Chapter 5: Development Process
General
Area-Specific Considerations
Residential Land Use Policies
Commercial Land Use Policies
Industrial Land Use Policies
Institutional Land Use Policies
Agricultural Land Use Policies
Subdivision Applications
OCP Amendment Applications
The community’s vision for a sustainable Kelowna includes a city where environmentally sensitive land and water are protected, new buildings are attractive as well energy efficient, and public spaces are accessible, safe and meet the needs of a diverse community. This chapter focuses on how new development can become a part of creating that long-term vision.

THE CITY OF KELOWNA WILL:

GENERAL

Objective 5.1 Ensure new development is consistent with OCP goals.

Policy 1 Vision and Goals. Staff will evaluate all development applications in the context of the community's vision and goals as expressed in Chapter 1.

Policy 2 Processing Time. Award processing time advantages such as waiving the Public Hearing for Development applications consistent with Future Land Uses, as well as the OCP policies and Development Permit guidelines adopted by Bylaw 10500 over applications which are inconsistent.

Policy 3 Rutland & Downtown Revitalization Tax Exemption. Provide a revitalization tax exemption for the municipal portion of the annual taxes on improvements for development within the City Centre and Rutland Town Centre as per Revitalization Tax Exemption Bylaw No. 9561.
Objective 5.2  Develop sustainably.

Policy .1
Priority Processing. Staff will prioritize processing of rezoning applications that are consistent with the Future Land Use map and that achieve a minimum Council-endorsed Sustainability Checklist score. Only those buildings with features that extend beyond those required as per prevailing Building Codes and municipal regulations will be eligible.

Policy .2
Sustainability Incentives. Consider offering incentives for development in the Urban Core where GHG, water use and energy reductions can be achieved and secured in perpetuity.

Policy .3
Complete Suburbs. Support a mix of uses within Kelowna’s suburbs (see Map 5.1 - Urban Core Area), in accordance with “Smart Growth” principles to ensure complete communities. Uses that should be present in all areas of the City (consistent with Map 4.1 - Future Land Use Map), at appropriate locations, include: commercial, institutional, and all types of residential uses (including affordable and special needs housing) at densities appropriate to their context. Building heights in excess of four storeys will not be supported within the suburban areas, unless provided for by zoning existing prior to adoption of OCP Bylaw 10500.

Policy .4
Complete Communities. Support the development of complete communities with a minimum intensity of approximately 35 - 40 people and/or jobs per hectare to support basic transit service-a bus every 30 minutes.

Policy .5
Integrated Land Use. Integrate land use approaches wherever possible to improve opportunities for biodiversity, ecosystem connectivity, recreation, agriculture and local food production, while reducing conflicts.

Objective 5.3  Focus development to designated growth areas.

Policy .1
Permanent Growth Boundary. Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. Lands outside the Permanent Growth Boundary will not be supported for urban or intensive uses with the exception of the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500 or, for Agri-Business designated sites. Land outside the Permanent Growth Boundary will not be supported for any further parcelization. The Permanent Growth Boundary may be reviewed as part of the next major OCP update.
Encourage development to proceed in a logical, sequential order, concurrently with availability of required urban services.
Map 5.9
Linear Corridors/Paths
Official Community Plan 2030

Rev. Jul 15, 2014

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.
The legend above indicates maximum permissible heights. This height will not always be achievable. OCP Policy 5.5.1 identifies conditions to be satisfied to achieve noted heights, and also provides direction related to tower separation distances (100 feet or 120 feet depending on the floor plate size).
Objective 5.5  Ensure appropriate and context sensitive built form.

**Policy 1 Building Height.** In determining appropriate building height, the City will take into account such factors as:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall skyline
- Distance between adjacent buildings above 22m in height
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of buildings over 22m in height

For all properties where height variances are required, a minimum separation distance of 36.5 m (120 ft.) will be sought between adjacent towers where there are floor plates larger than 697 sq. m (7,500 sq. ft.) and a minimum separation distance of 30.5 m (100 ft) will be sought between towers where floor plates are less than 697 sq. m (7500 sq. ft.). In addition, where a height variance is required, adequate view corridors shall be provided between towers. For blocks a minimum of 100m in width, any portion of a building above 44.0m should be sited to afford existing surrounding tower development on the same block a 40 degree panoramic view, measured from the closest building face parallel to the lot line fronting a street. (See Diagram 5.1)

**Policy 1 Building Separation Does Not Apply to the following:**

<table>
<thead>
<tr>
<th>Civic Address</th>
<th>Legal Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>526 Doyle Avenue</td>
<td>Lot A, District Lot 139, ODYD, Plan EPP9526</td>
</tr>
<tr>
<td>1368 St. Paul Street</td>
<td>Lot A, District Lot 139, ODYD, Plan KAP87835</td>
</tr>
</tbody>
</table>

Diagram 5.1
Council may consider variances to the tower setbacks distances in the Zoning Bylaw for mid-rise (22m-44m) development, provided that the overall development conforms to OCP building height policy.

Within the context of the noted area height limits (for all areas of the City) the following criteria shall also be considered: Where a lot line abuts a lower density residential land use designation, buildings facing this lot line within the development should be stepped back such that there is no more than a one storey height gain between these building frontages and the height permitted within the land uses assigned to adjacent parcels. The key issue is the transition in scale. The City may consider alternatives to this if other measures can ensure an appropriate transition. Other alternatives may include a combination of appropriate choice of materials, positioning of a building on a site, the level of detail on the facing façade, positioning of balconies, windows, etc.

Unless existing zoning provides for greater heights, building heights within the areas noted on Map 5.3 should be as noted below:

- **CITY CENTRE:** For the Downtown area, building heights shall, at maximum, be as noted on the “Downtown Building Heights” map. To achieve those heights, Council may consider variances from the heights set out in the Zoning Bylaw, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits.

The former Willow Inn site at the corner of Queensway Avenue and Mill Street is significant given the site’s proximity to the waterfront and its high visibility. In order to achieve approval for up to 19 storeys on this site, any proposed development should be required to demonstrate that it gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence regarding aesthetics and building performance.

Where the “Downtown Building Heights” map provides for a maximum height of six storeys for properties along Bernard Avenue (between Abbott Street and Ellis Street) and the western side of Water Street (between Bernard Avenue and Lawrence Avenue) in acknowledgement of existing zoning, the City will consider incentives to encourage building heights to not exceed four storeys.

For the Central Green property at the SW corner of Richter Street and Harvey Avenue, building heights shall be as approved by Council through the zoning process.
For areas of the City Centre not specifically mentioned above, that are outside the Downtown Building Heights Map, the maximum height shall be: seven storeys within areas designated for mixed use (residential/commercial); four storeys for areas designated for commercial; within C7 zoned areas, the height limit would be a maximum of the heights defined in the Zoning Bylaw (this would be 6 storeys in some areas and 12-14 in other areas); on properties designated for multiple unit residential (high density), the height limit will be 16 storeys. Where the Zoning Bylaw sets height limits of 12-16 storeys, Council may consider height variances allowing for up to 19 storeys, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits.

- **OTHER URBAN CENTRES**: Locate taller buildings in the geographic centre of Urban Centres and generally decrease height moving away from the centre, to a maximum of 4 storeys at the periphery of the Urban Centres, where adjoining land is designated for single/two unit housing.

- **South Pandosy**: Generally 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for 8 storeys where an architecturally distinct and significant buildings is placed at a corner, gateway or view terminus location that is of significance to the community or where a building is of cultural significance to the community.

- **Rutland**: Generally 4 storeys. Six storeys within C4 or C9 zoned areas. Potential for up to 44 m height (12-14 storeys) in the core of Rutland, as identified in the C7 zone of the Zoning Bylaw.

- **Midtown**: 16 storeys, where the OCP designation provides for high-density multiple-units.

- **Capri/Landmark**: Generally 4 storeys. Greater height (up to 12 storeys) may be supported on the Capri Shopping Centre site and in the area bordered by Dickson Avenue, Dayton Avenue, Springfield Road and Kirschner Road upon approval of a Council-endorsed comprehensive development plan for the site that provides for a variety of housing types (including but not limited to ground-oriented and rental apartment housing) and the provision of commercial space that is of an amount that, at minimum, equals that which existed in 2010.

---

- **Economic Sustainability**
- **Social Sustainability**
- **Environmental Sustainability**
- **Cultural Sustainability**
- **Elsewhere**: For all areas of the City outside the Urban Centres, buildings heights shall be a maximum of four storeys for residential and six storeys for apartment hotels and hotels. Additional height restrictions may be imposed as a result of airport-related zoning regulations.

<table>
<thead>
<tr>
<th>Civic Address</th>
<th>Legal Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>3762-3766 Lakeshore Road</td>
<td>Lot A, District Lot 134, Section 6, Township 26, ODYD, Plan KAP56428</td>
</tr>
<tr>
<td></td>
<td>Except Plan KAS1776 (PH1)</td>
</tr>
</tbody>
</table>

Notwithstanding the above noted height provisions, for all parts of the City other than the downtown, building heights adjacent to Okanagan Lake should remain low, subject to the recognition that height provisions in existing zoning would prevail. Building height can be increased as the distance from the lake increases. Preservation of upland sight lines towards Okanagan Lake shall be an important consideration in the review of development applications.

**Policy .2**  
**View Corridors.** Where multiple unit or commercial development along the shore zone is permitted, require that a view corridor to the lake from inland be maintained and ensure that the public use and enjoyment of the lakefront is enhanced as a result of the development.

**Policy .3**  
**CPTED Guidelines.** Require development proponents to demonstrate compliance with the principles of the City’s Crime Prevention Through Environmental Design (CPTED) Guidelines.

**Objective 5.6**  
**Promote social well-being and quality of life by providing facilities that serve all community members.**

**Policy .1**  
**Accessibility Measures.** Review all development proposals to ensure that accessibility needs have been addressed in compliance with City Guidelines for Accessibility in Outdoor Areas. Consult with stakeholders and/or other appropriate agencies, as required, to ensure accessibility measures in development projects are addressed.
Objective 5.7  Identify and conserve heritage resources.

Policy .1  Heritage Register. Use the Kelowna Heritage Register for fully informed decision-making regarding land use of heritage properties.

Policy .2  Heritage Designation. Encourage owners of properties listed in the Kelowna Heritage Register and identified as significant to voluntarily provide long-term heritage protection to their properties through the use of a Heritage Designation Bylaw.

Policy .3  Heritage Revitalization Agreements. Consider the adaptive re-use of heritage buildings appropriate within any future land use designation, provided that a Heritage Revitalization Agreement is negotiated with the City and provided that the project meets the criteria established for sensitive neighbourhood integration.

Policy .4  Heritage Conservation Areas. Continue to recognize the established heritage conservation areas of Abbott Street and Marshall Street as identified on Map 9.1.

Objective 5.8  Achieve high quality urban design.

Policy .1  Public Space. Integrate safe, high-quality, human-scaled, multi-use public spaces, such as parks, plazas and squares, as part of development or redevelopment within Urban and Village Centres.

Policy .2  Streetscaping. Urban Centre roads should be considered as part of the public space and streetscaped with full amenities (i.e. sidewalks, trees and other planting, furniture, bike facilities, boulevards, etc.).

Objective 5.9  Support the creation of affordable and safe rental, non-market and/or special needs housing.

Policy .1  Conversion of Rental Dwellings. Consider allowing conversions of rental buildings with four units or more only when the vacancy rate reported in the annual CMHC Rental Market Survey for Kelowna is 3% or higher.

Objective 5.10  Ensure opportunities are available for greater use of active transportation and transit to: improve community health; reduce greenhouse gas emissions; and increase resilience in the face of higher energy prices.
Policy 1

Maximize Pedestrian / Cycling Connectivity. Require that pedestrian and cyclist movement and infrastructure be addressed in the review and approval of all City and private sector developments, including provision of sidewalks and trails and recognition of frequently used connections and informal pedestrian routes. With new developments, require dedication of on-site walking and cycling paths where necessary to provide links to adjacent parks, schools, transit stops, recreation facilities, employment nodes, cul-de-sacs and large activity areas.

Policy 2

Transit Infrastructure. Require that transit service needs to be integrated into community designs and development proposals to optimize access to transit service and incorporate essential infrastructure on transit routes identified in the Transit Plan (see Map 7.2). Provision of transit infrastructure such as transit stops, bus pull out bays, bus shelters, benches, lighting, accessibility features, bike lockers or other transit amenities, beyond those required by bylaws and regulations, may be considered for a density bonus.

Policy 3

Active Transportation Networks. As redevelopment occurs within and around Urban Centres, seek public pathways that would complement linear parks, multi-use trails, parks, plazas, greenways or sidewalks to form continuous pedestrian and bicycle networks and/or connections between centres where possible. (See Map 7.1 – Active Transportation Corridors.)

Objective 5.11 Support parking management programs that promote reduced vehicle ownerships, reduced vehicle trips and increased use of active modes of transportation.

Policy 1

Parking Relaxations. Consider parking requirement relaxations, in areas that are not part of a cash-in-lieu program, where an approved TDM strategy indicates a lower use of vehicles and the City is satisfied that parking relaxations would not create parking spill-over problems on adjoining neighbourhood streets. Parking relaxations will not be considered in hillside areas (as defined on Map 4.1 - Future Land Use).

Policy 2

Strata Parkades. Consider private sector parking solutions such as strata parkades as an alternative to fulfilling parking requirements.
Policy 3  Preferred Parking. Encourage preferred (e.g. close to entrances) or dedicated parking stalls for electric vehicles, share cars and / or hybrid vehicles and small vehicles for all developments.

Policy 4  Multi-Unit Residential Parking. Encourage developers / landlords to un-bundle parking price from the multi-family housing or rental price.

Objective 5.12 **Ensure development appropriately interfaces with transmission lines.**

Policy 1  Transmission Line Setbacks. Require new residential development setbacks of 30 metres from the edge of transmission line wires for feeder lines. Require new non-residential development setbacks of 6 metres from the edge of high voltage power lines or as required by the electrical utility owner.

Objective 5.13 **Increase local food production.**

Policy 1  Farmer’s Markets. Support the development of farmer’s markets on non-ALR sites. ALR sites located near the urban – rural edge, in accessible, central locations may be considered if a non-ALR alternative cannot be secured.

Policy 2  Edible Landscape. Encourage the use of building setback, backyards and landscaped areas, for growing edible plants.

Policy 3  Community Gardens. Encourage private and non-profit sector universally-accessible community gardening. Where appropriate, consider the use of city-owned land for use as community gardens.

Policy 4  Multi-Residential Shared Garden. Encourage new development to include contiguous space intended for garden space for residents.

Policy 5  Urban Agriculture. Expand urban agriculture opportunities as a way to improve food system resiliency and promote social inclusion, such as community gardens or urban farming.

“Support the development of farmer’s markets on non-ALR sites or on ALR sites located near the urban – rural edge, in accessible, central locations.”

City of Kelowna Official Community Plan - Chapter 5 - Development Process - 5.14

**Economic Sustainability**  **Social Sustainability**  **Environmental Sustainability**  **Cultural Sustainability**

REVISED – OCTOBER 1, 2018
Objective 5.14 Provide parks for a diversity of people and a variety of uses.

Policy 1

Site Density Calculations. Allow the owner(s) and developers who contribute land for park dedications, to use the original site area in computing density and floor area ratios and minimum area for development or subdivision purposes.

Policy 2

Dedication of Linear Parks. At subdivision and rezoning for all development types secure a minimum 10-metre wide linear corridor for public access as included in Table 5.1 Linear Park – Public Access and/or are shown on Map 5.9 – Linear Corridors / Paths. The 10-metre wide corridor may be in addition to, and outside, any riparian management area requirements imposed through the Environmental Development Permit (see Chapter 12) requirements 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. Linear trail corridors can have the following tenure which will be determined by staff at the time of subdivision or rezoning:

- Titled property in the name of the city as a park, protected area, or
- Road reserve right of way; or
- Statutory right of way.
### Table 5.1 Linear Park - Public Access
*(see Map 5.9 Linear Corridors / Paths)*

<table>
<thead>
<tr>
<th>Location</th>
<th>Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue Creek / Both Sides</td>
<td>South Arm – Okanagan Lake to City Boundary</td>
</tr>
<tr>
<td>Bertram Creek / Both Sides</td>
<td>Okanagan Lake to City Boundary</td>
</tr>
<tr>
<td>Brandt’s Creek / Both Sides</td>
<td>West Arm – Drake Rd to Summit Drive</td>
</tr>
<tr>
<td>Brandt’s Creek / Both Sides</td>
<td>Ellis Street to Okanagan Lake</td>
</tr>
<tr>
<td>Cedar Creek / Both Sides</td>
<td>Okanagan Lake to City Boundary</td>
</tr>
<tr>
<td>Fascieux Creek / Both Sides</td>
<td>Okanagan Lake to Raymer Ave.</td>
</tr>
<tr>
<td>Francis Creek / Both Sides</td>
<td>Sumac Rd to Mill Creek</td>
</tr>
<tr>
<td>Gopher Creek / Both Sides</td>
<td>Springfield Rd to N/E of Old Joe Rich Rd</td>
</tr>
<tr>
<td>KLO Creek / Both Sides</td>
<td>Mission Creek to City Boundary</td>
</tr>
<tr>
<td>Lebanon Creek / Both Sides</td>
<td>Cedar Creek to City Boundary</td>
</tr>
<tr>
<td>Leon Creek / Both Sides</td>
<td>Gillard Forest Service Road to Cavell Place</td>
</tr>
<tr>
<td>Mill Creek / Both Sides</td>
<td>Okanagan Lake to City Boundary</td>
</tr>
<tr>
<td>Mission Creek / Both Sides</td>
<td>Okanagan Lake to City Boundary</td>
</tr>
<tr>
<td>Priest Creek / Both Sides</td>
<td>Mission Creek to City Boundary</td>
</tr>
<tr>
<td>Rembler Creek / Both Sides</td>
<td>Okanagan Lake to City Boundary &amp; Bellevue Creek</td>
</tr>
<tr>
<td>Thomson Creek/One Side within Park</td>
<td>Mission Recreation Park</td>
</tr>
<tr>
<td>Varty Creek / Both Sides within Park</td>
<td>Okanagan Mountain Provincial Park</td>
</tr>
<tr>
<td>Vernon Creek / Both Sides</td>
<td>Ellison (Duck) Lake to City Boundary</td>
</tr>
<tr>
<td>Wilson Creek / North Side</td>
<td>Okanagan Lake to Gordon Drive</td>
</tr>
<tr>
<td>Okanagan Lake</td>
<td>Full length of foreshore within City boundaries</td>
</tr>
</tbody>
</table>

**Policy .3**

**Applicant's 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.

**Policy .4**

**Protect Sensitive Areas.** Sensitive environmental areas and riparian management areas (RMA) will be protected by siting trails beyond their boundaries, unless there are absolutely no alternatives.

**Policy .5**

**Acquisition of Linear Parks.** Where linear corridor dedications cannot be acquired through development, 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: support for density on the balance of the subject property that accounts for the land area before any dedication of land for linear parks.

---

| Economic Sustainability | Social Sustainability | Environmental Sustainability | Cultural Sustainability |
In new subdivisions acquire beach access points as sanctioned under the Land Titles Act...

**Policy 6**

**Beach Access Dedications.** In new subdivisions acquire beach access points as sanctioned under the Land Titles Act, Chapter 250, RSBC 1996. The dedications obtained should be accessible to a broad range of users, be at environmentally appropriate locations and where terrain conditions do not require construction that would be detrimental to the environment, steep slopes, or other park uses.

**Policy 7**

**Fuel Modification.** Require the mitigation of fire hazard, through fuel modification, on forested lands to be transferred to the City, prior to transfer.

**Objective 5.15**

**Ensure environmentally sustainable development.**

**Policy 1**

**No Net Loss of Aquatic Habitat Productivity.** Require “no net loss” with respect to land use decisions that affect aquatic habitat based on the “no net loss” principle of the Department of Fisheries and Oceans policy. No individual land use or development project should result in a net loss in habitat productivity as determined through environmental assessment in land use decisions and project approvals that affect aquatic habitats as identified on the Natural Environment DP Map 5.5. In the long term the City will strive for a net gain in overall productivity of the city’s aquatic habitats. “Tradeoffs” in the interest of land development will only be supported when long-term net gains in habitat productivity can be substantiated.

**Policy 2**

**No Net Loss of Terrestrial Habitat.** Require that “no net loss” in the productive capacity of important and/or critical terrestrial habitats as determined through environmental assessment in land use decisions and project approvals that affect terrestrial habitats as identified on the Natural Environment DP Map 5.5. In the long term the City will strive for a net gain in overall productivity of the city’s terrestrial habitats. “Tradeoffs” in the interest of land development will only be supported when long-term net gains in habitat productivity can be substantiated.
Policy 3

**Environmentally Sensitive Area Linkages.** Ensure that development activity does not compromise the ecological function of environmentally sensitive areas and maintains the integrity of plant and wildlife corridors.

Policy 4

**Habitat Management Hierarchy.** Ensure the following sequence of management actions for all public or private projects be adhered to, as identified in a Development Permit, to achieve the “no net loss/net gain” principle of ESA’s:

- AVOID impacts to habitat through appropriate project siting and design;
- MITIGATE minor or temporary impacts by minimizing impacts, and repairing and restoring damaged habitats to their former state or better;
- COMPENSATE only when residual, permanent loss of habitat is unavoidable, acceptable and compensable. Habitat compensation proposals will not be accepted as a trade-off for incomplete on-site mitigation where effective mitigation efforts are feasible. Development proponents are responsible for proving that all measures to avoid or mitigate potential habitat impacts have been exhausted prior to proposing habitat compensation measures on or off-site.

Policy 5

**Compensation Guidelines.** When compensation for loss of habitat is necessary and acceptable, implement the following guidelines in making habitat compensation decisions:

- On-site compensation (e.g. in or near the same location as the area being impacted) is generally preferred over off-site compensation, particularly when sufficient space is available and there is adequate biophysical capacity on the site to create or enhance similar habitat. However, in some instances, compensation efforts away from the site may result in greater ecological benefits to the overall watershed, habitat type, species or community;
- When it is deemed necessary or appropriate, off-site compensation should occur within the same watershed or ecological unit as the area being impacted;
- 'Like-for-like' compensation is generally preferred over replacing lost habitat with a different type of habitat. However, replacing with unlike habitat may be preferable in cases when the replacement habitat will have higher productivity and/or will address a limiting factor within the natural system affected.
Compensation Ratio. When compensation for loss of habitat is necessary and acceptable, require a compensation ratio (area of replacement habitat to area of lost habitat) that takes into account factors such as:

- Time lags in achieving habitat replacement;
- Risk associated with the success of compensation measures; the relative significance of the impacted habitat (e.g., does it support threatened, endangered and/or economically important species);
- Whether compensation is occurring on site or off-site; and
- Whether the replacement habitat is of the same type as the lost habitat.

Protection Measures. Protect and preserve environmentally sensitive areas using one or more of the following measures, depending on which measures are appropriate to a given situation:

- Dedication as a City park or trail where the area complements the goals and objectives of sustainable development. ESA’s acquired as parks or trails will be managed to protect their sensitive features in balance with public use;
- Return to Crown Land or covenant for conservation purposes with the City, the Province and/or a nongovernmental organization (e.g. Central Okanagan Land Trust) eligible to hold Conservation Covenants;
- Some form of development incentive (density transfer, cluster housing, etc.) that will facilitate the protection of all or significant portions of ESAs;
- Protection of ESAs or portions of ESAs as an amenity contribution when new development requires a change to zoning that increases density over present zoning;
- Ensure setbacks on adjacent developments are adequate to maintain the integrity of the ESA and to minimize hazards created at the interface between natural areas and development. For example, ensure housing is setback an adequate distance adjacent to an interface area with potential tree, rockfall, flooding or fire hazards;
- As a last option, dedication to a land trust or similar non-government organization for conservation purposes.

Protect and preserve environmentally sensitive areas using one or more of the following measures...
Policy 8

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.

Policy 9

Voluntary Protection. When an owner of land offers voluntary protection of an ESA, consider allowing: increased density on the balance of the subject property by including the dedicated area in the density calculation, transferring density to another property, trading land, purchasing land, offering grants-in-aid, or granting tax exemptions.

Policy 10

Varying Requirements. Retain the option to vary the width of Riparian Management Areas to accommodate the maximum retention of desirable natural vegetation and wildlife habitat, ground formations, and water features through a “no net loss” approach.

Policy 11

Habitat Protection. Ensure a proposed development footprint within an ESA is configured in such a way as to minimise the encroachment toward aquatic or terrestrial habitat. Consider zoning and/or subdivision variances where needed to prevent or minimize a relaxation of or encroachment into the RMA or to acquire greater RMA width for environmental protection or hazard avoidance.

Policy 12

Steep SLOpes. Prohibit development on steep slopes (+30% or greater for a minimum distance of 10 metres) except where provided for in ASPs adopted or subdivisions approved prior to adoption of OCP Bylaw 10500.

Policy 13

Access Through Steep SLOpes. Discourage roads (public or private) through +30% slope areas intended to access lands beyond, except in cases where it can be demonstrated the road will be sensitively integrated (visual and aesthetic impacts minimized) with the natural environment and will present no hazards to persons or property, environmental threats or unreasonable servicing or maintenance challenges.
Objective 5.16 **Improve the energy efficiency and environmental performance of new buildings.**

**Policy 1**
- **Heat Recovery.** For mixed use development projects that include waste heat generation, provide opportunities for recovery for space heating. The City may consider requests to provide for the recovery and use of waste heat by the granting of necessary utility rights-of-way.

**Policy 2**
- **Eco-Industrial Network.** Encourage networks of industrial and support businesses to build efficiencies in energy resource use and waste management.

**Policy 3**
- **Variances for “Green” Features.** Staff will give favourable regard to variance applications to reduce setbacks whose sole purpose is to accommodate green building features (e.g. solar panels etc.), provided that safety and neighbourhood impact issues can be addressed.

Objective 5.17 **Provide public art & cultural activities.**

**Policy 1**
- **Entertainment Venues.** Within designated Urban Centres, encourage private-sector provision of facilities which diversify the selection of venues and entertainment opportunities throughout the city.

**Policy 2**
- **Public Art.** Encourage provision of public art in larger developments by private-public partnerships, education and information, and other means.

Objective 5.18 **Ensure efficient land use.**

**Policy 1**
- **Re-development of Parking Lots.** Encourage that excess parking areas be used for infill commercial, residential and mixed use buildings.

**AREA-SPECIFIC CONSIDERATIONS**

Objective 5.19 **Ensure development is compatible with surrounding land uses.**

**Policy 1**
- **Development Over Lake Surface.** Development over the lake surface may be considered where there are public benefits in addition to a “net positive” benefit as determined by a Qualified Environmental Professional report.
Policy 2

**Building Heights near Airport.** Require that all proposed development projects within the federal Aviation Zone include consultation with Kelowna Airport and Transport Canada with respect to building height as per Airport Zoning Regulations under the authority of the Aeronautics Act (1977). Approved projects should also include upgraded sound-proofing and must provide a covenant that saves the City harmless with respect to noise complaints.

Policy 3

**Airport Noise Contour.** Prohibit, within Kelowna, urban residential development within the airport 25 Noise Exposure Forecast (NEF) contour as indicated on Map. 5.10 and continue to encourage the Regional District of Central Okanagan to not permit additional residential development within the airport 25 NEF contour.

Policy 4

**Airport Lands.** Permit only airport-related or agricultural uses on the vacant lands immediately west of the airport and north of Airport Way.

Policy 5

**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).

Policy 6

**North End Industrial (High Tech and Incubator).** 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.

Policy 7

**UBC Okanagan Campus-Style High-Tech.** Encourage the development of campus-style high-tech projects, focussed on the UBC Okanagan / Airport area.

Policy 8

**Transit Exchanges.** Actively encourage both public and private sector development and integration of a full range of compatible lands uses (residential, employment and commercial activities) at transit exchanges.

“Permit only airport-related or agricultural uses on the vacant lands immediately west of the airport and north of Airport Way.”
**Policy 9**

**Landfill Area.** Prohibit development within the buffer area surrounding the Regional Landfill consistent with provincial regulations and require registration of restrictive covenants on all new residential development with a view of the landfill to make potential purchasers aware of the presence of the landfill and the potential impacts on enjoyment of their property.

**Policy 10**

**North McKinley.** Not approve any additional residential uses or densities (beyond existing zoning) for lands in the North McKinley area designated in the OCP for mixed use tourism use.

**Objective 5.20** **Achieve high quality urban design and appropriate land uses.**

**Policy 1**

**Rutland Urban Design.** Ensure that the urban design for Uptown Rutland clearly differentiates this commercial district from others in the City and interior of BC. This will be pivotal to making the bus exchange area and redevelopment of Rutland a success. To this end, redevelopment should:

- feature special architecture and/or landmarks that draw the interest of passers-by at the northeast and northwest corners of the Highway 33 and Dougall Road intersection as these are important sites that should be used to mark the entranceway to the pedestrian-oriented, commercial core of the TOD; and

- feature, at the northeast and northwest corners at the intersection of Highway 33 and Rutland Road, special architecture and/or landmarks that signify, particularly to motorists, the presence of a commercial district. This site is historically important to Rutland and marks the western edge of Uptown Rutland.

**Policy 2**

**South Pandosy Urban Design.** Ensure that the urban design for South Pandosy clearly differentiates this commercial district from others in the City and interior of BC. To this end, redevelopment should:

- encourage the development of residential buildings fronting on the Abbott / Watt Road corridor to present a “grander” or more “stately” image than other residential areas which will enhance the desired character of the corridor; and

---

“Ensure that the urban design for Uptown Rutland clearly differentiates this commercial district from others in the City and interior of BC.”
• encourage the development of landmark buildings at key intersections within the precinct and at the terminus of significant sight lines. Landmark buildings should be distinguished from other buildings through the conscientious use of siting, common entrances, additional storeys, articulation of the footprint or roof-line, decorative structures, colour and other means appropriate to the setting and desired effect; and

• provide a strong gateway or sense of entry to the town centre along the north-south arterials (Northbound: Lakeshore Road at Richter Street) (Southbound: Pandosy Street at Wardlaw Avenue). The gateway should be established by the appropriate use of land use, site planning, building design, landscaping and street section, including streetscape treatment; and

• consider a joint City - developer proposal for combined park / parking / commercial use in a major landmark development at the corner of Lakeshore and Watt. The intent is to permit a mixed use building with commercial at grade level and office and / or residential above. A building of up to 8 storeys in height may be considered for the site.

Policy 3  
$\text{Cultural District.}$ Support the development of the Kelowna Cultural District as outlined in the adopted cultural plans, as a centre for arts and entertainment and a catalyst for downtown revitalization.

Policy 4  
$\text{Area Redevelopment Plans.}$ Require that detailed Area Redevelopment Plans (ARP’s), consistent with Council-approved terms of reference, be prepared prior to approving rezoning applications that would increase building height or significantly increase density beyond that permitted under existing zoning for the following areas:

• Capri Shopping Centre;
• Landmark (bounded by Harvey Ave.; Spall Rd.; Springfield Rd.; Burch Rd.);
• Health District;
• other areas as directed by Council.

The purpose of the ARP would be to ensure that redevelopment occurs in a manner that appropriately relates to surrounding land uses and is consistent with the OCP.

Objective 5.21  
$\text{Provide continuous public access along Lake Okanagan between City Park and Knox Mountain Park.}$

---

$\text{Economic Sustainability}$  $\text{Social Sustainability}$  $\text{Environmental Sustainability}$  $\text{Cultural Sustainability}$

5.25 • Chapter 5 • Development Process - City of Kelowna Official Community Plan

REVISION - OCTOBER 1, 2018
**Policy 1**  
*Waterfront Public Access.* With any land use changes along the lake between Waterfront Park and Knox Mountain Park, require a waterfront linear park dedication to provide continuous public access along Lake Okanagan.

**RESIDENTIAL LAND USE POLICIES**

**Objective 5.22**  
*Ensure context sensitive housing development.*

**Policy 1**  
*Cluster Housing.* Require new residential development to be in the form of cluster housing on or near environmentally sensitive areas and areas of steeper slopes to lessen site disturbance and environmental impact on those areas identified on the Future Land Use Map 4.1 as single-two unit residential hillside. Steeply sloped areas should be retained as natural open space, public or private. The intent of the clustering would be to preserve features identified through the Development Permit process that otherwise might be developed and to maximize open space in order to:

a. Protect environmentally sensitive areas of a development site and preserve them on a permanent basis utilizing the most appropriate tools available;  
b. Facilitate creative and flexible site design that is sensitive to the land’s natural features and adaptive to the natural topography;  
c. Decrease or minimize non-point source (i.e. asphalt roofs, driveways and parking) pollution impacts by reducing the amount of impervious surfaces in site development;  
d. Promote overall cost savings on infrastructure installation and maintenance; and  
e. Provide opportunities for social interaction, walking and hiking in open space areas.

**Policy 2**  
*Walled Developments.* Prohibit developments enclosed on all sides by walls, gates or other physical or visual barriers 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, block access to public park land or inhibit the efficient use of infrastructure.

**Policy 3**  
*Panhandle Lots.* Prohibit lakefront panhandle lots unless such areas are in the public interest (e.g. allow the City to secure foreshore dedication).

**Policy 4**  
*Non-compatible Industrial.* Restrict the encroachment of residential uses in areas adjacent to non-compatible industrial sites.

“Protect environmentally sensitive areas of a development site and preserve them on a permanent basis utilizing the most appropriate tools available...”
Multi Unit in Character Areas. Consider multiple unit development and the conversion of existing single-unit housing to multiple unit use in Character Areas provided that the use is supported on the Future Land Use map and the proposed design is consistent in architectural style and scale with the original development or the dominant style of the block and parking is screened from public view or contained within the structure. The renovation of existing single-unit structures to accommodate multiple housing units, should maintain the exterior appearance of a single-unit structure.

Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighborhood with respect to building design, height and siting.

Healthy Communities. Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

Embracing Diversity. Increase understanding of various forms of housing needs and styles toward increasing acceptance of housing meeting the needs of diverse populations by encouraging applicants to undertake early and on-going consultation relating to their project, including provision of support material where appropriate.

Neighbourhood Impact. When considering an OCP Amendment, the City will seek information with respect to the impact on land values related to the likelihood that other properties in the immediate neighbourhood will remain or develop as indicated in the OCP.

Adaptable Housing. Encourage the use of adaptable design to increase flexibility of housing by referring developers to adaptable design guidelines.

Housing Mix. Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

Carriage Houses & Accessory Apartments. Support carriage houses and accessory apartments through appropriate zoning regulations.

Family Housing. Support housing alternatives for families when single detached housing is too costly, including features that are important to families such as: outdoor space, direct access to grade, workshop space, larger units, safe design, and neighborhood characteristics (e.g.: location and amenities).

Address the needs of families with children through the provision of appropriate family-oriented housing.
Objective 5.23 **Address the needs of families with children through the provision of appropriate family-oriented housing.**

**Policy 1**

**Ground-Oriented Housing.** Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets. High density residential projects in the Downtown area are encouraged to include a ground-oriented housing component, especially where such can be provided on non-arterial and non-collector streets.

---

**COMMERCIAL LAND USE POLICIES**

Objective 5.24 **Encourage mixed-use commercial development.**

**Policy 1**

**Auto-Oriented Sites.** Support (but do not require) inclusion of residential uses when auto-oriented commercial sites and strip malls redevelop. Live-work, student and rental housing is particularly encouraged. Where auto-oriented sites are redeveloped within Urban Centres, redevelopment should create a higher-density, more walkable, and higher amenity site.

**Policy 2**

**Retention of Commercial Land.** In order to ensure that the City’s commercial land supply is not eroded, where the OCP Bylaw 10500 indicated a commercial land use designation for the property, the expectation would be that there be no net loss of commercial space on the site as a result of the redevelopment to include other uses.

Objective 5.25 **Ensure that Urban Centres develop as vibrant commercial nodes.**

**Policy 1**

**Conversion of C10.** Discourage the conversion of C10 Service Commercial zoned areas to C3, C4 or C7 zoning, outside of Urban Centres. The City, depending on site-specific circumstances, may support the conversion of C10 Service Commercial zoned sites to C3, C4 or C7, within Urban Centres.

**Policy 2**

**Office Building Location.** Encourage office buildings providing more than 929 m² of useable space to locate in the City Centre or the Town Centres. This policy does not include offices integral to business park / industrial uses and “corporate offices” allowable under relevant industrial zones.

---

“Waterfront commercial uses other than visitor accommodation will be discouraged unless the proposed use would significantly enhance public enjoyment of or access to the lakefront.”
Objective 5.26 Encourage uses and commercial ventures that promote local tourism.

Policy 1  
Tourist Commercial. Consider commercial development for tourism related uses in the Capozzi / Truswell, Lakeshore, Cook Road area.

Policy 2  
Visitor Accommodation. Consider allowing visitor accommodation along the shore zone provided that such a use protects the riparian area, would be compatible with the neighbourhood and site context, and public enjoyment of the lakefront is enhanced as a result of the development.

Policy 3  
Waterfront Commercial. Waterfront commercial and multiple unit housing must facilitate and enhance public enjoyment of or access to the lakefront.

Objective 5.27 Increase supply of green office space.

Policy 1  
Green Office Space. Support rezoning that results in
- Innovative, green office space; and
- an ability to locate close to other innovative firms (clustering); and
- proximity to collective green space (park or courtyard); and
- low-rise (max. 3 storey) buildings with a centre courtyard (to provide for interaction between businesses).

where such can be provided within the Permanent Growth boundary, with preferred locations being the Urban Centres (see Map 5.3 Urban / Village Centres).

Policy 2  
Offices Near Transit. Direct new office development to areas served by public transit.

INDUSTRIAL LAND USE POLICIES

Objective 5.28 Focus industrial development to areas suitable for industrial use.

Policy 1  
Rezoning to Industrial. Consider allowing land not currently designated as industrial to be supported for an Official Community Plan amendment and subsequent rezoning to allow industrial uses provided that such a rezoning would be consistent with other Official Community Plan policies, provided that available municipal infrastructure can support the use, and provided that the industrial use would be compatible with existing and proposed future surrounding uses. Compatibility issues to consider include, but are not limited to, visual impact, noise, odour, hours of operation, pollution and traffic.
Policy 2  Business Centres. Encourage, in areas designated as “Industrial,” the provision of business centres that incorporate a mix of research, light manufacturing and associated business office uses.

Policy 3  Location of Heavy Industry. Direct heavy industries to areas that would not negatively affect existing neighbourhoods or businesses and the natural environment.

Objective 5.29  Ensure efficient use of industrial land supply.

Policy 1  Industrial Land Use Intensification. Encourage more intensive industrial use of currently under-utilized industrial sites during site redevelopment or by permitting lot subdivision where new lots can meet the minimum lot size requirements of the Zoning Bylaw.

Policy 2  Secondary Housing in Light Industrial Areas. Consider the limited expansion of housing as a secondary use within industrial buildings in light or transitional industrial areas.

Objective 5.30  Ensure adequate industrial land supply.

Policy 1  Industrial Supply Protection. Protect existing industrial lands from conversion to other land uses by not supporting the rezoning of industrial land to preclude industrial activities unless there are environmental reasons for encouraging a change of use.

Policy 2  Discourage I1 Zoning. Discourage properties from being rezoned to I1 Business Industrial. Instead, applicants should be encouraged to pursue a new industrial zone which would be based on the I1 Zone, but would preclude “offices” as a permitted use.

Objective 5.31  Encourage the use and extraction of gravel resources and ensure appropriate redevelopment of gravel pits.

Policy 1  Use of Gravel Prior to Development. Encourage identified gravel resources to be extracted prior to development of these sites for urban uses to avoid the necessity of seeking such resources in ALR areas (see Map 5.11 – Sand and Gravel Deposits).

Policy 2  Use of Depleted Areas. Require depleted extraction areas to be rehabilitated in accord with provincial Best Management Practices and used for urban or open space purposes consistent with Official Community Plan goals and policies.

Policy 3  Impact on Neighbourhood / Roads. Discourage aggregate extraction that creates undue impact to neighbourhood residential uses or excessive truck traffic, safety and road condition issues.

---

Economic Sustainability  Social Sustainability  Environmental Sustainability  Cultural Sustainability

City of Kelowna Official Community Plan - Chapter 5 - Development Process 5.30
REVISED - OCTOBER 1, 2018
INSTITUTIONAL LAND USE POLICIES

Objective 5.32 Ensure the development of institutional facilities meets the needs of residents.

Policy 1
Planning for School Sites. Ensure the identification of school sites in appropriate locations during the planning of new neighbourhoods or intensification of existing neighbourhoods, based on the size and composition of the projected school age population. Encourage joint use of and stronger relationships between school facility and community recreation facilities.

Policy 2
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 these 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 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 in accord with Provincial legislation.

**Long Term Use of Schools.** Encourage SD23 to retain ownership of inner-city school buildings and sites, even if no longer needed for school purposes, with consideration for lease as community use facilities, for potential re-use as a school should school age children return to inner-City neighbourhoods.

**Re-Designation of School Sites.** Not support the re-designation of surplus school sites (e.g. Raymer, both Dilworth sites, McWilliams Centre, Johnson Road, South Kelowna, former Dr. Knox, Casorso, Kettle Valley) to ensure retention of facilities and open space as a community asset.

“Not support the re-designation of surplus school sites to ensure retention of facilities and open space as a community asset.”
Policy 5

Location of Schools. Plan residential and other development such that schools (public and private) can be viably operated in central and easily accessible areas such as the City Centre, Town Centres, Highway Centre or Village Centres. Encourage retention of schools, and location of new schools, in central and easily accessible areas. Locations within the Urban Centres should be promoted wherever possible.

Policy 6

Access to Schools. Ensure schools are located where sidewalks, crosswalks and cycle routes and trails already exist or can be economically added to provide safe routes to and from schools, including adherence to CPTED principles, as well as the City’s Guidelines for Accessibility in Outdoor Areas.

Policy 7

Community Use of Schools. Encourage that schools be designed so as to facilitate, during non-school hours, use for before/after school programs, recreation programs, youth/family activities, adult education or other community uses.

Policy 8

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

Policy 9

Location of Library Facilities. Locate any new library facilities within the core areas of the Urban Centres and Urban Villages.

Policy 10

Health Care Facilities. Support the extension of services and appropriate building expansions of the Kelowna General Hospital and other health care facilities, as provided for on the Generalized Future Land Use Map 4.1. The form and character of future expansions should be compatible with the surrounding neighbourhood context.

Policy 11

Helicopter Access to Hospital. Support the provision of a helicopter landing pad that would provide convenient access to Kelowna General Hospital.

Policy 12

Government Offices. Encourage the provincial and federal governments to locate their offices and service facilities within Urban Centres, with emphasis on the Downtown Centre as a preferred destination.

Policy 13

Recreational Facilities. Support the establishment of recreational facilities in all quadrants of the City to ensure equitable access for residents.

Policy 14

Places of Worship. Encourage places of worship to locate within the Urban Centres, but appropriately located buildings in residential neighbourhoods may also be considered.

Locate any new library facilities within the core areas of the Urban Centres and Urban Villages.
AGRICULTURAL LAND USE POLICIES

Objective 5.33 Protect and enhance local agriculture.

Policy 1 Protect Agricultural Land. Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Policy 2 ALR Exclusions. The City of Kelowna will not support ALR exclusion applications to the ALC except in extraordinary circumstances where such exclusions are otherwise consistent with the goals, objectives and other policies of this OCP. Soil capability alone should not be used as justification for exclusion.

Policy 3 Urban Uses. Direct urban uses to lands within the urban portion of the Permanent Growth Boundary, in the interest of reducing development and speculative pressure on agricultural lands.

Policy 4 Transition Uses. Consider complementary agricultural land uses such as urban agriculture (as defined in the Zoning Bylaw) along the urban-rural interface that act as a transition between existing urban development and farming operations.

Policy 5 Agri-tourism, Wineries, Cideries, Retail Sales. Support agri-tourism uses that can be proven to be in aid of and directly associated with established farm operations. Permit wineries, cideries and farm retail sales (inside and outside the ALR) only where consistent with existing ALC policies and regulations.

Policy 6 Non-farm Uses. Restrict non-farm uses that do not directly benefit agriculture. Support non-farm use applications on agricultural lands only where approved by the ALC and where the proposed uses:

• are consistent with the Zoning Bylaw and OCP;
• provide significant benefits to local agriculture;
• can be accommodated using existing municipal infrastructure;
• minimize impacts on productive agricultural lands;
• will not preclude future use of the lands for agriculture;
• will not harm adjacent farm operations.

Policy 7 Subdivision. Maximize potential for the use of farmland by not allowing the subdivision of agricultural land into smaller parcels (with the exception of Homesite Severances approved by the ALC) except where significant positive benefits to agriculture can be demonstrated.
Policy .8 Housing in Agricultural Areas. Discourage residential development (both expansions and new developments) in areas isolated within agricultural environments (both ALR and non-ALR).

Policy .9 Limit interface incompatibilities. Direct urban uses that accommodate vulnerable populations (e.g. seniors, children, health-challenged) to parcels that are not adjacent to agriculture to limit interface incompatibilities.

Objective 5.34 Preserve productive agricultural land.

Policy .1 Secondary Suites. Encourage secondary suites on agricultural land to be located within a permitted principal dwelling.

Policy .2 Farm Help Housing. As a first option, farm help housing should be located within the Permanent Growth Boundary providing access to amenities for workers. Accommodation for farm help on the same farm unit will be considered only where:

- agriculture is the principal use on the parcel, and
- the applicant demonstrates that the additional housing is necessary to accommodate farm employee(s) whose residence on the farm property is considered critical to the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that help is deemed necessary.

Temporary farm worker housing (e.g. bunkhouse accommodation on non-permanent foundations) is the preferred solution where the need for farm worker housing is justified.

Policy .3 Homeplating. Locate buildings and structures, including farm help housing and farm retail sales area and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage. The goal should be to maximize use of existing infrastructure and reduce impacts on productive agricultural lands.

Policy .4 Public Use. Discourage the use of agricultural lands for public or institutional uses such as schools, parks and churches except as identified in the OCP.

Policy .5 Agricultural land designation. Protect and support the continued designation and use of agricultural land for agricultural purposes regardless of soil types and capabilities. Ensure non-soil based agricultural structures are located to maximize the agricultural potential of prime soil resources.
Objective 5.35  Maintain biodiversity and connectivity in agricultural environments.

Policy 1  Biodiversity. Maintain and improve biodiversity through the establishment of corridors (connectivity) and where appropriate, through the integration of wild species within agricultural landscapes.

Policy 2  Conservation Tools. Promote the use of conservation covenants on agricultural land. Conservation covenants will:

- balance both agricultural and environmental values and recognize the complex relationships between some agricultural use and areas of environmental interest;
- protect environmental values identified through current statutory provisions (e.g. Species at Risk) and values identified through current federal, provincial and local inventory programs;
- place only reasonable restrictions on agriculture in order to protect important environmental values;
- allow for specified farm activities in locations that will not unduly impact or diminish the identified environmental values; and
- focus on those areas specifically identified as containing important environmental values, and should not unduly restrict agriculture elsewhere on the property.

SUBDIVISION APPLICATIONS

Objective 5.36  Ensure subdivisions are consistent with sustainability goals.

Policy 1  Hydro-Geologically Sensitive Areas. Reduce or eliminate irrigation water use in areas where limited or no infiltration capacity exists based on hydro-geological assessments of sensitive areas. An assessment of potential ground and surface water seepage may be required as part of any subdivision on hillside lands in excess of 20% slope.

Policy 2  Pedestrian Connectivity. Improve the permeability of strata developments by ensuring that active transportation connections are facilitated where possible.

Policy 3  Design for People and Nature. Structure new neighbourhoods around parks, pedestrian and bike routes, open spaces, and environmental areas, rather than around roadways and cars.

“Structure new neighbourhoods around parks, pedestrian and bike routes, open spaces, and environmental areas, rather than around roadways and cars.”
Objective 5.37 **Reduce non-compliant foreshore structures.**

_Policy 1_ Foreshore Structures. Ensure foreshore structures that obstruct public access along the foreshore be brought into compliance with current regulations prior to subdivision application on the upland parcel being approved.

Objective 5.38 **Ensure subdivision design respects existing neighbourhood contexts.**

_Policy 1_ Lot Pattern. Within Heritage Conservation and Character Areas, follow the lot pattern established for a majority of the context block. Consideration may be given for pan-handle lots to allow housing behind the existing residence. In these areas, creating narrow lots by splitting a site length-wise into two is not encouraged unless the frontage of each lot is no less than 10% narrower than the dominant lot pattern on the block.

**OCP AMENDMENT APPLICATIONS**

Objective 5.39 **Ensure all development is consistent with the vision, goals and objectives of the OCP.**

_Policy 1_ Evaluation Checklist. Evaluate development applications that require an OCP amendment on the basis of the extent to which they comply with underlying OCP objectives, including the following:

- Does the proposed development respect the OCP Permanent Growth Boundary (OCP Map 4.1 and 5.2)?
- Is the proposed development located in an Urban Centre?
- Does the proposed development feature a mix of residential, employment, institutional, and/or recreational uses?

"Within Heritage Conservation and Character Areas, follow the lot pattern established for a majority of the context block."
- Does the proposed development increase the supply of affordable housing (as defined in the OCP)?
- Is the property serviced with water and City sanitary sewer at the time of application?
- Is there transit service within 400 metres of major multiple unit residential projects (30 + units) or other non-residential projects or major employment generators (50 + employees)?
- Does the proposed project involve redevelopment of currently under-utilized, urbanized land?
- Does the proposed development contribute to preserving lands with slopes greater than 30%?
- Will the project likely facilitate future development on adjacent parcels that meets the policies of the OCP?
- Does the project avoid negative impacts (shadowing, traffic etc.) on adjoining properties?
- Is the project consistent with the height principles established in the OCP?
- Would the additional density or new land use designation enhance the surrounding neighbourhood (i.e. Complete Communities) or introduce incompatible uses?
- Could the project be supported without over-burdening existing park and other neighbourhood resources?
- Could the proposed project be built at minimal (<$) cost to the City? (This should consider operational and maintenance costs.)

"Is there transit service within 400 metres of major multiple unit residential projects (30 + units) or other non-residential projects or major employment generators (50 + employees)?
Policy 2

Servicing Plan. The 20 Year Servicing Plan and Financing Strategy has been developed assuming that growth will occur as noted in this Official Community Plan. Development in locations or of types not anticipated in this plan may trigger a requirement for an impact study to be prepared at developer expense so that impacts on the 20 Year Servicing Plan and Financing Strategy can be identified and addressed. The impact studies, may include, but will not necessarily be limited to preparation of advance road plans that identify all vehicle, transit, cycle route, and trail linkages and provide a mix of trail, local, collector and major roads necessary to create a balanced road system on and off-site.