, for potential re-use as a school should school age children return to inner-City neighbourhoods;
- .7 **Post-Secondary Education.** Encourage the expansion of post-secondary education to include a full range of opportunities;

- .8 **Education Funding.** Communicate and collaborate with local educational decision-makers, including the School Board of School District No. 23 and Okanagan University College as well as the Union of B.C. Municipalities (UBCM) and the Federation of Canadian Municipalities to lobby senior government levels against funding and program cuts which negatively affect local educational services;
 - .9 **Adult Education.** Co-operate with agencies including the Kelowna Chamber of Commerce and the Regional District of Central Okanagan (through the Economic Development Commission) to advocate to the Okanagan University College to provide a comprehensive adult education program in order to maximize opportunities for career changes and development. This should include evening and correspondence education;
 - .10 **Police Volunteers.** Acknowledge and continue to support the contribution of volunteers in the community policing program and citizens patrols;
 - .11 **Community Policing Program.** Support continued growth in the Community Policing Program, including expanded facilities in Urban Centres;
 - .12 **Local Health Care Services.** Communicate and co-operate with health care agencies in the City, including the Central Okanagan Interagency Network (COIN), to lobby senior government levels individually or through the Union of B.C. Municipalities (UBCM), and the Federation of Canadian Municipalities against funding cuts which detrimentally affect local health care services;
 - .13 **Health Care Education.** Work with other levels of government, the Regional Health Board, School Board of School District No. 23 and other agencies to ensure that education and information are available to all residents on essential health care issues. These include:
 - human rights and respect for diversity;
 - healthy lifestyle choices and prevention of drug and alcohol abuse;
 - proper nutrition;
 - exercise programs;
 - communication and relationships;
 - local preventive health care services;
 - environmental health.
 - .14 **Central Okanagan Inter-Agency Network (COIN).** Continue to work with the Central Okanagan Inter-agency Network to arrive at co-ordinated approaches to health services in the community.
- **Related Policies in Other Chapters.**
- ⊗ Note Chapter 4 – Employment Policies 4.1.3 Local Skills and Education and 4.1.4 Education and Re-training.
 - ⊗ Note Chapter 15 – Arts and Culture Policy 15.1.8 Arts Instruction.
 - ⊗ Note Chapter 17 – Social Environment Policy 17.3.2 School Facilities
 - ⊗ Note Chapter 17 – Social Environment – Crime Prevention Policy 17.4.2 Youth Life Skills.

Further Studies/Reviews

- .15 **Prevention.** Explore the potential benefits of adjusting building requirements with the view to improving fire prevention;
- .16 **Noise Planning Contours.** Pursue updated Noise Planning Contour information for the Kelowna International Airport.

Future Civic Initiatives

- .17 **Airport Improvements.** Improve airport facilities as conditions warrant to ensure that the airport continues to meet city needs.

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .18 **Location of Places of Worship.** Encourage places of worship to locate within the City Centre, Town Centres, Highway Centre, or Village Centres, but other sites may also be considered. Consideration for other sites should include appropriate setbacks and scale of buildings as compared to adjoining residential uses and location on an arterial or collector road;
- .19 **Location of Schools.** Encourage schools (public and private) to locate in central and easily accessible areas. Locations within the City Centre, Town Centres, Highway Centre or Village Centres should be promoted wherever possible. Consideration for other sites should include appropriate setbacks and scale of buildings as compared to adjoining residential uses and location on a collector road;
- .20 **Community Use of Schools.** Encourage that schools be designed so as to facilitate, during non-school hours, use for before/after school care programs, recreation programs, youth/family activities, and continuing/adult education;
- .21 **Location of New Facilities.** Place new library facilities within the core areas of the Urban Centres and Urban Villages;
- .22 **Urban Centre Focus.** Encourage an Urban Centre focus for health care and social services;
- .23 **KGH Expansion.** Support the extension of services and appropriate building expansions of the Kelowna General Hospital. Once the 550-bed capacity of KGH has been reached at the existing site, further expansions should take place elsewhere in the City or Regional District so as to minimize impact on the residential communities presently surrounding those facilities. The form and character of future expansions should be compatible with the surrounding neighbourhood context;
- .24 **Helicopter Access to KGH.** Support the provision of a helicopter landing pad that would provide convenient access to the Kelowna General Hospital;

.25 **Provincial Offices.** Encourage the Province to locate offices and services within the City Centre, Town Centres or Highway Centre;

.26 **Mixed-Use in Government Buildings.** Encourage senior government facilities within the City Centre, Town Centres or Highway Centre to provide for mixed-use developments with retail/commercial at grade.

☒ Note Chapter 6 – Urban Centre Policy 6.1.23 OUC Integration with Village Centre.

☒ Note Chapter 10 – Industrial Policies 10.1.24 Airport Lands.

Special Requirements

.27 **Noise Contour.** Not support additional urban residential development within the airport 25 Noise Exposure Forecast (NEF) contour;

.28 **Regional District.** Encourage the Regional District of Central Okanagan to not permit additional residential development within the airport 25 N.E.F. corridor.

☒ Note Chapter 11 – Agriculture Policies 11.1.20 Buffering and 11.1.21 Bonding for Buffers.

19

FUTURE LAND USES

The objectives and policies outlined in the preceding chapters provide the basis for the land use designations to satisfy the growth needs projected in this Plan, as indicated on the Generalized Future Land Use Map 19.1. The land use designations shown are described below and reference should also be made to the specifics of the City's Zoning Bylaw and any Area Structure, Neighbourhood Structure and Sector Plans that provide more detailed information regarding appropriate land uses. As it is a goal of the City of Kelowna to respect our heritage and preserve special features of our past for the benefit of present and future generations, the adaptive re-use of heritage buildings is considered appropriate within any future land use designation.

Designations

Rural/Agricultural

Land within the Agricultural Land Reserve and other rural farm and non-farm lands where natural physical constraints or lack of services and utilities limit land use intensification. Generally, land areas within this designation will not be supported for exclusion from the ALR or for more intensive development than that allowed under current zoning regulations, except in specific circumstances where the City of Kelowna will allow exceptions to satisfy civic objectives for the provision of industrial or park/recreation uses.

Single/Two Unit Residential

Single detached homes for occupancy by one family, single detached homes with a secondary suite, semi-detached buildings used for two dwelling units, and those complementary uses (i.e. local commercial, schools, churches, day care facilities, and public parks) that are integral components of urban neighbourhoods. Such developments will be determined on a site specific basis, or according to policies developed in local area plans, as to suitability within the neighbourhood environment.

Multiple Unit Residential (Low Density)

Townhouses, garden apartments, apartments, buildings containing three or more residential units, manufactured home developments, small lot bareland strata and cluster forms of housing. Complementary uses (i.e. schools, churches, day care facilities, and public parks) that are integral components of urban neighbourhoods would also be permitted. Building densities would be generally consistent with the provisions of the RM1 – Four-plex Housing, RM2 – Low Density Row Housing or RM3 – Low Density Multiple Housing zones of the Zoning Bylaw.

Multiple Unit Residential (Low Density-Transitional)

Low density, multiple unit residential housing that serves as a transition between residential uses of varying densities or as a transition between residential and non-residential land uses. Building density would be generally consistent with the provisions of the RM4 – Transitional Low Density Housing zone of the Zoning Bylaw.

Multiple Unit Residential (Medium Density)

Townhouses, garden apartments, and apartment buildings. Complementary uses (i.e. schools, churches, day care facilities, and public parks) that are integral components of urban neighbourhoods would also be permitted. Building densities would be generally consistent with the provisions of the RM5 – Medium Density Multiple Housing zone of the Zoning Bylaw.

Multiple Unit Residential (Medium Density-Transitional)

Medium density, multiple unit residential housing that serves as a transition between residential uses of varying densities or as a transition between residential and non-residential land uses. Building densities would be generally consistent with the provisions of the RM5 – Medium Density Multiple Housing zone of the Zoning Bylaw.

Multiple Unit Residential (High Density)

High rise apartments, over four storeys in height. Complementary uses (i.e. schools, churches, day care facilities, and public parks) that are integral components of urban neighbourhoods would also be permitted. Building densities would be generally consistent with the provisions of the RM6 – High Rise Apartment Housing zone of the Zoning Bylaw.

Mobile Home Park

Lots for the development of mobile home subdivisions.

Commercial

Developments for the sale of goods and services. Integration of residential uses into commercial developments as mixed use projects is encouraged in Urban Town Centres (UTC) and Residential Urban Villages. Building heights of up to four storeys in the South Pandosy UTC and up to six storeys in the Downtown, Highway 97/Springfield and Rutland UTC's will be encouraged, depending on site specific conditions. Existing Commercial zoning along Highway 97 N is acknowledged.

Mixed Commercial and Residential

Developments for the sale of goods and services located on the lower stories or fronting main roads and townhouses, garden apartments and apartments above or adjacent to commercial uses.

Tourist Commercial

Tourist accommodation, eating establishments, entertainment, commercial recreation and associated uses.

Neighbourhood Commercial

Neighbourhood oriented commercial establishments that are intended to support the day-to-day needs for several surrounding residential neighbourhoods including on-site multiple family residential development comprising a village centre.

Educational/Major Institutional

Schools, university, colleges, hospital, fire halls, cemeteries, major government, cultural or recreational facilities, and large church or seniors facilities. Major institutional developments may include a residential component as permitted in the City's Zoning Bylaw. Major government, cultural, and recreational facilities may include associated commercial uses.

Public Services/Utilities

Facilities provided as services to the general public, such as the landfill operation, electrical, gas, or telephone installations, sewage treatment plant, Airport, and irrigation / water suppliers.

Industrial

Light and heavy industrial uses as well as Industrial/Business activities and airport related industrial uses. Industrial/business service refers to uses that provide services and support to industrial and business customers.

Major Park/Open Space

Major City, District and Community parks and protected natural open spaces, areas including steeply sloped lands, Natural Environment/Hazardous Condition Areas, and other natural features such as watercourses, waterbodies, wetlands, plant and wildlife habitat, and significant visual features. Not all parks required over the next 20 years are indicated on the map, as Neighbourhood parks will be provided at City standards as integral components of new and redevelopment initiatives. A major District Park will be provided in the Glenmore Valley area. Open space indicated at the south end of Ellison Lake is intended as wildlife habitat preservation subject to approval of the Land Reserve Commission. Refer to the Parks and Recreation Master Plan for further detail.

Private Recreation

Large scale recreation uses such as golf courses and rifle ranges, operating as commercial ventures or clubs.

Heritage Park Village

Heritage facilities for the enjoyment and education of citizens and visitors respecting the cultural history of the community.

Comprehensive Residential Golf Resort

Residential and associated facilities as integrated parts of a golf resort.

First Nations Reserve

Land with Reserve status as provided by the Federal Government for use by First Nations people.

Okanagan First Nations lands at the northerly limit of the City are currently developed as manufactured home parks, recreational vehicle resorts and campgrounds. Additional development potential has not been identified at this time. Westbank First Nations land at Mission Creek and Casorso Road is part of the Mission Creek / Priest Creek ecosystem and is considered environmentally sensitive. Similarly, reserve lands owned by the Westbank First Nations at the eastern limit of the City along Mission Creek and beyond City boundaries are considered environmentally sensitive.

Future Urban Reserve

Land that has some development potential but is not projected for development within the Official Community Plan 20-year time horizon. There is potential for the reconsideration of the status of these lands as part of a future review and updating of the Official Community Plan. These boundaries are schematic in nature, and include lands that may remain within the ALR.

Uses To Be Determined Through The Area Structure Plan

This designation has been applied in those cases where it is difficult to convey in map form the future uses on a particular site either because insufficient information is available from a technical/servicing point of view or because the precise locational breakdown of various types of uses has yet to be determined. This designation permits those uses that are currently in place as a function of existing zoning. Preparation of an Area Structure Plan would be required prior to rezonings being considered.

Area Structure Plans

Area Structure Plans provide the link between the Official Community Plan and an actual development proposal.

Area Structure Plans (ASPs) shall be prepared by an individual landowner or owners of the majority of land for areas identified in the Official Community Plan as ASP areas, or for areas where the proponent is contemplating a proposal which:

- does not conform to the purpose and intent of the Official Community Plan; and is of sufficient magnitude in terms of population, units of development, servicing constraints, social impact or economic burden on the municipality; or
- in Council's view may affect adjacent properties, land uses or the natural environment; or
- in Council's view may be affected by hazardous conditions; or
- in Council's view may affect municipal heritage sites, or a revitalization area; and
- such other matters as may be required, unique to the plan area under consideration.

The Plan area shall be as outlined in the OCP or as authorized by resolution of Council. The Plan will work towards those objectives and policies stated in the OCP. Approval of portions of the ASP as an OCP amendment will be considered by Council following a Public Hearing.

ASPs provide an inventory of existing conditions, a statement of development objectives and policies, information on the natural environment and associated influences on development, identification of major future land uses by type and density, general location of transportation networks, identification of need for major institutional facilities, and information on the location and type of development permit areas.

An Area Structure Plan (ASP) will elaborate on specific development areas in a manner consistent with the ASP terms of reference and the guiding principles of any applicable Sector Plan.

At this time, Area Structure Plans (ASPs) or Mixed Use Developments are anticipated for the eleven areas noted on the Generalized Future Land Use Map 19.1. The ASP boundaries may be further refined to reflect the subject planning area in physical and functional terms. The boundaries of ASPs numbered 11, 13, and 14 will be defined as respective owners come forward with development initiatives. Table 19.1 indicates potential development components within the ASP areas.

TABLE 19.1

POTENTIAL ASP OR MIXED USE DEVELOPMENT COMPONENTS

Area Structure Plans	A	B	C	D	E	F	G	H	I	J	K
1. Pier Mac	•			•	•		•	•		•	
2. O.U.C.	•		•					•		•	
7. Enterprise /Spall Rd.	•			•			•	•			
9. Baron Rd.	•			•			•	•	•		
11. Bell Mtn.	•	•	•			•	•				
13. S. W. Mission	•	•	•			•	•	•			•
14. Mission Ridge	•					•					
15. Black Mtn.	Potential future land uses yet to be determined										
16. Mayer Rd.	•		•	•			•	•			•
19. Knox Mtn.E ¹	•					•	•				•

A. Public Open Space

B. School/College/University

C. Neighbourhood Commercial

D. General Commercial

E. Tourism Commercial

F. Single/Two Unit Residential

G. Multiple Unit Residential (Low)

H. Multiple Unit Residential (Medium)

I. Multiple Unit Residential (High)

J. Industrial

K. Agricultural

1. The Glenmore/Clifton/Dilworth Sector Plan strongly encouraged that any development potential identified on the upper portion (S.E. ¼ Sec. 31, Twp. 26) be transferred to the area below the escarpment and adjacent to Clifton Road in order to support the retention of the upper portion of this site as natural open space. In the calculation of the density transfer, due consideration should be given to the extent of developable area, servicing costs associated with development on the upper portion of the property and revenue likely to be generated from the lots.

Mixed Use Development

Developments of significant size or involving several properties and encompassing a range of uses. A mixed use development will normally require more detailed planning work in the form of a ASP or Area Preplan.

Comprehensive Development Project

Developments of a mixed density or mixed use nature designated where public objectives on environmental features, heritage sites, affordable housing or other amenities, open space or density transfers cannot be achieved under conventional zoning. The aggregate density proposed by the Comprehensive Development Project shall not exceed the density prescribed for the future land use specified for the site in the Official Community Plan. Primarily for consideration on major projects within Urban Town Centres. Submission of preliminary concept, site, and elevation drawings will be required for consideration of this designation on a specific site unless the property is designated as a Comprehensive Development Project in an approved Sector Plan. The following properties have been designated as Comprehensive Development Projects through approved Sector Plans:

Property Description

Lot 4, Blk. 7, Sec. 29 & 32, Twp. 26,
O.D.Y.D., Plan 896; and
Lot C, Sec. 29, Twp. 26, O.D.Y.D.,
Plan KAP 55671
(Glenmore/Cilfton/Dilworth Sector Plan)

Permitted Land Uses

Multiple Family Residential - Low Density,
Multiple Family Residential - Medium Density,
Health Care Facility
Local Commercial (approx. 10,000 sq. ft.)

The applicable Sector Plan should be consulted for information on the recommendations relayed through the Sector Plan process.

Special Study Area

This designation has been applied in those cases where it is difficult to determine the future land uses on a particular site either because insufficient information is available from a technical/servicing point of view or because the precise locational breakdown of various types of uses has yet to be determined.

City Owned Property

City owned property within the Agricultural Land Reserve.

Slopes + 30%

Designation to indicate slopes greater than 30%, generally discouraged for development purposes.

20 Year Major Road Network

The 20 Year Road Network requirements are directed primarily at achieving optimal utilization of existing facilities. These initiatives are more fully discussed in the Transportation section of the OCP. These staged network improvements and a land use pattern that concentrates development seeks to preserve future road network options for reconsideration at such time as the OCP is reviewed and updated. Retention of the existing railway line as a potential future transportation / transit corridor is an important component of the Transportation Plan. Several of the road alignments that penetrate ALR lands are schematic only and will require approval by the Land Reserve Commission. A longer-term road network, beyond the 20-year timeframe of this OCP, is part of the Transportation Study. Road links to existing neighbourhoods, through intervening lands, will be addressed when and if those lands are developed (eg. Clifton/McKinley).

DEVELOPMENT APPROVAL INFORMATION

The City may require those pursuing an amendment of the Zoning Bylaw, a development permit, or a temporary commercial or industrial permit, to provide information on the anticipated community impact of the proposed activity or development. The information requested can include (but is not limited to) the following matters:

- transportation patterns including traffic flow;
- local infrastructure;
- public facilities including schools and parks;
- community services; and
- the natural environment of the area affected.

The Development Application Procedures Bylaw specifies the procedures and policies relating to development approval information requirements.

