

## Summary of Amendments Table - Schedule A

\*Language noted in red in this document reflects language to be changed or added.

Initiated by:	Page - Section	Existing Regulation to be changed	Proposed Change	Rationale for Change
SECTION 1 - ADMINISTRATION AND ENFORCEMENT				
Admin Consistency	1	Review for updates to bylaw references, etc.	Revised as applicable	Updated bylaw references, etc.
SECTION 2 - INTERPRETATION				
Admin Consistency	4 - 2.10	ADD defintion for 'Access'	<b>ACCESS</b> has the meaning defined in the Traffic Bylaw, as it relates to an access from a highway.	Added definition to clarify how the term access should be used as it relates for a formal access from a highway to an adjacent property (as defined in the new draft Traffic Bylaw) and to diffentiate between it and terms such as driveway and drive aisle. See related changes in Section 4.4.
OCP/HS	4 - 2.10	ADD definition for "Affordable housing", as it relates to the new density bonus exemptions.	<b>AFFORDABLE HOUSING</b> means housing that is considered affordable when a household pays no more than 30% of gross household income on shelter (rent plus utilities or mortgage payment plus utilities plus strata fees), specifically as it relates to Section 3.29, and may inlcude 30% of median renter income where defined as such.	Inserted a new definition for affordable housing, as it relates to Section 3.29 and proposed exemptions for certain housing initiatives that include affordable housing, based on recommendations from the Housing Strategy.
OCP	5 - 2.10	REVISE definition for "Amenity space", as it relates to the new direction on where permitted with new mid and high rise buildings.	<b>AMENITY SPACE</b> means an outdoor or indoor area designed and provided for use by all residents of a residential development for cultural, social or recreational activities wh <del>ichere</del> <del>may include common terraces, rooftop spaces and balconies, private decks and patios, and landscaped recreational areas where a portion a</del> <del>minimum of 25%</del> of the required space <del>is encouraged provided</del> at grade. Parking areas, driveways, service areas, storage areas, no-build/no-disturb covenant areas, <del>landscaped areas required by Section 4, and landscaping features provided solely for decorative function decks and patios intended for individual dwelling units, and areas within the required minimum siting distances from a front, interior side or exterior side parcel boundary</del> do not constitute amenity space.	Revised definition to remove the at-grade requirement for amenity space as above ground spaces are anticipated with future mid and high rise buildings within the Centres, and updated definition to consider where some developments may still utilize at-grade space.
New Zones	5 - 2.10	Consider how new zones might affect the "apartment" definition	<b>APARTMENT</b> means a building or group of buildings, each containing 3 or more dwellings where each dwelling has its principal access from an at-grade entrance common to all dwellings. Where permitted in a Commercial, <b>Urban or Neighbourhood Centre</b> Zone, a building containing fewer than 3 dwellings is an apartment provided that it complies with the rest of this definition.	To accommodate new UC and NC zones. ADD Urban and Neighbourhood Centre Zone in addition to Commercial Zone where building containing fewer than 3 units may still be considered an apartment if they meet the remainder of the definition.
New Zones	5 - 2.10	ADD definition that considers how new zones with taller buildings might alter form allowing for connections at grade or off the ground.	<b>BREEZEWAY</b> means a roofed passage on grade that may be open or enclosed as a connective corridor.	To clarify what permitted connections are allowed between dwellings as related to carriage house regulations section 3.17.
Admin Consistency	6 - 2.10	ADD defintion for 'Cantilevered Building or Structure'	<b>CANTILEVERED BUILDING OR STRUCTURE</b> means a building or structure or portion thereof that projects horizontally from grade over a downward slope without support, or with support that does not bear the full load of the building or structure.	Added definition to clarify how height is measured for these types of built form (see also changes to "Height" definition, included drawings in the definition

OCP	6 - 2.10	Review opportunities to support daycare as per OCP policy - REVISE definitions for Care Facility, Major and Care Facility, Minor	<p><b>CARE FACILITY, MAJOR</b> means a <b>community care or assisted living facility</b> use typically within a multiple residential building licensed as required under the Community Care and Assisted Living Act, intended to provide care, educational services, or supervision for <b>individuals children or adults</b> and may include limited overnight accommodation for shift workers. <b>Care facility, Major does not include Child care, Major (Centre/Facility).</b></p> <p><b>CARE FACILITY, MINOR</b> means a <b>community care or assisted living facility</b> use of an occupied single detached dwelling, manufactured home or duplex licensed as required under the Community Care and Assisted Living Act intended to provide care, educational services or supervision for <b>individuals children or adults</b> and may include limited overnight accommodation for shift workers. <b>Care facility, Minor does not include Child care, Minor (In-home).</b></p>	Revised definitions for Care facilities, which allowed separating out Child Care uses from the "Care Centre" definitions so that we can support them separately in different types of zones, as applicable.
OCP/HS	6 - 2.10	Review Carriage House definition for consideration of new permitted built form	<p><b>CARRIAGE HOUSE</b> means a detached building containing a dwelling, which may also contain one or more off street parking spaces required by this bylaw for the single detached dwelling on the same parcel or for the carriage house. For certainty, parking areas contained in a carriage house in excess of the required parking spaces will be considered as part of the maximum floor area of accessory buildings and structures. <b>A Carriage House may be considered a Modular Home as defined in this bylaw but may not a Mobile Home.</b></p>	Allowing Carriage Houses to be pre-fabricated construction in an effort to have more built and potentially reduce costs of construction.
OCP	6-7 - 2.10	Review opportunities to support daycare as per OCP policy - ADD definition for Child Care	<p><b>CHILD CARE, MAJOR (CENTRE/FACILITY)</b> means an establishment that is licensed and regulated by the Community Care and Assisted Living Act, which provides care, educational services and supervision to children in a child care centre/facility as per the Child Care Licensing Regulation.</p> <p><b>CHILD CARE, MINOR (IN-HOME)</b> means a premise that is licensed and regulated by the Community Care and Assisted Living Act, which provides care, educational services, and supervision to children in a licensee's personal residence as per the Child Care Licensing Regulation. The care must be provided by a principal resident of the dwelling.</p>	Created new definitions for Child Care given the need for daycare in the community, which allowed these uses to be separated out of the "Care Centre" definitions so that we can support them separately in different types of zones, as applicable.
OCP/HS	7 - 2.10	REVISE defintion for "Congregate Housing"	<p><b>CONGREGATE HOUSING</b> means <b>housing provided within</b> a multiple residential building or group of buildings <b>that is designed to accommodate those with different abilities and is often operated by or in partnership with social and medical service providers.</b> <del>in which</del> Residents may receive supportive services including meal preparation, laundry, transportation, counseling, medical care or room cleaning. <b>Congregate housing may be provided within any apartment or townhouse form which may include a Care facility, Major licensed under the Community Care and Assisted Living Act, but does not include Group home, Care facility, Minor, Child care, Major (Centre/Facility), Child care, Minor (In-home), or Social housing (Addictions, Mental Health, or Corrections).</b></p>	Update definition to ensure consistency with other social housing definitions (group home, care facility, social housing for addictions, mental health and corrections). This approach will allow social housing specific to addictions, mental health, or corrections to have a separate definition where it is not permitted without supports which is consistent with the direction stated in the OCP.

OCP/HS	8 - 2.10	ADD definition for "Density Bonus"	<p><b>DENSITY BONUS</b> means permitting a density on a lot that is greater than the maximum base density indicated in the corresponding zone in exchange for a contribution toward identified priority housing types, or in exchange for the provision of non-surface parking, adaptable housing units or identified housing types and a housing agreement as per the Local Government Act, or other City priorities as may be updated from time to time.</p>	<p>Inserted definition to clarify how the term density bonus is being used in the Zoning Bylaw as per related changes to new Section 3.29 that establishes Density Bonus regulations.</p>
Admin Consistency	8 - 2.10	ADD definition for 'Drive Aisle'	<p><b>DRIVE AISLE</b> means a shared vehicle route providing off-street access and egress to and from, and through any parking areas for industrial, commercial, multiple-family residential, mixed-use, congregate care, and institutional uses, as well as other vehicle routes to accessory or secondary uses within the parcel.</p>	<p>Added definition to clarify how the term drive aisle should be used and to differentiate between it and terms such as driveway and access (as defined in the new draft Traffic Bylaw). See related changes in Section 4.4.</p>
OCP	8 - 2.10	ADD definition for "Drive Through"	<p><b>DRIVE THROUGH</b> means any commercial development providing a product or service where a queuing lane exists on-site where customers typically remain within the vehicle. Drive throughs must meet the development regulations and siting regulations outlined in Section 3.28.</p>	<p>To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)</p>
Admin Consistency	8 - 2.10	ADD definition for 'Driveway'	<p><b>DRIVEWAY</b> means a vehicle route providing a connection from a highway access to a private parking area for a single detached, duplex, manufactured home, and fee simple townhouse use, and/or other vehicle routes to accessory or secondary uses within the parcel. Townhouses with individual parking spaces for each unit are also required to meet driveway standards, where applicable.</p>	<p>Added definition to clarify how the term driveway should be used and to differentiate between it and terms such as drive aisle and access (as defined in the new draft Traffic Bylaw). See related changes in Section 4.4.</p>

Admin Consistency	8 - 2.10	Review Definition for Dwelling Unit regarding interconnected spaces	<b>DWELLING</b> means 1 or more rooms which constitute a self-contained unit used or intended to be used by 1 household for living and sleeping purposes and includes only 1 kitchen and at least 1 bathroom , <b>providing interconnected, free flowing space</b> . Only one wet bar is permitted within a dwelling.	Inserted new conditions into the definition for dwelling unit to ensure that it provides interconnected, free flowing space based on Bldg Inspection recommendations to address void spaces and disconnected spaces being converted to illegal units. See related edits to the Secondary Suite definition.
OCP/HS	8 - 2.10	ADD defintion for "Emergency Shelter"	<b>EMERGENCY SHELTER</b> means basic lodgings sponsored, supervised or operated by a non-profit society and/or government agency which provides temporary emergency or transient accommodation, meals and support services for individuals who need immediate shelter and assistance. Emergency shelters may accommodate a range of needs that allows anyone experiencing homelessness to have shelter until a more permanent accommodation can be provided.	Create definition for this use to establish it as separate use that is not combined in with other uses such as care facility or group home, AND can be permitted through a TUP or site specific text amendment until we get policy to support it in other zones, as directed by Council through future housing policy work.
Admin Consistency	8 - 2.10	Review Ground, finished definition for consistency with interpretation brochures and practice	<b>FINISHED GROUND</b> means the final elevation of the ground surface after development, <b>which may include manufactured slopes and/or undisturbed natural slope or ground</b> .	Revised to rename from "Ground, finished" to "Finished Ground" as being more easily found in list and to clarify that "Finished Ground" includes natural grades as well as manufactured grades. See related clarification in "Grade" definition.
Correction AND Admin Consistency	9 - 2.10	REVISE Grade definition for which uses are being triggered when measuring height at 3.0 m from base of building	<b>GRADE</b> means the finished ground at every location along the outside walls of a building or structure, with the following exceptions: <ul style="list-style-type: none"> <li>•Localized depressions;</li> <li>•For single dwellings, carriage houses, duplexes, townhouses, and accessory structures where a retaining wall or manufactured fill slope is within 1.5 m (4.9 ft) of the base of an exterior wall or structural support: <ul style="list-style-type: none"> <li>o Grade <del>means shall be measured from</del> the finished ground: <ul style="list-style-type: none"> <li>•at the base of the retaining wall; or <del>fill-slope</del></li> <li>• <b>along the manufactured slope at 1.5 m from the base of the exterior wall or structural support; or</b></li> <li>• <b>along the manufactured slope at the property line if the distance between the property line and the base of the exterior wall or structure is less than 1.5 m; and</b></li> </ul> </li> </ul> </li> <li>•For apartments <b>in any zone</b>, or buildings and structures in a commercial, <b>mixed-use, institutional</b> or industrial zone where a retaining wall, or manufactured fill slope <b>over 10% grade</b> is within 3.0 m (9.8 ft) of the base of the exterior wall or structural support: <ul style="list-style-type: none"> <li>o Grade <del>means shall be measured from</del> the finished ground: <ul style="list-style-type: none"> <li>☒at the base of the retaining wall; or</li> <li>☒<b>along the manufactured slope at 3.0 m from the base of the exterior wall or structural support, or</b></li> <li>☒<b>along the manufactured slope at the property line if the distance between the property line and the base of the exterior wall or structure is less than 3.0 m. <del>fill-slope</del>.</b></li> </ul> </li> </ul> </li> </ul>	Revised to clarify that all apartments will use this method to establish "Grade" to measure height, as previous wording/grammar only applied to commercial or industrial zones, AND revised to ensure all other commercial, institutional, mixed use and industrial buildings and structures would use the same definition. Revised grade definition to clarify how to establish grade and where to measure height along a manufactured fill slope. See related clarification in "Finished Ground".

Admin Consistency	10 - 2.10	Review GFA definition for GFA discrepancy with ALC regs	<p><b>GROSS FLOOR AREA (GFA)</b> means the sum of the floor areas of each storey in each building on a parcel, measured to the outer face of the exterior walls. The gross floor area includes unfinished areas such as basements but excludes crawl spaces 1.5 m (4.9 ft) or less in height, garages, parking areas and roof top patios. <i>For residential uses located within the Agricultural Land Reserve, additional Gross Floor Area definitions may also apply as per the Agricultural Land Commission Act.</i></p>	Add reference to ALC Act to clarify GFA calculation for residential uses like "Carriage House" where there is discrepancy between the Zoning BL and the ALC regulation in how GFA is calculated.
OCP/HS	10 - 2.10	REVISE defintion for "Group Home"	<p><b>GROUP HOME</b> means premises used to provide <i>shared</i> care and room and board for clients with physical, mental, social or behavioural problems that require professional care, guidance or supervision, <i>regulated licensed</i> as required under the Community Care and Assisted Living Act. <i>A Group home cannot have more than 10 persons and no more than 6 persons who are persons in care. A Group home may be provided within a single detached dwelling, duplex or townhouse form, and may not include Congregate housing, Emergency shelter, or Social housing (Addictions, Mental health, or Corrections).</i></p>	Revised definition to clarify distinction between this use and other types of supportivel housing, as well as clarifying the permitted built form where this use is permitted.
Admin Consistency	10 - 2.10	Review Guest Room definition for any changes to reflect new accommodation services category in parking table, as well as definitions related to uses that use the term in the parking table	<p><b>GUEST ROOM</b> means a sleeping room or suite of sleeping rooms that <i>may or may does</i> not include a kitchen or cooking equipment or facilities <i>as unless</i> otherwise specifically provided in this bylaw.</p>	Revised this definition to more closely align with various uses outlined in Parking Table 4.1 based on number of guest rooms, where other regulation further outlines where kitchen facilities are or are not permitted for each type of use.
Correction AND Admin Consistency	10 - 11 -2.10	REVISE 'Height' definition to correct singular reference to 1.5 m when it is in fact 1.5 or 3.0 m depending on the grade and building type. Also include consideration of how to measure cantilevered buildings or structures	<p><b>HEIGHT</b> means the vertical distance <i>for each building elevation</i> measured from grade <del>1.5 m from the base of the wall, except for buildings or structures with a setback requirement of less than 1.5 m,</del> to:</p> <ul style="list-style-type: none"> <li>•The highest point of a building or structure with a non-sloping roof (less than 4% slope) or domed roof;</li> <li>•The midpoint of a sloping roof, measured as the distance between the uppermost eave or top of wall and the peak of a roof; and</li> <li>•In the case of a structure without a roof, the highest point of a structure; <i>as shown in Figure 2.4;</i></li> </ul> <p><i>Except for:</i></p> <ul style="list-style-type: none"> <li>•<i>Cantilevered buildings or structures which are separated from another portion of the building or structure at grade, where height for the cantilevered portion shall be calculated separately and is measured from the bottom of the cantilevered portion of the building or structure (Figure 2.5).</i></li> </ul>	Revised this layout to make the "exceptions" to where grade is measured from more clear in the definition and to remove the incorrect 1.5 m reference as some buildings use grade at 3.0 m (see related clarification in Grade definition that matches our current interpretation). Added cantilevered buildings to the height definition to clarify how height is measured with cantilevered buildings or structures. Consistent with definition used in CD6 Zone (Mission Hill) and how planning has been interpreting height for cantilevered structures. Added drawings to the existing height definition to show cantilevered buildings.

OCP/HS	11 - 2.10	REVISE defintion for "Household"	<p><b>HOUSEHOLD</b> means</p> <ul style="list-style-type: none"> <li>•A person; or</li> <li>•2 or more persons related by blood, marriage, or adoption; or</li> <li>•Unrelated people living together with related people provided that the number of unrelated people including boarders does not exceed 3 persons all living together in 1 dwelling unit; or</li> <li>•A group of not more than 5 persons, including boarders, who are not related by blood, marriage, or adoption, unless: <ul style="list-style-type: none"> <li>• the group is comprised of workers with valid permits and housing approved through the Federal Seasonal Agricultural Worker Program or Federal Agricultural Stream Program or unless the group is comprised of agricultural workers living in housing subject to the BC Public Health Act Industrial Camps Regulation that adhere to Schedule 1 of the Industrial Camps Regulation; <b>or</b></li> <li>•the group is permitted as a Group Home under the Community Care and Assisted Living Act.</li> </ul> </li> </ul>	Revised the definition to add an exception related to Group Homes that is permitted under the Community Care and Assisted Living Act that should have been previously recognized in the Zoning Bylaw.
Parking Study	12 - 2.10	Review definition section for consistency based on recommended changes in other sections related to electric vehicle charging requirements	<b>LEVEL 2 ELECTRIC CHARGING STANDARD</b> means an electrical charge through a 240 volt (V), alternating current (AC) circuit with a dedicated 40 amp breaker provided as an energized electric vehicle outlet for electric vehicle charging.	Added definition for the Level 2 Electric Charging Standard to establish the technical requirements associated with the proposed new EV parking charging requirements. See related changes in new Section 4.13.
Correction AND Admin Consistency	12 - 2.10	REVISE "Live Work" definition  Live/Work Unit means a commercial use combined with a dwelling unit whose occupant of the dwelling unit is the primary operator of the commercial use.	<b>LIVE/WORK UNIT</b> means a commercial use combined within a single dwelling unit, where the occupant of the dwelling unit is the primary operator of the commercial use <b>and the commercial use includes ground floor pedestrian access from an abutting highway.</b>	Clarifying intent of Live/Work units and where they may be located and how they must be accessed at groundfloor. C1 zone has been updated to reflect previous regulations in 3.17 "Live/Work Units", which have been removed and relocated to the C1 zone. Further clarification of this definition has eliminated the need for S.3.17
OCP/HS	13 - 2.10	Consider if the definition is required with changes to list of uses in each zone, where: MANUFACTURED HOME means a building containing one dwelling, built in a factory environment in 1 or more sections, intended to be occupied in a place other than its manufacture and is constructed to either the CAN/CSA A277 (Modular Home) or CAN/CSA Z240 MH (Mobile Home) standard.	<del>MANUFACTURED HOME means a mobile or modular home building, as defined by this bylaw, containing one dwelling, built in a factory environment in 1 or more sections, intended to be occupied in a place other than its manufacture.</del>	Considered revising the definiition to be more regionally consistent, but then DELETED definition as redundant with new definition of Mobile home and Modular home as per BM direction, and use of individual uses listed in the RMP and R1M zones. It is noted that the concept of more consideration for opportunities to permit manufactured home is endorsed in the housing strategy for implementation in the ZBL, as well as an action item in the OCP.
OCP/HS	13 - 2.10	REVISE Definition: MOBILE HOME means a manufactured home constructed to the CAN/CSA Z240 MH (Mobile Home) standard, capable of being moved from place to place and installed with skirting concealing the chassis and wheels of the home.	<b>MOBILE HOME</b> means a factory made residential structure designed and manufactured with a deformation resistant frame that is designed to be supported on a non-frost protected foundation. Mobile home does NOT include: (a) factory made residential structures designed and manufactured to be supported on BC Building Code compliant frost protected foundations.(b) any structure designated as "Park Model" or "Recreational Vehicle" (RV).	Become regionally consistent on how we define mobile, manufactured and modular types of housing. Eliminate regulating building 'type' within zones permitting single detached homes. Intent is to include manufactured homes as use in mobile home park. Referencing construction standards (Ie. CAN/CSA Z240 and A277) has been noted to be problematic by the Building Department as the Building Code regulates these things.

OCP/HS	14 - 2.10	REVISE definition. MODULAR HOME means a manufactured home constructed by a manufacturer certified to A277 standard (Modular Home), built in 2 or more sections to be assembled on a permanent foundation.	<b>MODULAR HOME</b> means a dwelling that is manufactured and assembled in a factory to British Columbia Building Code standards and is intended to be moved in whole or in part to a place other than at its place of manufacture and is typically constructed on a permanent foundation. A Modular home is not considered a Mobile home.	Become regionally consistent on how we define mobile, manufactured and modular types of housing. Eliminate regulating building 'type' within zones permitting single detached homes. Modular is to be included in revised definition for 'Single Detached Dwelling'. Referencing construction standards (i.e. CAN/CSA Z240 and A277) has been noted to be problematic by the Building Department as the Building Code regulates these things.
Admin Consistency	14 - 2.10	REVISE Parcel Width definition for clarity	<b>PARCEL WIDTH</b> means the horizontal distance between the side parcel boundaries that intersect with the front parcel boundary, measured at right angles to the parcel depth at the minimum a 6.0 m offset sitting distance from the front parcel boundary	Revised to increase clarity as to how the parcel width is measured, and added in a drawing to show an example in a cul de sac setting, AND changed the distance from the parcel boundary where the measurement is taken to a standardized 6 m offset rather than potentially smaller 3.5 or 4.5 in some zones where the garage does not face the street. The result of measuring the minimum at a greater offset actually gives more leniency to the lot design. See also related changes to Section 3.8 where parcel width is a term used in the parcel frontage exemption.
New Zones	15 - 2.10	ADD definition for "Podium"	<b>PODIUM</b> means the base of a building, structure or part thereof located at or above established grade distinguished from and upon which upper storeys of the building rest.	Introducing new concept in zoning bylaw, therefore defining.
OCP/HS	16 - 2.10	Consider new definition for new housing terms.	<b>RENT-CONTROLLED HOUSING</b> means housing where the rental rate is set at a value no greater than 30% of the median renter income as defined annually by the posted CMHC Median Renter Income for the local area.	Proposed new definition for a new housing term referenced in Section 3.29, establishing clear intention regarding type of priority housing types as per OCP and Housing Strategy, where exempt from Density Bonus requirements (see related Table 3.19). New definition also addressed UDI feedback about clarifying housing terms and new information required by Bill 16.
OCP/HS	16 - 2.10	Consider new definition for new housing terms.	<b>RENT-GEARED-TO-INCOME (RGI) HOUSING</b> means a type of affordable housing where a person pays rent that is proportionate to their income as a type of housing assistance. RGI housing is only available for households with lower incomes calculated at a rate of 30% of a household's monthly Adjusted Family Net Income (AFNI). The AFNI is determined annually using each household member's Notice of Assessment (annual income tax return). If the person received social assistance, the rent is based on the rent benefit set by the Province.	Proposed new definition for a new housing term referenced in Section 3.29.4, establishing clear intention regarding type of priority housing types as per OCP and Housing Strategy, where exempt from Density Bonus requirements. New definition also addressed UDI feedback about clarifying housing terms and additional information required by Bill 16.
OCP/HS	16 - 2.10	Consider definition for SINGLE DETACHED DWELLING to accommodate the inclusion of modular homes of a certain size	<b>SINGLE DETACHED DWELLING</b> means a detached building containing only 1 dwelling. A single detached dwelling may contain a permitted secondary suite. This use includes modular homes that exceed a 5.0m building width, but not a mobile home.	Regional consistency and to allow for different building types in existing single family zones. Clarifying modular homes could be constructed in single family zones eliminates regulation of building type and allows for various construction methods to be used in an effort to provide opportunities for more affordable types of housing across all zones that permit single detached dwellings.
New Zones	16 - 2.10	ADD definition that considers how new zones with taller buildings might alter form allowing for connections at grade or off the ground.	<b>SKYWAY</b> means an elevated pathway or bridge that may be open or enclosed and is designed for pedestrians or vehicles, typically connecting two buildings or areas above ground level.	To clarify what permitted connections are allowed between buildings, as related to carriage house regulations section 3.17 and/or with taller building forms anticipated within the new zones.

OCP/HS	17 - 2.10	ADD defintion for "Social Housing (Addictions, Mental Health, or Corrections)"	<b>SOCIAL HOUSING (ADDICTIONS, MENTAL HEALTH, OR CORRECTIONS)</b> means housing that is designed to accommodate shared residential uses and support services specific to programs related to addictions, mental health, or corrections rehabilitation and transition typically operated by or in partnership with Provincial or Federal programs along with social and medical service providers. This type of housing must include on-site support services, where residents are monitored and may receive supportive services including meal preparation, laundry, transportation, counseling, medical care or room cleaning.	Create definition for this use to establish it as separate use that is not combined in with other uses such as care facility or group home, AND can be permitted through a TUP or site specific text amendment until we get policy to support it in other zones, as directed by Council through future housing policy work. This approach clarifies that social housing specific to addictions, mental health, or corrections is not permitted without supports which is consistent with the direction stated in the OCP.
New Zones	17 - 2.10	ADD definition for "Stepback"	<b>STEPBACK</b> means the horizontal recessing of the building face above a specified storey.	Building stepback regulations have been introduced in the bylaw. Definitions will clarify difference between stepback and setback
New Zones	18 - 2.10	ADD definition for "Tower"	<b>TOWER</b> means the portion of a building above the podium for a building 7 storeys or greater.	Introducing new concept in zoning bylaw for seperation of building towers for buildings 7 storeys or greater. "High Rise" building begins at 7 storeys as defined in the OCP.
New Zones	18 - 2.10	ADD definition for "Urban Plaza"	<b>URBAN PLAZA</b> means a publicly accessible private space designed to include landscaping and other urban design elements, such as seating or other features, that break up building frontages to enhance the public realm.	Added new definition to work in concert with new Section 3.29 Urban Plazas in Urban Centres, similar to City of Kelowna Zoning Bylaw requirements.
Admin Consistency	19 - 2.10	Review wetbar definition as concern noted with illegal conversion of accessory buildings	<b>WET BAR</b> means a small facility that is used exclusively to prepare beverages or other items that do not require cooking. Exhaust fans, 220-volt wiring, natural gas rough-in and permanent cooking facilities of any type are not permitted. The provision of wet bars in no way permits an additional dwelling to be established. <b>A wet bar is not permitted in an accessory building</b> or structure.	Added language to clarify that a wet bar is not permitted in an accessory building, consistent with interpretation of our Zoning Bylaw, where life safety is being considered with the restriction so as to reduce pressure to convert accessory building to living areas that may not be constructed to required building code
New Zones	19 - 2.10	ADD definition for "Zone, Neighbourhood Centre"	<b>ZONE, NEIGHBOURHOOD CENTRE</b> means the NC1 Zone.	To accommodate new NC zones
New Zones	19 - 2.10	ADD definition for "Zone, Urban Centre"	<b>ZONE, URBAN CENTRE</b> means the WUC1, WUC2, WUC3 and BUC1 Zones.	To accommodate new UC zones
<b>SECTION 3 - GENERAL REGULATIONS</b>				
Admin Consistency	20 - 3.2.1	Consider emerging trends in transit consistent with other language changes in bylaw	(b) Transit stops <b>and transit charging infrastructure</b>	Inserted additional language consistent with other changes in the bylaw to address emerging trends in transit and address BC Transit referral comments.
Admin Consistency	20 - 3.2.1	Consider where emergency access/egress may be permitted	(f) <b>Emergency access route, where required by the City</b>	Inserted new regulation to address emergency management planning and required access and egress routes through private or public lands, when required by the City.



<p><b>Correction AND Admin Consistency</b></p>	<p>21 - 3.3</p>	<p>ADD Mobile Home to list of applicable dwellings related to Temporary Use of a Dwelling During Construction and simplify the breakdown of the conditional statements.</p>	<p>3.3 TEMPORARY USE OF A DWELLING DURING CONSTRUCTION  .1 Despite a restriction under this Bylaw on the number of dwellings permitted on a parcel, the owner of a parcel which already has a single detached dwelling, <del>or modular home, or mobile home</del>, while in the process of constructing a new dwelling <del>single detached dwelling or modular home</del> on the same parcel, may continue to occupy the existing <del>single detached dwelling or modular home</del> during the construction of the new <del>single detached dwelling or modular home</del>, subject to the following conditions:  (a) <del>The temporary use of a dwelling during construction must not exceed a maximum period of two (2) years from the date of the issuance of a building permit to completion and occupancy of the new dwelling;</del>  (b) <del>Prior to issuance of any permit, the owner shall: -Where an owner wishes to continue to use an existing dwelling as a residence while constructing another dwelling on the same parcel, the owner shall-</del>  i. <del>Deposit to the City an Irrevocable Letter of Credit or security, satisfactory to the City, in the amount of \$50,000 for each building or structure to be demolished; and</del>  ii. <del>Enter into an agreement requiring that the owner remove the existing dwelling or convert the existing dwelling into a non-residential use to the satisfaction of the City on either a date immediately following the granting of occupancy of the new dwelling, or on a date not to exceed a maximum time-period of two (2) years from the date of issuance of a Building Permit, whichever is less. to completion and occupancy of the new single detached dwelling or modular home not be exceeded, or as otherwise specified in the agreement, to the satisfaction of the City;-</del>  iii. <del>Remove the single detached dwelling or modular home;- or</del>  iv. <del>Convert the existing dwelling into a non-residential use to the satisfaction of the Building Official, following approval of occupancy for the new single detached dwelling or modular home.-</del></p>	<p>Revised based on review of old reference to Section 8.7 in the Building Regulation to reference mobile homes in addition to other types listed in the section. This is a correction as this wording was inadvertently dropped from the transition of this regulation from the Building Regulation to the Zoning Bylaw, which was confirmed in review to have been done in error. The conditional statements were also reviewed and language simplified and amended to reduce duplication</p>
<p><b>New Zones</b></p>	<p>22 - 3.5.6</p>	<p>Review prohibited uses with new and updated zones to ensure consistency in the bylaw</p>	<p>.6 The following uses are prohibited on every parcel in the <del>Urban Centre General Commercial Zone (C1), Local Commercial (C2), Westbank Urban Centre (WUC1, WUC2, WUC3), Boucherie Urban Centre (BUC1) and Neighbourhood Centre (NC1) Zones</del> and uses (a) and (c) are prohibited within 150 m (492.1 ft) from an elementary, <del>middle</del> or secondary school:.</p>	<p>Revised for consistency with new zones and revised zone names. Also added C2 to the list where this list of prohibited uses should also apply. Included middle school in list of schools as per IH comments.</p>
<p><b>Admin Consistency</b></p>	<p>23 - 3.7</p>	<p>Review bylaw for consistency with ALC regs.</p>	<p>.1 On a parcel in the Agricultural Zone (A1) or a Rural Zone, the parking and exterior storage of logging, industrial, commercial or construction vehicles or equipment is permitted only in accordance with Table 3.1, <del>and must be in conformance with the Agricultural Land Commission Act where applicable:</del></p>	<p>Added for consistency with ALC regulations.</p>

New Zones	25 - 3.8.3(a)	Consider exemptions for stair and elevator access in townhouse and apartment	iv. Elevator and rooftop stairway housing or accesses in Urban and Neighbourhood Centre Zones, provided that: a) their combined area does not exceed 30.0 m <sup>2</sup> , or the individual area when only one access is constructed does not exceed 15.0 m <sup>2</sup> , and b) they do not project more than 4.0 m (13.1 ft) above the permitted maximum height of the principal buildings; and c) the stairway and elevator lobby are used for no purpose other than for access or egress; and d) the total access area does not exceed more than 20% of the total rooftop area;	Added exemption to allow for stairway and elevator accesses within the Urban and Neighbourhood Centres only to work with the existing "storey" exemption for rooftop accesses. The maximum height and combined width concept is based on similar language within existing CD Zones to establish some consistency in the Zoning bylaw.
Admin Consistency	25 - 3.8.3	Consider exemptions for transit charging infrastructure	xii. Transit charging infrastructure; and	Added exemption to allow for transit charging infrastructure consistent with other language in the bylaw to address emerging transit trends and BC Transit referral comments.
New Zones	26 - 3.8.4(a)	Consider how new stepbacks affect siting for pop outs, etc.	ii. Bay windows, pop outs, open decks and balconies, open entry porticos, open porches or open exterior stairs provided they extend no more than 0.6 m (2.0 ft) into the required minimum siting distance from any parcel boundary or a required stepback.  iii. Despite Section 3.8.4(a)ii. in all Agricultural Zones, Rural Zones, and Single or Duplex Residential Zones, bay windows, pop outs, open decks and balconies, open entry porticos, open porches or open exterior stairs provided, in total, that they are limited to 35% of the overall length of the building face on which they are installed and provided they extend no more than:  a) 1.2 m (3.9 ft) into the required minimum siting distance from the front or rear parcel boundary or a required stepback from a building face along these parcel boundaries; and b) 0.6 m (2.0 ft) into the required minimum siting distance from the interior side or exterior side parcel boundary or a required stepback from a building face along these parcel boundaries;	Revised to consider these exemptions and how they will work with the new "stepback" requirements in the new UC and NC zones, including consideration for smaller exemption but over a larger face of the building when located in the Urban Centre Zones.
New Zones	26 - 3.8.4(a)	Consider how new stepbacks affect siting for chimneys, etc.	iv. Chimneys, columns, cornices, gutters, leaders, air conditioners, heat pumps, belt courses, sills or other similar structures, provided they do not extend more than 0.6 m (2.0 ft) into the required minimum siting distance from any parcel boundary or a required stepback;	Revised to consider these exemptions and how they will work with the new "stepback" requirements in the new UC and NC zones
New Zones	26 - 3.8.4(a)	Consider exemptions for awnings as an anticipated building form in new Centres and how this will work with stepbacks	v. Eaves, awnings, sunlight control projections and canopies, provided they extend no more than: a) 1.2 m (3.9 ft) into the required minimum siting distance from the front or rear parcel boundary or a required stepback from a building face along these parcel boundaries; b) 0.6 m (2.0 ft) into the required minimum siting distance from the interior side or exterior side parcel boundary or a required stepback from a building face along these parcel boundaries;	Added awnings as a term that is anticipated more in the new urban and neighbourhood centres, and revised to consider these exemptions and how they will work with the new "stepback" requirements in the new UC and NC zones.
Admin Consistency	26 - 3.8.4(a)	Consider exemptions for transit charging infrastructure	ix. Transit charging infrastructure;	Added exemption to allow for transit charging infrastructure consistent with other language in the bylaw to address emerging transit trends and BC Transit referral comments.

Admin Consistency	27 - 3.8.6.a	Revising exemption for cul-de-sac frontage for Rural Residential and Residential zones	.6 Frontage Exemption for Parcels Located on a Cul-de-Sac (a) Despite the minimum parcel frontage specified in each Rural or Residential zone, parcels located on a cul-de-sac may have a lesser minimum parcel frontage provided that the parcel width is no less than the minimum parcel frontage specified in each zone, <b>and access requirements have been met.</b>	Revised to clarify that access requirements must also be met with a reduced frontage. See also related revisions to Parcel Width definition.
Admin Consistency	27 - 28 - 3.9.1(c)	ADD regulation regarding bathroom and bedroom restrictions within an accessory building or structure	<b>(c) Accessory buildings are permitted to have one half bathroom with a toilet and sink. The bathroom is permitted to a maximum of 3.0 m<sup>2</sup>. A wet bar, bedrooms and/or full bathrooms are not permitted, except one full bathroom is permitted in an accessory building or structured used exclusively as a pool house.</b>	Added some regulatory language to clarify where a half bath is permitted in an accessory building, or a full bath only in a pool house accessory building, and no bedrooms permitted in any accessory buildings consistent with City of Kelowna and as per direction and interpretation of our Zoning Bylaw, where life safety is being considered with the restriction so as to reduce pressure to convert accessory building to living areas that may not be constructed to required building code. Also clarified restrictions on a wet bar in an accessory building for same rationale.
Admin Consistency	28 - 3.9.1(g)	ADD accessory building or structure used to house animals setback and size to accessory regulations	<b>(g) Despite the setbacks established in Section 3.9.1(e), where an accessory building or structure is permitted to be used to house animals within any Residential Zones as per the Animal Control Bylaw and applicable zoning regulations, the accessory building or structure must be located a minimum of 15.0 m (49.2 ft) from any neighbouring dwelling. Accessory buildings or structures used to house poultry in any Residential Zones must not exceed 10 m<sup>2</sup> (107.6 ft<sup>2</sup>).</b>	Added some regulatory language to clarify where accessory buildings are used to house animals in residential zones where permitted by the animal control bylaw. The 15 m setback is consistent with the Ag and Rural zones, and is also similar to other jurisdictions, such as Kelowna and RDCO. A maximum coop size for poultry was included for the Residential zones, based on previous zoning bylaw complaints to bylaw compliance.
OCP	31 - 3.12.1(a)	REVIEW prohibited fencing materials for consistency with OCP	.1 Prohibited Materials (a) No fence in a Residential Zone, <b>Urban or Neighbourhood Centre Zone</b> , or Commercial Zone, except for the Service Commercial Zone (C4) shall contain barbed wire, razor wire, electrified wire, tarps, unfinished sheet metal or unfinished corrugated metal. (b) No fence in a Rural Zone, <b>any Industrial zone</b> or the Agricultural Zone (A1) shall contain razor wire, <b>tarps, unfinished</b> sheet metal or <b>unfinished</b> corrugated metal. (c) <b>No metal fence shall be constructed or erected that have the ends of the fence pickets or finials to extend above a horizontal rail (see Figure 3.2).</b>	Revised and updated fencing material and design specifications based on fencing direction outlined in the OCP, Section 4.2.13.5, with regard to permitted materials and ensuring design is wildlife friendly. City of Kelowna has similar wildlife protection zoning regulation, and has prohibited both razer wire and barb wire unless used in detainment or penitentiary facilities. Added in Industrial zones for clarification, as well as the new Urban and Neighbourhood Centre zones.
OCP	31 - 3.12.1(b)	Consider new OCP direction regarding wildlife friendly fencing	<b>(c) No metal fence shall be constructed or erected that have the ends of the fence</b>	Revised and updated fencing material and design specifications based on fencing direction outlined in the OCP, Section 4.2.13.5, with regard to permitted materials and ensuring design is wildlife friendly. City of Kelowna has similar wildlife protection zoning regulation.
OCP	33 - 3.13.3	Review Section 3.13 Solid Screens for consistency with OCP	.3 Materials and Gates (a) A solid screen shall not consist of untreated plywood, <b>unfinished</b> corrugated metal or chain link fencing, except for chain link fencing that contains slat inserts to create a visual barrier <b>or includes a solid landscape screen on the street side of the fence within the property boundary to act as a visual barrier.</b>	Revised to reflect direction in OCP, DPA Section 4.4.5.8 regarding landscape screen with a chain link fence in Industrial applications, and to update the prohibited materials consistent with the other updates to fencing materials noted in Section 3.12.

Admin Consistency	33 - 3.14	Review Retaining Wall regulation for consistency with proposed revisions to height and grade clarifications on how to measure height	<del>3.4</del> Where a retaining wall is built downslope of a building or structure, and within 1.5 m (4.9 ft) of the base of an exterior wall or structural support, the height of the retaining wall shall be included in the measurement of height for the building or structure.	Inserted regulation to address how height is measured when retaining walls are used to alter grade in close proximity to building foundations when the retaining wall is located downslope of the building or structure. See related changes in grade definition.
Admin Consistency	34 - 3.16.1(i)	ADD in-home childcare to exemptions that allow them to have a second kitchen when operating as a home based business	(c) Despite the definition of 'dwelling', a food catering or in-home childcare business operating as a minor home based business may establish 1 additional kitchen within a single detached dwelling or duplex, provided that: i.the kitchen installation is required by Interior Health; and ii.the kitchen is removed if the operation of the home based business ceases.	allowed in-home childcare to have a second kitchen when operating as a home based business based on efforts to remove barriers to in-home childcare provision in the community and to support interpretation at building permit similar to what is already done for food catering businesses.
Admin Consistency	36 - 3.16.2(e)	ADD in-home childcare to exemptions that allow them to have a second kitchen when operating as a home based business	(e) Despite the definition of 'dwelling' a food catering or in-home childcare business operating as a major home based business may establish 1 additional kitchen within a single detached dwelling or duplex, provided that: i.The kitchen installation is required by Interior Health; and ii.The kitchen is removed if the operation of the home based business ceases.	allowed in-home childcare to have a second kitchen when operating as a home based business based on efforts to remove barriers to in-home childcare provision in the community and to support interpretation at building permit similar to what is already done for food catering businesses.
New Zones	3.17	Review Live/Work Units regulations for consistency with new zones	<del>3.17 LIVE/WORK UNITS 1For live/work units at the street level, the commercial premises shall have direct pedestrian access from the abutting highway and no residential use shall face any parcel boundary at the street level along the following highways: (a)Brown Road; (b)Debbin Road; (c)Elliot Road; and (d)Main Street.</del>	Reviewed within context of C1 and new Urban Centre Zones. Integrated the requirement for ground floor pedestrian access into a revised Live/Work Unit definition that also noted they could be in either apartment or Townhouse form. Also moved live/work unit ground floor commercial requirements to the revised C1 zone, ensuring consistency with the new Urban Centre zones. Deleted this section as it is now redundant with the changes noted above where these regulations would no longer be relevant for buildings on the specified streets as the Westbank Centre and Revised C1 zones require commercial at grade. (See revised C1 Zone and new WUC Zones)

<p>Agency AND Admin Consist</p>	<p>36 - 3.17 (formerly 3.18)</p>	<p>Review section to remove redundant language and update terminology for short term accommodation AND Review secondary suite GFA rules now that permitted in carriage houses with SSMUH</p>	<p>.1 A secondary suite shall:  <del>(a) Be</del> located only within a principal single detached dwelling. For certainty, a secondary suite cannot be connected by a garage, breezeway, skyway or unconditioned space to a single detached dwelling.  (b) Have a maximum gross floor area of:  i. 100 m<sup>2</sup> (1076.4 ft<sup>2</sup>) or 40 % of the habitable gross floor area of the principal dwelling, whichever is less, where the secondary suite is located in a principal dwelling; or  ii. 40% of the habitable gross floor area of the carriage house, where the secondary suite is located in a carriage house.  <del>(c) A secondary suite shall only</del> Only be rented for rental periods of one month or greater, unless it is authorized as a short-term rental accommodation as specified in Section 3.19.  <del>(e)</del>(d) Be accessed through a separate exterior entrance from that of the principal dwelling unit, where the entrance is subordinate in appearance, to the satisfaction of the City, to the principal dwelling entrance, where it faces the same highway as the entrance to the principal dwelling unit.  <del>.2 The entrance to the secondary suite shall: (d) Be</del>  .2 A secondary suite shall not:  i. Be permitted without connection to a community sewer system unless the parcel receives the written approval of a Registered Onsite Wastewater Practitioner (ROWP) for septic disposal capacity; and.  <del>(a) A secondary suite shall not be</del> subdivided under the Strata Property Act from the principal single detached dwelling.  .3 A secondary suite is not permitted on a parcel that contains a:  <del>(a) contains a</del> short-term rental (Bed and breakfast); or.  <del>(b) A secondary suite is not permitted on a parcel that contains a</del> Carriage house.</p>	<p>Updated language to match Zoning Amendment Bylaw No. 0265.20 that was inadvertently omitted to reflect the new definition for short-term rental. NOTE: Section 3.17 was also reordered and duplicate language was removed. Revised regulation to address recent SSMUH amendments where secondary suites are now permitted within Carriage house, where the intention is that the secondary suite is subsidiary to the carriage house. This ensure that a carriage house with secondary suite will not function or appear as a duplex. This policy may be reviewed with future Infill Strategy. Also added reference to skyway to match new related definitions to clarify breezeway and skyway.</p>
---------------------------------	----------------------------------	--	---	--

Admin Consistency	37 - 3.18.1 (formerly 3.19.11)	Review language update for short term accommodations	<p>.1 A carriage house shall:</p> <p>(a) <del>Only be accessory to and on the same parcel as a principal single detached dwelling.</del> (b) Be accessed through <del>The entrance to the carriage house shall be</del> a separate exterior entrance that does not require passage through any part of the building used for motor vehicle parking or accessory uses.;</p> <p>(b) <del>Be</del> separated a minimum distance of 3.0 m (9.8 ft) from the single detached dwelling on the same parcel; and</p> <p>(c) <del>A carriage house shall o</del> Only be rented for rental periods of one month or greater, unless it is authorized as a short-term rental <del>accommodation</del> as specified in Section 3.19.</p> <p>.2 A carriage house shall not:</p> <p>(a) Include any decks or balconies over 0.6 m (2.0 ft) in height or roof top patios, <del>except where:</del></p> <p>i. the deck, balcony or roof top patio is located 6.0 m (19.6 ft) or greater from the adjacent property; or ii. A solid screen with a minimum height of 2.0 m (6.6 ft) has been provided adjacent to any abutting low density residential development where the deck, balcony, or roof top patio is located within 6.0 m (19.6 ft) of the adjacent property;</p> <p>(b) <del>A carriage house shall not b</del> Be subdivided under the Strata Property Act from the principal single detached dwelling.</p>	Updated language to match Zoning Amendment Bylaw No. 0265.20 that was inadvertently omitted to reflect the new definition for short-term rental. Section 3.18 was also reordered and duplicate language removed. Created exemption to allow a deck or balcony only where screened and screening is only required where the deck or balcony is located within 6.0 m of an adjacent low density residential development.
Admin Consistency	37 - 3.18.3	Review minimum parcel area required for carriage houses as follow-up to related SSMUH changes	Table 3.8 Minimum parcel area <del>RU3, RU4, RU5 &amp; A1 — 2,500 m<sup>2</sup> (26,909.7 ft<sup>2</sup>)</del> <span style="float: right;"><del>RU1, RU2,</del></span>	Delete this requirement to be consistent with the opportunities for carriage houses on larger rural and ag lots which is similar to the recent SSMUH legislative changes which are more permissive to carriage houses, where they meet the servicing requirements noted in regulation below. Noted that the RC1 zone restriction on minimum parcel area for carriage houses is being retained to address existing RC1 lots within the Urban Centres where we want to encourage rezoning and redevelopment to the higher density WUC zones, with the exception of the RC1 lots located on Delray Road. Following future OCP amendments to accommodate townhouses or 4 unit plexs, the Delray area may be considered for rezoning to the RP1 zone.
Admin Consistency	38 - 3.18.6	Review sewer disposal lanuague for consistency with other section 3.17	(c) The applicant for a Building Permit for the carriage house provides to the City <del>written approval of a Registered Onsite Wastewater Practitioner (ROWP) for septic disposal capacity. evidence that all filings with Interior Health that are required by Section 8 of the Sewerage System Regulation have been made.</del>	Revised based on IH referral response to match language used for septic disposal and ROWP like that used in Secondary Suites Section 3.17.
Admin Consistency	37-38 - 3.18 (formerly 3.19.5)	Review parking within a carriage house	<del>.7 — Any carriage house over 1 storey in height shall provide a minimum of one parking space within the same building as the carriage house.</del>	Deleted this requirement as it creates a requirement for non-surface parking in low density residential development that is not required for any other type of low density dwelling unit. This is more in line with recent provincial direction to remove distinctions between dwelling unit types as we promote increased density within typical low density zones.
Admin Consistency	38 - 3.18.7(c) (formerly 3.19.11)	Review language update for short term accommodations	<p>.8 A carriage house is not permitted on a parcel that contains a:</p> <p>(a) Secondary suite.;</p> <p>(b) <del>A carriage house is not permitted on a parcel that contains a</del> Short -term rental (Bed and breakfast); or.</p> <p>(c) <del>A carriage house is not permitted on a parcel that contains an a</del> Agricultural worker dwelling.</p>	Updated language to match Zoning Amendment Bylaw No. 0265.20 that was inadvertently omitted to reflect the new definition for short-term rental. NOTE: Section 3.18 was also reordered and duplicate language removed.

<p><b>Admin Consistency &amp; New Zones</b></p>	<p>44-46 - 3.23 (formerly 3.25 and 3.26)</p>	<p>Review 3.25 and 3.26 for potential removal of redundancy for agricultural buffers</p>	<p>3.23<del>5</del> SITING REGULATIONS AND BUFFERING FROM AGRICULTURAL LAND .1 Siting Regulations (a) In Residential, Rural Residential, and Industrial Zones, pPrincipal buildings, principal structures, and carriage houses shall be a minimum distance of 15.0 m (49.2 ft) from land within the Agricultural Zone (A1) or land within the Agricultural Land Reserve (ALR). i. In a Single or Duplex Residential Zone, the required minimum distance of principal buildings, principal structures, and carriage houses from land within the Agricultural Zone (A1) or land within the ALR is reduced to 9.0 m (24.6 ft) if a Level 1 buffer is provided and maintained. <del>(a)</del>(b) In Multiple Residential, Urban and Neighbourhood Centre, Commercial, and Park and Institutional Zones, principal buildings and principal structures shall be <del>setstepped</del> back from land zoned Agricultural Zone (A1) or land within the Agricultural Land Reserve (ALR) abutting the parcel on which the building is constructed as follows: i. 15.0 m (49.2 ft) for the first two storeys or portion of the building less than or equal to 6.0 m (19.7 ft) in height, whichever is less; ii. 18.0 m (59.1 ft) for any third storey or portion of the building over 6.0 m (19.7 ft) in height, whichever is less; iii. 21.0 m (68.9 ft) for any fourth storey or portion of the building over 9.0 m (29.5 ft) in height, whichever is less; and <del>(b)</del>(c) Sections 3.23.1(a) and (b) do not apply to ALR lands within Westbank First Nation.</p>	<p>Updated this conditional statement to allow for the additional requirements condensed from previous Section 3.26, as part b). Removed this redundant language as this was made a subclause. Moved this from previous Section 3.26 to condense all the siting from ALR lands into one section. Added the new Urban and Neighbourhood Centre to the list of zones. Consistency with new zones.</p>
---	--	--	---	---

<p><b>OCP (BM direction)</b></p>	<p>49-50 - 3.27 (new section)</p>	<p>ADD Drive Through Related Land Uses</p>	<p><b>3.28 DRIVE THROUGH RELATED LAND USES</b>  .1 Drive throughs may only be permitted on specific parcels by site specific text amendments and in accordance with this section.  2. For drive throughs servicing car washes or food services, the queuing space shall be provided as follows:  a) A minimum of five (5) in-bound vehicle storage shall be provided per queuing lane except it is a minimum of two (2) in-bound vehicle storage that shall be provided per queuing lane where the washing bay is coin operated and the vehicle is manually washed by an occupant of the vehicle. A minimum of two (2) out-bound vehicle storage shall be provided per queuing lane; and  (b) Each queuing space shall be a minimum of 6.0 metres long and 3.0 metres wide. Queuing lanes shall provide sufficient space for turning and maneuvering.  .3 For all other drive throughs, the queuing space shall be provided as follows:  (a) A minimum of three (3) in-bound vehicle storage shall be provided per queuing lane and two (2) out-bound vehicle storage shall be provided per queuing lane; and  (b) Each queuing space shall be a minimum of 6.0 metres long and 3.0 metres wide. Queuing lanes shall provide sufficient space for turning and maneuvering.  .4 Drive throughs must not be accessed directly from a highway, and the queuing lanes must not conflict with on-site pedestrian movements, required parking, or on-site vehicle movement.</p>	<p>To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)</p>
<p><b>New Zones</b></p>	<p>50 - 3.28 (new section)</p>	<p>Consider urban plaza requirements to break up tall buildings with long building frontages similar to City of Kelowna</p>	<p><b>3.28 URBAN PLAZA REGULATIONS FOR URBAN CENTRES</b>  .1 In the Urban Centre Zones, where a building is 13 storeys or greater and the building length is 100.0 m or greater, an urban plaza is required as follows:  (a) The urban plaza must include a minimum street frontage of 7.5 m and a minimum depth of 6.0 m; and  (b) The urban plaza must have a minimum of one tree, with a minimum 9 cm caliper and a 90 cm rootball.</p>	<p>Inserted a new section to establish minimum urban plaza spaces to break up long building frontages for tall buildings similar to City of Kelowna requirements. See related definition for an urban plaza.</p>
<p><b>OCP</b></p>	<p>50-53 - 3.29 (new section)</p>	<p>ADD new section for the Structured Density Bonus Program</p>	<p><b>3.29 DENSITY BONUS</b>  see new section that creates program that establishes density bonus contribution rates or identifies eligible density bonus amounts for certain types of construction with rates established at 10% of the estimated increase in land value as a density bonus as per the land values from the Economic Land Analysis completed by Urban Systems.</p>	<p>Inserted new section to address OCP direction based on Urban Systems Structured Density Bonus Program and Land Economic Study. Includes consideration of specific recommendations from the Housing Strategy for affordable, accessible and diverse housing needs. Section 3.29.a specifically establishes the areas where density bonus contributions are allowable and make the link to the Housing Strategy objectives, as well as the Housing Reserve Fund that will need to be established by bylaw. It is proposed that the Housing Reserve Fund Bylaw will be presented to Council in concert with the consideration of 3rd Reading of the Draft Zoning Bylaw, and potential for adoption at the following meeting.</p>



OCP	53 - 3.30 (new section)	ADD new section for regulations related to the adaptability requirements for multiple residential	<p><b>3.30 MULTIPLE RESIDENTIAL ADAPTABILITY</b></p> <p>.1 Where more than 20 residential units are proposed within a multiple residential or mixed-use development, 20% of all new multi-family residential units must be constructed to meet standards for adaptability as defined in the BC Building Code. Multiple residential development within identified Urban and Neighbourhood Centres are eligible for a 2% density bonus to offset this requirement as per Section 3.29.</p>	Proposed regulation to ensure that a minimum of 20% of all new multiple residential units are built to adaptability standards to address the needs of our aging population. In Urban and Neighbourhood Centres, this requirements is matched with a density bonus offset as an incentive to construct in the identified areas. See related Section 3.29 for the density bonus in Centres.
<b>SECTION 4 - OFF - STREET PARKING AND LOADING</b>				
Parking Study	55 - 4.1.5	Review parking regulations in anticipation of higher densities within centres and potential pressure on parking areas	.5 No person shall use a parking space that is required for a designated building or use under this Bylaw as a for-profit parking space.	Included new restriction to ensure spaces are not converted to commercial parking spaces when required for a designed building or use.
New Zones	55 - 4.2.6	Review calculation of loading spaces for mixed use zones	.6 If a parcel contains more than one use, the total number of required on-site loading spaces shall be the sum of the requirement for each use calculated separately, unless there is a complementary demand or differences in periods of use for loading that warrants a different requirement and is supported by a shared use loading study subject to the City's approval.	Inserted new clause to address potential mixed use sites and the calculation of required loading zones, given that the new Centre zones all permit some form of mixed use.
Parking Study	56 - 4.3.1(a)	Review Parking section for consistency based on recommended changes in other sections	(a) Parking, bicycle parking and loading spaces shall be provided entirely on the same parcel as the use they serve unless otherwise permitted in Sections 4.12.1, 4.12.2 and 4.12.4 3.	Updated these Section references to reflect new sections introduced that allow some additional flexibility on where loading spaces may be permitted off the parcel triggering the requirement.
New Zones	56 - 4.3.2 (a) and (b)	Review Minimum distance from Parcel boundaries for parking spaces	<p>.2 Minimum Distance from Parcel Boundaries</p> <p>(a) In <del>Commercial</del>, Industrial, and <del>P1 Institutional</del> Zones, parking and loading spaces shall be a minimum distance of 3.0 m (9.8 ft) from a front parcel boundary and 1.5 m (4.9 ft) from any side, exterior side or rear parcel boundary.</p> <p>(b) In <del>Mixed-use, Commercial, Multiple Residential Zones, Urban Centre, Neighbourhood Centre, P2 and the Manufactured Home Park Zone (RMP) Zones</del>, parking and loading spaces shall be a minimum distance of 3.0 m (9.8 ft) from any front or exterior side parcel boundary and 1.5 m (4.9 ft) from a side or rear parcel boundary.</p>	Revised to include the new zones and to amend the types of zones where the larger parking setback is required for the exterior sides and not just the front parcel. May need to review the parking setbacks for consistency with the new zones and DP guidelines.
Admin Consistency AND Alignment with Current Interpretation	56 - 4.3.2 (c)	Review restriction for clarity on how this applies to surface or parking within a building.	(c) The provisions in Section 4.3.2(a) and 4.3.2(b) <del>do not</del> only apply to surface parking and loading areas.	Address clarification of how this clause is currently interpreted within the department. Intent is for this to apply to surface parking only and not parking within a building.

Admin Consistency	56 - 4.3.3(a)i.	Review standards for on-site signage and pavement markings.	i. Clearly delineate individual parking spaces, maneuvering aisles, entrances, and exits with pavement markings, signs, or other physical means, and such markings shall be maintained to ensure legibility. <b>All signage and markings installed is to conform to the latest edition of the Manual of Uniform Traffic Control Devices for Canada (MUTCD) or the BC Ministry of Transportation and Infrastructure's "Manual of Standard Traffic Signs &amp; Pavement Markings".</b>	Ensure on-site standards for signage and pavement markings are established to similar standards as off-site standards in the Works and Services Bylaw.
New Zones	57 - 4.3.4	Review zones triggered for maximum slope	.4 (a) Parking and loading areas in <b>Urban Centre, Neighbourhood Centre, Commercial, Industrial, Multiple Residential, and P2 Zones</b> shall not exceed a slope of 6%.	Revised to include the new zones
Correction AND Admin Consistency	58-61 - Table 4.1	Review list of uses in parking table to ensure that they actually exist in a zone	<del>Industrial park</del> <b>1.0 per 100 m<sup>2</sup> (1,076 ft<sup>2</sup>) GFA</b>	Deleted a use from the parking table as it does not exist in the zones
Parking Study	58-61 - Table 4.1	Update Required Parking Spaces Table 4.1 based on Parking Study recommendations and updates to land uses or language for consistency with other sections of the bylaw	See revised Table 4.1	Revised Table 4.1 based on Parking Study recommendations, as well as internal research to review municipal comparables regionally or based on size and composition of similar municipalities. Parking study recommended that we consolidate land uses into main categories where possible, and parking rates have been converted in some cases to a new "metric" or way of measuring the parking rate based on the recommendations. While some minor revisions to parking rates are included as a result of consolidating various uses into new categories, no large changes in rates have been proposed in the Parking Study. Some special lower parking rates for the Westbank Urban Centre have been expanded to include the Boucherie Urban Centre. However, it is noted that future staged reductions in parking rates are recommended as the City experiences anticipated future growth and densification within our identified Urban and Neighbourhood Centres. The Parking Study identified a number of potential trigger points for the City to monitor to identify when it may be appropriate to consider the next step in the recommended approaches to regulate parking, which included both on-street and off-street recommendations.

<p><b>Parking Study</b></p>	<p>61 - 4.4.2 (formerly 4.4.2 and 4.4.3)</p>	<p>Review titles and content of Parking Dimensions and Development Standards to ensure that "accesses" are clearly meant to be included</p>	<p><del>.3 Development Standards</del> (d) <del>Access and Egress to Parking Areas</del></p> <p>.2 <b>Parking Dimensions and Development Standards for Parking Areas.</b></p> <p>i. All parking areas shall be designed and constructed to permit unobstructed access to and egress from each space at all times except where tandem parking is permitted.</p> <p>ii. All parking areas <b>for single detached, duplex, mobile home and modular home uses, as well as townhouses with individual parking for each unit,</b> shall have access and egress via a driveway <del>of the following widths: that has a width between a M-</del> <b>minimum of 3.0 m (9.8 ft) and a maximum of 6.5 m (21.3 ft) 7.0 m (23.0 ft) for single detached, duplex, manufactured home and townhouse uses.</b></p> <p>iii. <b>All parking areas</b> for industrial, commercial, <b>multiple residential building, mixed-use apartment, and congregate care,</b> and institutional uses shall have access and egress via <b>a drive aisle that has a mMinimum width specified in Table 4.2 4.5 m (14.8 ft) and a maximum width of 9.0 m (29.5 ft), unless required to accommodate turning movements for emergency vehicles as determined by the City of West Kelowna.</b></p> <p>iv. <del>All Any legal access, as defined by the City of West Kelowna's Traffic Bylaw, from a highway to a driveways or drive aisle connecting to used to access a</del> parking area shall meet the requirements of the City of West Kelowna's Traffic Bylaw, Schedule A.)</p>	<p>Consolidated the sections on Parking Dimension and Development Standards for parking to ensure that the terms for access, driveway, and drive aisle were differentiated and used appropriately within the bylaw. Revised Maximum Driveway width for consistent interpretation between Zoning Bylaw and Traffic Bylaw, and to reduce confusion between driveway and drive aisle widths, where the latter is defined below in Table 4.2. Revisions also consider proposed updates to and consistency with the Traffic Bylaw. See also related new Definitions for "access", "driveway" and "driveway" based on internal discussion with Dev Eng, Eng, Planning and Fire Department to clarify how these terms will be used moving forward. Research was initiated related to Parking Study recommendations regarding the length of parking lengths for small car spaces that also utilize Table 4.2 related to drive aisle widths. Use term "multiple residential building" to replace apartment and congregate care, as this term is defined to include those two uses as well as townhouse.</p>
<p><b>New Zones</b></p>	<p>51 - 4.4.2</p>	<p>Review vertical clearance for parking areas associated with potential for more parkade structures with additional heights in new zones</p>	<p><b>.2 (b) All parking spaces shall have a vertical clearance of at least 2.0 m.</b></p>	<p>Inserted vertical clearance requirement to ensure standards similar to other jurisdictions (Penticton, Kelowna, etc.), which may be of increasing concern as parkade structures become more commonplace with additional heights now permitted within the bylaw.</p>
<p><b>Parking Study</b></p>	<p>62 - Table 4.2</p>	<p>Review Table 4.2 to ensure adequate widths to maneuver through parking areas</p>	<p>Table 4.2 – Parking space <b>and drive aisle</b> dimensions (Column headers are graphically depicted in Figure 4.1 - via letters A-G) See Revised Table 4.2</p>	<p>Updated title of Table 4.2 to clarify that the width of a drive aisle was also being established in the table, and revised Table 4.2. Replaced the term "access" with the term "drive aisle". This was required as "Access" is used in the Traffic Bylaw where it is defined as the boulevard crossing from the highway to the adjacent property. Additionally, the minimum drive aisle widths were updated based on a review by the City's Traffic Engineer, where 90 degree parking is no longer permitted on one way drive aisles and other widths were reduced making them more consistent with the City of Kelowna.</p>
<p><b>Parking Study</b></p>	<p>62 - Figure 4.1</p>	<p>Review Figure 4.1 to ensure consistency with other changes to the Parking section</p>	<p>Figure 4.1 – Angle parking scenarios with one and two-way <b>drive access</b> aisles (provided as examples only and not to illustrate all possible scenarios).</p>	<p>Updated description to Figure 4.1 to ensure that the term access was updated to drive aisle</p>
<p><b>Correction AND Admin Consistency</b></p>	<p>62 - 4.5.1(a)</p>	<p>Review zones that require accessible parking spaces</p>	<p>(a) Accessible parking spaces shall be provided in accordance with Table 4.3 for any building or structure with a commercial, industrial, <b>institutional,</b> mixed-use, or multi-residential use.</p>	<p>Inserted as per CO direction post PH for ZBL 265 on June 9, 2022 to be addressed with later ZBL amendments.</p>

Parking Study	63 - 4.5.1(b)	Review parking standards associated with accessible parking	(b) Every subsequent owner or occupier of the property shall maintain the required accessible parking spaces.	Ensure that accessible parking spaces are maintained over time and identifies a potential specific offence for bylaw enforcement tickets in future based on review of comparable jurisdictional research.
New Zones	64 - 4.6.1	Review how visitor parking is calculated for mixed use scenarios anticipated in new zones	.1 Number of Spaces  (a) Where any portion of a parcel is developed for multiple residential use, except in the RC2 and RP1 Zones, visitor parking spaces shall be required, calculated at 10% of the total <b>unreduced</b> parking requirements <b>for the multiple residential use</b> specified in Table 4.1.	Inserted clarification that visitor parking is calculated for only total multiple residential parking requirements, given that we anticipate seeing more mixed use development in future. This will ensure that visitor parking is not calculated on commercial parking requirements. Also clarify that the "total" parking rate that the visitor requirement is calculated on is the unreduced rate.
New Zones	64 - 4.7.1 (a)	Review zones that permit small car spaces	(a) Up to 30% of the total number of required parking spaces may be provided for small cars in accordance with this Section for Commercial, <b>Industrial</b> , Multiple Residential, <b>Neighbourhood Centre</b> , and <b>P2 Park, Institutional and Urban Centre</b> Zones.	Revised to include the new zones and to expand the list of zones that may utilize the small car parking rate to reflect the proportional number of small cars expected to be similar in the identified zones. This is similar to Kelowna that allows some small car parking reductions across a wider range of zones.
Parking Study	64 - Section 4.7 and Table 4.5	Review Small car parking space dimensions	Update Table 4.5 based on reducing small car parking length from 5.0 m to 4.8 m.	Updated Table 4.5 for new proposed length, including measurements for 90, 60 and 45 degree angles. Despite Parking Study recommendation to reduce the length of small car parking spaces to 4.5, staff recommend reducing the small car parking length dimension from 5.0m to 4.8m. Although 4.5m is used in some communities (Township of Esquimalt, City of Langford, City of Colwood – all in Greater Victoria), and even smaller in City of Duncan (4.4m), using 4.8m would allow small SUVs to still utilize small car parking spaces. For example, Ford Edge SUVs (4.8m) Ford Escape SUVs (4.6m), and Cadillac XT5 SUVs (4.8m). This is in addition to smaller cars such as the Toyota Corolla (4.4m), and Honda Civic (4.6m). 4.8m is used in the City of Nelson and the City of Kelowna. The change of length also required updates to the depth and offset values based on the geometry.
Parking Study	65 - 4.8	Review Truck and Boat Trailer parking spaces to either update reference to waterfront plan details or remove the requirement	4.8 TRUCK AND BOAT TRAILER PARKING SPACES <del>—WATERFRONT PLAN AREA ONLY (AS DEFINED IN THE 2011 WATERFRONT PLAN)</del> <del>.1 Number of Spaces</del> <del>(a) Parking spaces for trucks and boat trailers shall be provided in accordance with this Section in respect of any portion of a parcel within the Waterfront Plan Area as defined in the Waterfront Plan, that is developed for multiple residential, hotel or resort uses.</del> <del>(b) Truck and boat trailer parking shall be designated, at the rate of 10% of the total number of parking spaces required, excluding the requirement for visitor parking spaces.</del>	Delete requirement for Truck and Trailer parking within the 200 m Waterfront Area, as per the Parking Study recommendation to reduce the surface space dedicated to boat and trailer parking freeing up land for priority land uses, and instead allow market forces to provide it as part of their development and managing existing facilities through a registration system. This can be augmented through recommendations related to on-street parking management. See corresponding changes to Parking Table 4.1 and Schedule A map changes to remove the 250 m high water mark boundary.
Parking Study	65-66 - Table 4.7	Update Bicycle Parking Requirements Table 4.7 based on Parking Study recommendations	See new Table 4.7	Revised based on Parking Study recommendations, as well as internal research to review municipal comparables regionally or based on size and composition of similar municipalities. Note that the new table also corrected an inadvertent switch in the numbers between the two columns that was noted during bylaw review for educational facilities, as the new table changed the metric for this use.

<p><b>Parking Study</b></p>	<p>66 - 4.9.2</p>	<p>Review Development Standards for Long Term bicycles with new emerging trends noted in the Parking Study</p>	<p>(b) Long-term bicycle parking shall:</p> <p>i. Be in the form of bicycle lockers, compounds or rooms with lockable doors specifically provided and equipped for bicycle storage <b>of an adequate size and configuration to accommodate the length of both standard bikes and e-bikes.</b></p> <p>ii. <b>Electric outlets shall be provided in the bicycle storage facility such that no parking space is more than 5.0 m from an outlet..</b></p> <p>iii. <b>Where 20 or more long-term bicycle parking spaces are required, the bicycle storage facility must provide a space for bicycle repair, including a workbench or stand, tire pump, and tools.</b></p>	<p>Need to consider the length of the bike parking as per 2019 Westbank Parking Strategy recommendation. Revised to include consideration of ebike charging based on trends noted in Parking Study, noting similar regulation in New Westminster. Inserted requirement for bike repair area when 20 or more bike parking spaces are required based on Parking Study recommendation, but using the same trigger point of 20+ units as is used for amenity spaces requirements in the OCP DP guidelines.</p>
<p><b>Parking Study</b></p>	<p>formerly 4.9.3</p>	<p>Review cash in lieu for Bicycle Parking Requirements</p>	<p><del>3 Cash in lieu of Bicycle Parking-</del>  <del>(a) Despite Section 4.9.1, cash in lieu of bicycle parking requirements will be accepted subject to the following provisions:</del>  i. <del>Cash in lieu of required bicycle parking spaces will be accepted for no more than 50% of the requirements specified in Table 4.7-</del>  ii. <del>The amount to be paid in respect of each required bicycle parking space not provided is:</del>  a) <del>\$750 for long-term bicycle parking spaces; and</del>  b) <del>\$250 for short-term bicycle parking spaces.</del></p>	<p>Delete this section as per the Parking Study Section 7.2.2 recommendations, noting that there has been very little historical uptake on cash in lieu of bicycle parking (Section 4.9.3).</p>
<p><b>Parking Study</b></p>	<p>67-68 - 4.10 &amp; Table 4.8</p>	<p>Review Loading Space requirements Table 4.8</p>	<p>See new Table 4.8</p>	<p>Revised based on Parking Study recommendations, as well as internal research to review municipal comparables regionally or based on size and composition of similar municipalities. Parking study recommended that we consolidate land uses into 3 main categories: 1) Commercial and Industrial Uses 2) Office and Institutional Uses and 3) Multi-family uses (103 units). They also recommend looking at potential to:</p> <ul style="list-style-type: none"> <li>• Implement time restrictions for loading and delivery.</li> <li>• Consolidate delivery locations to optimize the amount of space required.</li> <li>• Identify specific on-street loading bays available to delivery vehicles at particular times of day.</li> </ul>
<p><b>Parking Study</b></p>	<p>69 - 4.10.3</p>	<p>Review Loading space Development Standards associated with new requirements review</p>	<p><b>(d) Car loading spaces shall be clearly marked as such noting that use must not exceed a 15-minute maximum and must be available for public use.</b></p>	<p>Inserted requirement to clarify required signage and maximum use intervals for car loading spaces.</p>

<p>OCP</p>	<p>70 - 4.11</p>	<p>Review landscaping in parking areas for consistency with OCP</p>	<p>.1 Surface parking and loading areas required to accommodate <b>between 6 and up to 15 or more</b> vehicles shall incorporate a perimeter landscape strip or berm having a minimum width of 1.5 m (4.9 ft).</p> <p>.2 Surface parking and loading areas required to accommodate 16 or more vehicles shall incorporate landscaped open space within the parking and loading area as follows:</p> <p>(a) A perimeter landscape strip or berm having a minimum width of 1.5 m (4.9 ft) <b>shall be provided; and</b></p> <p>(b) Landscape islands shall be provided calculated on the basis of 1.0 m<sup>2</sup> (10.8 ft<sup>2</sup>) per required parking and loading space, <b>and located between internal collector, aisles that provide direct access to parking spaces, and at the mid and end of parking space aisles, where that</b> no more than 15 parking spaces occur in a continuous row without incorporating a landscaped island.</p> <p>.3 Landscape strips, berms, and landscape islands shall:</p> <p>(a) Be planted with a combination of high branching deciduous trees, hardy shrubs, and perennials or other ground cover suitable to local conditions and placed so as to provide shade <b>and accommodate snow storage</b>. Landscape strips may also include decorative fencing.</p>	<p>Revised for consistency with OCP and clarity in the trigger numbers.</p>
<p>New Zones</p>	<p>67 - 4.12</p>	<p>Consider new zones</p>	<p>4.12OPTIONAL PARKING PROVISIONS FOR <b>THE WESTBANK URBAN CENTRE, BOUCHERIE URBAN CENTRE, AND NEIGHBOURHOOD CENTRES PLAN-AREAS ONLY</b> (AS DEFINED IN THE <b>OFFICIAL COMMUNITY PLAN</b>) <del>2011 WESTBANK CENTRE REVITALIZATION PLAN</del></p> <p>.1 Location of Parking</p> <p>(a) Despite Section 4.3.1, in the <b>WUC1, WUC2, WUC3, and BUC1 Zones</b> <del>C1 Zone</del> parking spaces may be located on a parcel other than the parcel on which the use, building or structure that the parking spaces serve is located, under the following conditions:</p>	<p>Revised this section to apply to all Urban Centre Zones, as per Parking Study recommendations noted in Section 7.2.3 regarding cash-in-lieu program. Also added Neighbourhood Centres but only for the TDM portions of this section. Updated applicable list of zones for location of parking to include new zones. Remnant zones, such as the C1 zone are excluded in preference for the new UC zones.</p>
<p>Correction AND Admin Consistency</p>	<p>70 - 4.12.1</p>	<p>Review maintenance of off-site parking for consistency with other types of parking</p>	<p><b>v. Every subsequent owner or occupier of the property that the parking spaces serve shall maintain the required parking spaces as per the standards specified in this bylaw, including signage identifying the restricted use of the parking area for the use, building or structure that the parking serves.</b></p>	<p>Inserted new clause to address future maintenance requirements and signage for off-site parking for consistency with other parking standards and to clarify responsibility for caretaking of the site.</p>

<p><b>Parking Study</b></p>	<p>70 - 4.12.2</p>	<p>Consider Parking Study recommendations regarding loading spaces</p>	<p><b>.2 Location of Loading Spaces</b>  <b>(a) Despite Section 4.3.1(a), in the WUC1, WUC2, WUC3 and BUC1 Zone:</b>  i. Where only a single loading space is required for a Commercial use and the Commercial use is serviced by a lane, the loading may occur on the lane but only between the hours of 9:00 pm and 8:00 am, and Section 4.3.2(b) do not apply to the loading area.  ii. Loading spaces may be located on a parcel other than the parcel on which the use, building or structure that the loading spaces serve is located, under the following conditions:  a) The parcel on which the loading spaces are located shall be within 100 m (328.0 ft) of the use, building or structure that the loading spaces serve.  b)The distance between the parcels shall be measured along a private drive aisle route from the nearest point of the parcel providing the loading spaces to the nearest point of the parcel that the loading spaces serve, and where the route does not interfere with any pedestrian movement.  c)The owner of the parcel used for loading shall grant a restrictive covenant to the City of West Kelowna limiting the use of the loading area to the provision of loading spaces for the parcel that the loading spaces serve.  d)The owner of the parcel used for loading shall grant to the owner of the parcel that the loading spaces serve an easement on terms satisfactory to the City of West Kelowna, providing access to and use of the loading spaces at all times.</p>	<p>Provided for additional flexible loading space locations under limited circumstance where a commercial operation may be located on a lane (similar to Kamloops and Vernon regulation). However, inserted a time limit for this space to be utilized to ensure unobstructed use of the lane at other times of the day when higher lane usage might be anticipated. Provided for additional flexible loading space locations under limited circumstances similar to the accommodation provided for parking spaces to be located on parcels separate from where the use triggers the requirement. Additional regulation could permit consideration of “shared” loading space provisions, but this was NOT included. Reduced distance to 100 m compared to off-site shared vehicle parking due to nature of delivery.</p>
<p><b>Parking Study</b></p>	<p>69 - 4.12.3</p>	<p>Consider Parking Study recommendations regarding where cash in lieu of parking spaces should be accepted</p>	<p><b>.3 <del>Cash in-lieu of Parking</del></b>  <b>(a)Despite Section 4.4.1, cash in-lieu of standard parking spaces will be accepted for multiple residential and mixed-use developments in the WUC1, WUC2, WUC3, and BUC 1 zones <del>Westbank Centre</del> subject to the following provisions:</b>  i. Cash in-lieu of required parking spaces will be accepted for no more than:  a) 10% of the requirements specified in Table 4.1 for multi-residential developments in the form of apartment buildings; and  b) 50% of the requirements specified in Table 4.1 for mixed-use developments, <b>where no individual or separate use may have the parking requirement reduced below 50%.</b>  ii. The amount to be paid in respect of each required parking space not provided is \$10,000.</p>	<p>Revised to include all NEW zones in the Urban Centres based on Parking Study recommendation to retain this cash in lieu option, as even though we have little uptake so far, we do still have funds occasionally being put into this fund (including one very recent contribution). Excluded any remnant zones to give preferential treatment to the new UC zones. Also inserted clarification that ensures that this option can not be used to reduce a type of required parking down to zero spaces, and ensures that a minimum of 50%</p>

<p><b>Parking Study</b></p>	<p>71 - 4.12.4</p>	<p>Consider Parking Study recommendations regarding where shared parking opportunities should be considered</p>	<p><del>4.3</del> Shared Parking</p> <p>(a) Despite Section 4.4.1, <del>in the WUC1, WUC2, WUC3 and BUC1 Zone</del>, where it can be established to the satisfaction of the Director of Development Approvals, by means of a parking demand assessment prepared by a person with qualifications acceptable to the Director, that the peak parking demand for a mixed use development with 2 or more buildings, structures or uses on the same parcel or abutting parcels occurs at sufficiently different times of the day, the Director may permit the cumulative parking space requirements in Table 4.1 to be reduced by a maximum of 25%.</p>	<p>Revised to include all NEW zones in the Urban Centres based on Parking Study recommendation to retain the shared parking, but excluding other remnant zones to give preferential treatment to the new UC zones. of the parking rate will be required for each type of use in a mixed use development.</p>
<p><b>Parking Study</b></p>	<p>72 - 4.12.5</p>	<p>Consider Parking Study recommendations in support of Transportation Demand Management</p>	<p><del>4.5</del> Transportation Demand Management Reductions</p> <p>(a) Cooperative/<del>Car Share</del> Vehicles</p> <p><del>i. Despite Section 4.4.1, t</del> The required number of parking spaces may be reduced by a maximum of 3 spaces <del>per building for new in the case of</del> multiple-residential and mixed use buildings <del>where the property owner for so long as:</del></p> <p>a) <del>the owner p</del> Provides or makes arrangements for the provision by others of 1 co-operative <del>or car share</del> vehicle <del>per 3 reduced spaces</del>; and</p> <p>b) <del>p</del> Provides 1 designated and appropriately marked co-operative/<del>car share</del> vehicle parking space, <del>where Level 2 charging or higher is provided to the parking space which may be in addition to any energized electric vehicle charging requirement required by Section 4.13.</del></p>	<p>Parking Study Section 7.2.5 recommended retaining current car share policies but expanding their use to both Urban Centres, AND to review these policies in future. also expanded to include Neighbourhood Centres for the TDM measures as supported by Planning team and transportation policy. Clarified that the Car Share vehicle reductions are allowed as 1 car share space per 3 reduced spaces. Inserted EV charging requirement into this section consistent with considerations noted in the Parking Study and based on comparable jurisdiction regulation, such as Esquimalt, Nelson, New Westminister, Victoria, Kelowna.</p>



Parking Study	72-73 - NEW 4.13	Consider Parking Study recommendations in regard to emerging trends in electric vehicle sales and provincial targets	<p><b>4.13 ELECTRIC VEHICLE CHARGING REQUIREMENTS</b></p> <p>.1 For new buildings, energized outlets shall be provided for electric vehicle charging to required parking spaces at or above the ratios specified in Table 4.11. SEE NEW Table 4.12 Requirements for electric vehicle charging</p> <p>.2 Despite Section 4.13.1:</p> <p>(a) Energized electric vehicle outlets are not required when constructing the following:</p> <ul style="list-style-type: none"> <li>i. New dwelling unit within an existing building;</li> <li>ii. Secondary suite; or</li> <li>iii. Carriage house.</li> </ul> <p>(b) Where residential base parking requires a minimum of less than 1.0 space per dwelling unit, all parking spaces require an energized electric vehicle outlet.</p> <p>.3 Each parking area required to include electric vehicle charging infrastructure shall be designed and constructed in accordance with the provisions of this bylaw:</p> <ul style="list-style-type: none"> <li>(a) All energized electric vehicle outlets shall provide, at a minimum, a Level 2 electric charging standard.</li> <li>(b) Energized electric vehicle outlets shall be labeled for their intended use for electric vehicle charging.</li> <li>(c) Energized electric vehicle outlets shall not be placed within the minimum vehicle parking space dimensions or drive aisles as identified by this bylaw.</li> <li>(d) An energized electric vehicle outlet shall be assigned to an individual parking space and shall be located no further than 1.0 m from that stall.</li> </ul>	This new section is being introduced based on Parking Study recommendations tying EV charging requirements to Provincial targets for 60% of all vehicles sold to be EVs by 2030, and 100% of all vehicles sold to be EVs by 2035. Parking Study recommended requiring EV charging as 1 per required parking space. However, the proposed rate of 1 per dwelling unit was selected based on comparable jurisdiction research, where 1 per dwelling unit is comparable to the City of Kelowna's residential rate. Parking Study recommended requiring EV charging for non-residential uses at a rate of 35% of all parking spaces. However, the proposed rate of 10% of all non-residential parking spaces was selected based on comparable jurisdiction research where currently it is more common to see rates between 5 and 20% for non-residential uses. A more conservative 10% rate may also be more appropriate to accommodate new demands on the electrical grid but additional referral comments from BC Hydro may also further inform this new requirement.
---------------	------------------	--	---	---

**SECTION 5 - ESTABLISHMENT OF ZONES**

New Zones	74 - 5	RENAME R5 - Westbank Centre Multiple Residential Zone	RENAME "R5" in the "Zone, Multiple Residential" definition to include H for historic use	R5 zone will become irrelevant over time with the development of new Urban and Neighbourhood Centre Zones. R5H Zone to be created as CD Zone to address historic and existing uses of R5 where the intention is to no longer use this as a new zone.
New Zones	74- 5	Rename C1 Urban Centre Commercial Zone	C1 Urban Centre Commercial Zone changed to General Commercial Zone.	"Urban Centre Commercial Zone" traditionally used in Westbank and Boucherie Centres. Introduction of new zones requires name change as new zones will take place of C1 zone. C1 zone may still be applicable in other areas outside of Westbank and Boucherie. C1 is currently in other commercial areas.
New Zones	74 -5	Rename C2 Neighbourhood Commercial Zone	C2 Neighbourhood Commercial Zone changed to Local Commercial Zone.	renamed to avoid confusion with the Neighbourhood Centre (NC1) Zone and to reflect the scale of commercial use as well as where it could be used outside "centres"
New Zones	74 - 5	ADD Urban and Neighbourhood Centre Zones category	<p><b>Part 12 - Urban and Neighbourhood Centre Zones.</b></p> <p>Westbank Urban Centre Mixed-Use Corridor Zone - WUC1</p> <p>Westbank Urban Centre Commercial Core Zone - WUC2</p> <p>Westbank Urban Centre Residential Shoulder Zone - WUC3</p> <p>Boucherie Urban Centre Zone - BUC1</p> <p>Neighbourhood Centre Zone - NC1</p>	Introduction of new zones

<b>New Zones</b>	75 - 68 - 5	Renumber accordingly to accommodate new zones	Industrial Zones <b>now Part 13</b> Parks and Institutional Zones <b>now Part 14</b> Comprehensive Development Zones <b>now Part 15</b>	Consistency
<b>SECTION 6 - WATER ZONES (NO CHANGES)</b>				
<b>SECTION 7 - FOREST RESOURCE ZONE</b>				
<b>Admin Consistency</b>	81 - 7.1	Review siting for consistency with other zones	Added " <b>or private access easement whichever is closer</b> "	Revised siting for consistency with rest of zoning bylaw
<b>SECTION 8 - AGRICULTURAL ZONES</b>				
<b>Admin Consistency</b>	82 - 8.1	Review purpose for reference to ALC Act and regulations	.1 Purpose To accommodate agricultural operations and related activities located on parcels that are typically within the Agricultural Land Reserve (ALR), <b>where uses may be subject to additional Agricultural Land Commisison Act restrictions or requirements despite Section 8.1.2 and 8.1.3 if parcels are located in the ALR.</b>	Revised purposed to clarify restrictions to uses when lands are located in the ALR.
<b>OCP</b>	82 - 8.1.3	USE review in A1 Zone	The following uses have been <b>added</b> to the A1 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare oppourtunities consistent with OCP policy direction.
<b>Admin Consistency</b>	83 - 8.1.5	Review siting for consistency with other zones	Added " <b>or private access easement whichever is closer</b> "	Revised siting for consistency with rest of zoning bylaw
<b>SECTION 9 - RURAL ZONES</b>				
<b>Admin Consistency</b>	85-94 - 9.1 to 9.5	Review purpose for reference to ALC Act and regulations	.1 Purpose To accommodate agricultural operations and related activities located on parcels that are typically within the Agricultural Land Reserve (ALR), <b>where uses may be subject to additional Agricultural Land Commisison Act restrictions or requirements despite Section 9.1.2 and 9.1.3 if parcels are located in the ALR.</b>	Revised purposed to clarify restrictions to uses when lands are located in the ALR in the RU1 zone. Same change in RU2/3/4/5 zones.
<b>OCP/HS</b>	85 - 9.1.2 (f) & (g)	review "manufactured homes" for consistency in each zone as per direction to provide more opportunity as per OCP and Housing Strategy	Ensure both " <b>Mobile home</b> " and "Modular home" are included in the list of Principle Uses, Buildings and Structures in addition to "Single detached dwelling"	Revised list of uses to include both mobile and modular home in the Rural Zones based on the new definition of mobile home and modular home which has been revised to become regionally consistent AND move to expand where manufactured homes are permitted consistent with OCP and Housing Strategy policies.
<b>OCP</b>	85 - 9.1.3	USE review in RU1 Zone	The following uses have been <b>added</b> to the RU1 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare oppourtunities consistent with OCP policy direction.
<b>Admin Consistency (SSMUH)</b>	85 - RU1 Zone 9.1.5(e).i.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) <del>10.0 m (32.8 ft)</del></b> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency (SSMUH)</b>	86 - RU1 Zone 9.1.5(e) iv.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<b>8.0 m (26.2 ft) <del>7.0 m (23.0 ft)</del></b>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency</b>	86 - 9.1	Review siting for consistency with other zones	Added " <b>or private access easement whichever is closer</b> "	Revised siting for consistency with rest of zoning bylaw

OCP/HS	87 - 9.2.2 (f) & (g)	review "manufactured homes" for consistency in each zone as per direction to provide more opportunity as per OCP and Housing Strategy	Ensure both "Mobile home" and "Modular home" are included in the list of Principle Uses, Buildings and Structures in addition to "Single detached dwelling"	Revised list of uses to include both mobile and modular home in the Rural Zones based on the new definition of mobile home and modular home which has been revised to become regionally consistent AND move to expand where manufactured homes are permitted consistent with OCP and Housing Strategy policies.
OCP	87 - 9.2.3	USE review in RU2 Zone	The following uses have been <b>added</b> to the RU2 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
Admin Consistency (SSMUH)	87 - RU2 Zone 9.2.5(e)i.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) <del>10.0 m (32.8 ft)</del></b> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
Admin Consistency (SSMUH)	88 - RU2 Zone 9.2.5(e)iv.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<b>8.0 m (26.2 ft) <del>7.0 m (23.0 ft)</del></b>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
Admin Consistency	88 - 9.2	Review siting for consistency with other zones	Added " <b>or private access easement whichever is closer</b> "	Revised siting for consistency with rest of zoning bylaw
OCP/HS	89 - 9.3.2 (f) & (g)	review "manufactured homes" for consistency in each zone as per direction to provide more opportunity as per OCP and Housing Strategy	Ensure both "Mobile home" and "Modular home" are included in the list of Principle Uses, Buildings and Structures in addition to "Single detached dwelling"	Revised list of uses to include both mobile and modular home in the Rural Zones based on the new definition of mobile home and modular home which has been revised to become regionally consistent AND move to expand where manufactured homes are permitted consistent with OCP and Housing Strategy policies.
OCP	89 - 9.3.3	USE review in RU3 Zone	The following uses have been <b>added</b> to the RU3 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
Admin Consistency (SSMUH)	89 - RU3 Zone 9.3.5(e)i.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) <del>10.0 m (32.8 ft)</del></b> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
Admin Consistency (SSMUH)	90 - RU3 Zone 9.3.5(e)iv.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<b>8.0 m (26.2 ft) <del>7.0 m (23.0 ft)</del></b>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
Admin Consistency	90 - 9.3	Review siting for consistency with other zones	Added " <b>or private access easement whichever is closer</b> "	Revised siting for consistency with rest of zoning bylaw
OCP/HS	91 - 9.4.2 (f) & (g)	Review "manufactured homes" for consistency in each zone as per direction to provide more opportunity as per OCP and Housing Strategy	Ensure both "Mobile home" and "Modular home" are included in the list of Principle Uses, Buildings and Structures in addition to "Single detached dwelling"	Revised list of uses to include both mobile and modular home in the Rural Zones based on the new definition of mobile home and modular home which has been revised to become regionally consistent AND move to expand where manufactured homes are permitted consistent with OCP and Housing Strategy policies.
OCP	91 - 9.4.3	USE review in RU4 Zone	The following uses have been <b>added</b> to the RU4 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.

<b>Admin Consistency (SSMUH)</b>	92 - RU4 Zone 9.4.5(e)ii.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<del>11.0 m (36.0 ft) 9.5 m (31.2 ft)</del> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency (SSMUH)</b>	92 - RU4 Zone 9.4.5(e)v.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<del>8.0 m (26.2 ft) 7.0 m (23.0 ft)</del>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency</b>	92 - 9.4	Review siting for consistency with other zones	Added " <del>or private access easement whichever is closer</del> "	Revised siting for consistency with rest of zoning bylaw
<b>OCP/HS</b>	93 - 9.5.2 (g) & (h)	Review "manufactured homes" for consistency in each zone as per direction to provide more opportunity as per OCP and Housing Strategy	Ensure both " <b>Mobile home</b> " and "Modular home" are included in the list of Principle Uses, Buildings and Structures in addition to "Single detached dwelling"	Revised list of uses to include both mobile and modular home in the Rural Zones based on the new definition of mobile home and modular home which has been revised to become regionally consistent AND move to expand where manufactured homes are permitted consistent with OCP and Housing Strategy policies.
<b>OCP</b>	93 - 9.5.3	USE review in RU5 Zone	The following uses have been <b>added</b> to the RU5 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>Admin Consistency (SSMUH)</b>	94 - RU5 Zone 9.5.5(e)ii.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<del>11.0 m (36.0 ft) 9.5 m (31.2 ft)</del> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency (SSMUH)</b>	94 - RU5 Zone 9.5.5(e)v.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<del>8.0 m (26.2 ft) 7.0 m (23.0 ft)</del>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency</b>	94 - 9.5	Review siting for consistency with other zones	Added " <del>or private access easement whichever is closer</del> "	Revised siting for consistency with rest of zoning bylaw
<b>SECTION 10 - RESIDENTIAL ZONES</b>				
<b>New Zones</b>	95 -10.1.1	RENAME - Westbank Centre Compact Residential Zone (RC1)	Westbank <del>Centre</del> Compact Residential Zone (RC1)	Proposed name change to reflect area where this would apply. The proposed name change recognizes the existing use of this zone in what is considered Westbank Urban Centre and considers the use of this zone adjacent to Westbank Urban Centre. Revised purpose of this zone further clarifies.
<b>New Zones</b>	9588 - 10.1.1	RC1 Zone Purpose: To accommodate low to medium density residential uses on parcels of land in Westbank Centre that are 325m2 and larger in area.	To accommodate low to medium density residential uses on parcels of land <b>that are 325 m2 and larger adjacent to Westbank Urban Centre, as defined in the City's Official Community Plan, and to recognize existing parcels zoned RC1.</b>	The majority of lots within "Westbank Centre" now have a WUC LUD and this zone would only apply on existing lots zoned RC1 or in areas immediately adjacent to the WUC LUD as per the OCP.
<b>Admin Consistency (SSMUH)</b>	95 - R1 Zone 10.1.5(e)i.	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<del>11.0 m (36.0 ft) 10.0 m (32.8 ft)</del> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Admin Consistency (SSMUH)</b>	95 - R1 Zone 10.1.5(e)iii.	Review maximum height throughout bylaw for consistency of 8 m for carriage house	<del>8.0 m (26.2 ft) 7.0 m (23.0 ft)</del>	To ensure a consistent 8 m maximum height for carriage house throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>OCP</b>	95 - 10.1.3	USE review in RC1 Zone	The following uses have been <b>added</b> to the RC1 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.

<b>New Zones</b>	97 - 10.2	RENAME - Boucherie Centre Compact Residential Zone (RC2)	Boucherie <del>Centre</del> Compact Residential Zone (RC2)	Name change to reflect where this zone may apply. Change also made to provide clarity between Boucherie Centre and Boucherie Urban Centre as defined in the OCP. Revised purpose of this zone further clarifies.
<b>New Zones</b>	97 - 10.2.1	RC2 Zone Purpose: To accommodate low density residential uses on parcels of land in Boucherie Centre that are 325m2 and larger.	To accommodate low density residential uses on parcels of land <b>that are 325 m2 and larger adjacent to Boucherie Urban Centre, as defined in the City's Official Community Plan, and to recognize existing parcels that are zoned RC2.</b>	A number of lots within Boucherie Centre now have a BUC LUD and this zone would only apply on existing lots zoned RC2 or in areas immediately adjacent to WUC LUD as per the OCP.
<b>OCP</b>	97 - 10.2.3	USE review in RC2 Zone	The following uses have been <b>added</b> to the RC2 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>OCP</b>	99 - 10.3.3	USE review in RC3 Zone	The following uses have been <b>added</b> to the RC3 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>OCP</b>	101 - 10.4.3	USE review in R1 Zone	The following uses have been <b>added</b> to the R1 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>Admin Consistency (SSMUH)</b>	103 - R1M Zone 10.5.5(f)	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) <del>10.0 m (32.8 ft)</del></b> to a maximum of 3 storeys, except it is:	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>OCP</b>	103 - 10.5.3	USE review in R1M Zone	The following uses have been <b>added</b> to the R1M zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>OCP</b>	104 - 10.6.3	USE review in R1L Zone	The following uses have been <b>added</b> to the R1L zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
<b>Correction AND Admin Consistency</b>	106 - 10.7.1	RMP Purpose: review with new defined terms for mobile and modular home	To accommodate <b>a manufactured home parks on a parcel of land with individual spaces designated for occupation by 2 or more mobile or modular homes.</b>	Updated purpose to more remove the circular reference to the term "manufactured home park", which also ties into the deleting the defined term for "manufactured home" in Section 2.10, as per BM direction.

Correction AND Admin Consistency	106 - 10.7.2	UPDATE "manufactured home park" to individual uses for mobile home and modular home based on their new definition	(a) <del>Manufactured home park</del> -Mobile home (b) Modular home	Updated list of uses to the new definitions for mobile home and modular home, which also ties into deleting the defined term for "manufactured home"
OCP	106 - 10.7.3	USE review in RMP Zone	The following uses have been <b>added</b> to the RMP zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
Admin Consistency (SSMUH)	106 - RMP Zone 10.7.5(e)	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) <del>10.0 m (32.8 ft)</del></b> to a maximum of 3 storeys	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
OCP	108 - 10.8.3	USE review in RP1 Zone	The following uses have been <b>added</b> to the RP1 zone as a secondary use: <b>Child care, Minor (In-home) (supporting daycare opportunities)</b>	Added this use to support daycare opportunities consistent with OCP policy direction.
New Zones	110 - 10.9.1	R3 Zone Purpose: To accommodate multiple residential in low density housing form.	To accommodate multiple residential <b>housing at a lower density, outside an Urban or Neighbourhood Centre, and characterized by ground oriented housing forms with at grade, private entrances.</b>	Consistency with the OCP. All multi-family housing outside of Centres will fall under the Medium Density Residential Land Use designation and location of a proposal will determine which zone is most appropriate based on MDR policy in the OCP. (R3 or R4)
OCP	110 - 10.9.2	USE review in R3 Zone	The following uses have been <b>added</b> to the R3 zone: <b>Child care, Major (Centre/Facility), in duplex or townhouse form only AND</b> clarified that the Care facility, major, in townhouse form only	Added this use to support daycare opportunities consistent with OCP policy direction, and clarified permitted built form for the care facility, major, and child care, major (centre/facility) based on updated definitions of those uses.
Correction AND Admin Consistency	110 - 10.9.4.(c)	(c) Apartments on: vi. the R3 zoned portion of Lot C, DL 2045, ODYD, Plan KAP60462 (address unassigned, Boucherie Road); and	(c) Apartments on: vi. <b>Lots 1-12, DL 2045, Plan EPS5714 (1-12, 1600 Golden View Drive)</b> <del>the R3 zoned portion of Lot C, DL 2045, ODYD, Plan KAP60462 (address unassigned, Boucherie Road)</del> ; and	To correct the legal description reference and addresses to this site specific text amendment where the original parcel under rezoning was later subdivided
OCP	111 - 10.9.5 (d)	Review Density with surface and non-surface parking	Maximum Density <b>1.0 FAR, except is 1.25 FAR where all required parking is provided as non-surface parking.</b>	Incentivize non-surface parking and based on discussion at Council May 16th 2023 related to densities in the OCP and external consultation.
New Zones	112 - 10.10.1	R4 Zone Purpose: To accommodate multiple residential in medium density housing form.	To accommodate multiple residential <b>housing at a medium density, outside and Urban or Neighbourhood Centre, and characterized by ground oriented housing forms with a grade private entrances and/or appropriately scaled apartments housing forms.</b>	Consistency with the OCP. All multi-family housing outside of Centres will fall under the Medium Density Residential Land Use designation and location of a proposal will determine which zone is most appropriate based on MDR policy in the OCP. (R3 or R4)
OCP	112 - 10.10.2	USE review in R4 Zone	The following uses have been <b>added</b> to the R4 zone: <b>Child care, Major (Centre/Facility), in townhouse or apartment form only Congregate housing</b> AND clarified that the Care facility, major, in townhouse or apartment form only AND clarified that Group home in duplex or townhouse form only	Added this use to support daycare opportunities consistent with OCP policy direction and to reflect new housing definitions that consider built form and location.

OCP	112 - 10.10.5 (d)	Review Maximum Density to consider different built form	Maximum Density - Townhouse: with surface parking 1.0 FAR, with 100% non-surface parking 1.25 FAR. Apartment: with surface parking 1.5 FAR, with 100% non surface parking 1.85 FAR	Incentivize non-surface parking and based on discussion at Council May 16th, 2023 related to densities in the OCP and external consultation.
OCP	113 - 10.10.5(f)	Review Maximum building height for consistency with 4 storeys	Maximum building height: 16.0m (52.5ft) to a maximum of 4 storeys <del>12.0m (39.4ft) to a maximum of 3 storeys</del> ; except is 5.0m (16.4ft) for accessory buildings and structures.	Increase height to accommodate 4 storey apartments as per changes to "Medium Density Residential" OCP Land Use Designation which would permit apartments up to 4 storeys.
New Zones	114 - 10.11	RENAME "Westbank Centre Multiple Residential Zone (R5)"	"Westbank Centre Multiple Residential Zone - R5-H"	The name change will recognize the historic nature of the R5 zone. With heights and densities of new zones in Westbank Centre being greater than what exists in the R5 zone, it becomes redundant. Uses in the R5 zone all exist within the proposed new Westbank Centre zones.
New Zones	114 - 10.11.1	REVISE the R5 purpose statement: To accommodate multiple residential in Westbank Centre.	Purpose: To recognize the historic use of the Westbank Centre Multiple Residential Zone accommodate multiple residential in Westbank Centre.	Update the purpose statement to recognize the historic use of the zone and limit its use to only the existing properties which hold the zoning designation. New WBC zones make the R5 zone redundant.
OCP	114 - 10.11.2	USE review in revised R5H Zone	The following uses have been added to the R5H zone: Child care, Major (Centre/Facility) in townhouse or apartment form only AND clarified that Group home in townhouse form only	Added this use to support daycare opportunities consistent with OCP policy direction, and to clarify built form and location as per updated definitions.
OCP	114 - 10.11.5(c)ii.	Review Density with surface and non-surface parking	With 100% non-surface parking	Clarify that surface parking density requires 100% surface parking, where preferential rates are given to other zones in the Centres to support conversion to new zones.
<b>SECTION 11 - COMMERCIAL ZONES</b>				
New Zones	116 - 11.1	RENAME: 11.1 Urban Centre Commercial Zone	11.1 General Commercial Zone	Change name of existing C1 Zone to reflect its purpose considering new WUC and BUC will replace the use of C1 in the Centres. Existing C1 zoned properties in WUC and BUC could still develop under C1 zone.
New Zones	116 - 11.1.1	PURPOSE: To accommodate a mix of uses with active commercial frontages.	Purpose: To recognize the use of the C1 zone on existing parcels and to accommodate a mix of uses at a medium density in limited locations outside of identified Urban and Neighbourhood Centres, as identified in the City's Official Community Plan with active commercial frontages.	The WUC and BUC zones will largely replace this zone. While it could still be used on properties with this zoning, the intent would be for it to only be used outside of Centres, where appropriate.

New Zones	116 - 11.1.2	USE review in C1 Zone	<p>The following uses have been <b>removed</b> from the C1 Zone:</p> <p>Cabaret, bar or lounge (may not be appropriate outside Urban Centres)  Congregate housing (may not be appropriate outside Urban Centres and more appropriate in R4 zone)  Extended medical treatment facility (Overnight medical treatment facilities not likely appropriate outside of Centres) <b>Group home</b>  (removed to reflect new definition which includes built form)  Transportation station (These exist in Urban Centres and are covered under the Urban Centre zones)  Vehicular parking areas or structures (Stand alone parking structure not likely appropriate outside of Centres)  Vehicle washing facility (Not appropriate as general commercial use but supported by Service Commercial zone)</p> <p>The following uses have been <b>added</b> to the C1 zone:</p> <p>Child care, Major (Centre/Facility) (supporting daycare opportunities) Retail, convenience (additional opportunities for convenience outside of Centres is appropriate)</p>	This zone does not just exist outside of Centres, it also has to accommodate the existing zoned parcels inside the Centres that may not choose to rezone, AND it we need this type of zone for new commercial development at an appropriate scale outside of Centres. Given the potential location and the scale, it was renamed as General commercial Zone.
New Zones	117 - 11.1.5.(c)	Maximum Density: <b>With surface parking: 2.35 FAR, with non-surface parking: 2.5FAR</b>	Maximum Density: <b>1.5 FAR, except is 1.85 FAR where all required parking is provided as 100% non-surface parking.</b>	Creating heirarchy between higher density residential zones, and newly developed Urban and Neighbourhood Centre zones. UC and NC zones are largely anticipated to replace the existing C1 zone. The C1 zone will continue to be used in some cases where it currently exists in UC's and NC's or may continue to be used outside of Centres.
OCP	117 - 11.1.5 (e )	Maximum Building Height <b>15.0m (49.2ft)</b> to a maximum of 4 storeys	Maximum building height: <b>16.0m (52.5ft)</b> to a maximum of 4 storeys, <b>except it is: 5.0 m (16.4 ft)for accessory buildings and structures</b>	Consistency with height proposed in in R4 zone for a maximum 4 storey building, and add accessory building height for consistency in the zoning bylaw.
New Zones	117 - 11.1.5 (f.i.)	Front parcel boundary: 4.5m (14.8 ft) except is: 0.0m (0.0 ft) for buildings and structures on Elliot Road and Hoskins Road, 2.0m (6.6ft) for buildings and structures on Brown Road; and 3.0m (9.8ft) for buildings and structures on Main Street that have vehicular access from a highway other than a Provincial Highway	Front parcel boundary: 4.5m (14.8 ft) except <b>where a C1 Zone is in the Westbank Urban Centre Mixed-Use Corridor or Commercial Core, as defined in the City's Official Community Plan</b> it is: 0.0m (0.0 ft) for buildings and structures on Elliott Road and Hoskins Road, 2.0m (6.6ft) for buildings and structures on Brown Road; and 3.0m (9.8ft) for buildings and structures on Main Street that have vehicular access from a highway other than a Provincial Highway	Lead in language changed only to clarify where exceptions apply.
New Zones	117- 11.1.5 (f.iv.)	Exterior side parcel boundary: 4.5m (14.8ft) except it is: 0.0m (0.0ft) for buildings and structures on Elliot Road and Hoskins Road; 2.0m (6.6ft) for buildings and structures on Brown Road; and 3.0m (9.8ft) for buildings and structures on Main Street that have vehicular access from a highway other than a Provincial Highway	Exterior side parcel boundary: 4.5 m (14.8 ft), except <b>where a C1 Zone is in the Westbank Urban Centre Mixed-Use Corridor or Commercial Core, as defined in the City's Official Community Plan</b> it is: 0.0 m (0.0 ft) for buildings and structures on Elliott Road and Hoskins Road, 2.0m (6.6ft) for buildings and structures on Brown Road; and 3.0m (9.8ft) for buildings and structures on Main Street that have vehicular access from a highway other than a Provincial Highway	Lead in language changed only to clarify where exceptions apply.
Admin Consistency	117 - 11.1.5(f)	ADD setback for Provincial Highway	<b>Subject to Section 3.11</b>	Establish setback from Provincial highway as per General Regulations S.3.11 consist with the rest of the Zoning Bylaw.



<p>OCP</p>	<p>118 - 11.1.6 (a) NEW</p>	<p>Consider regulation to address site specific text amendment requirements to allow drive throughs in the C1 zone</p>	<p>ADD to "Other Regulations": (a) Drive through Requirements i. Despite Section 11.1.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.</p>	<p>To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)</p>
<p>New Zones</p>	<p>former 11.1.6 (a &amp; b)</p>	<p>Review the "Other Regulations" section in the C1 zone, where density bonusing provisions in the C1 will no longer apply.</p>	<p>Delete Section 11.1.6 (a&amp;b): <del>(a) Despite Section 11.1.5(c), in circumstances where a combination of surface and non-surface parking is proposed, the maximum density of 2.35 FAR may be increased by 0.15 multiplied by the ratio of non-surface parking spaces to the total required parking spaces, but in no case shall the FAR exceed 2.5.</del> <del>(b) Density bonusing for Westbank Centre Plan Area (As defined in the 2011 Westbank Centre Revitalization Plan): i. Despite Section 11.1.5(c), the maximum density may be increased to 2.8 FAR if the owner of the land pays to the City of West Kelowna prior to the issuance of a building permit, the amount equal to \$26.90 per square metre of additional GFA (\$2.50 per square foot of additional GFA), to be deposited in a Restricted Reserve Fund for Westbank Centre Amenities.</del> <del>ii. Buildings that are being constructed at an FAR in excess of 2.5 in accordance with Section 11.1.6(b) shall have a maximum height of 6 storeys, or 22.5 m (73.8 ft), whichever is less, if all of the parking spaces are provided in the form of non-surface parking. For certainty, buildings that are being constructed in the Westbank Centre Plan Area in excess of 2.5 FAR are eligible for the optional parking provisions specified in Section 4.12, if all of the required parking spaces provided on the parcel on which the building is being constructed, are provided in the form of non-surface parking.</del> <del>iii. Despite 11.1.6(b)ii., visitor parking spaces and accessible parking spaces are not required to be provided in the form of non-surface parking.</del></p>	<p>New UC and NC zones will largely replace existing C1 zones. Density bonusing provisions for new UC zones to cover the bonusing provisions outline in existing 11.1.6 (a&amp;b).</p>

New Zones	118 - 11.1.6 (b)NEW former 11.1.6.iv.	Review this section for consistency with ground floor requirements that also consider live/work unit requirements and ADD SECTIONS to address where C1 might still exist within other "Centres"	<p>(b) Commercial and Institutional Ground Floor Requirements</p> <p>i. Where apartments or live/work units are proposed in the:</p> <p>a) Westbank Centre Mixed-Use Corridor, as defined in the City's Official Community Plan, Section 12.1.6(b) also applies.</p> <p>b) Westbank Urban Centre Commercial Core, as defined in the City's Official Community Plan, Section 12.2.6(a) also applies.</p> <p>c) Boucherie Urban Centre, as defined in the City's Official Community Plan, Section 12.4.6(a) also applies.</p> <p><del>11.1.6.iv. If apartments or congregate housing units are located on the first storey of a building, no more than 40% of the Gross Floor Area of that storey may be occupied by apartments or congregate housing units and no first storey apartments or congregate housing units shall face parcel boundaries along the following highways:</del></p> <p><del>a) Brown Road</del></p> <p><del>b) Dobbin Road</del></p> <p><del>c) Elliot Road</del></p> <p><del>d) Hoskins Road</del></p> <p><del>e) Main Street</del></p> <p><del>f) Old Okanagan Highway between Main Street and Dobbin Road</del></p> <p><del>h) Hebert Road between Main Street and Dobbin Road</del></p>	Revised this section for consistency with requirements for some ground floor commercial use in the C1 zone outside of Centres, and integrated the live/work unit requirement (see related deletion of Section 3.17 Live/Work Units.). The new Section in C1 zone will ensure consistency with direction of the OCP in WUC and BUC and to better align with proposed WUC and BUC Zones. While someone could develop under existing zoning, certain elements being introduced by the OCP need to be reflected if someone chose to develop under the existing C1 zone. Provision of ground floor commercial requirements in conjunction with apartment development aligns with the intent of the OCP. Also included consideration of live/work units in addition to apartments to address former Section 3.17 regulations related only to live/work units.
OCP/New Zones	113 - 11.1.6 (c.)	ADD regulations for canopy/awning projections in areas of 0.0m setbacks	Notwithstanding S. 3.8 of this Bylaw, and where a 0.0m setback applies, canopies and awnings may project 1.5m from a building, provided that the projection has a clearance of 2.8m from the established building grade of a sidewalk. Installations must meet the requirements outlined in the City of West Kelowna Building Bylaw.	Additional of exemption for awning projections to implement vision of DP guidelines in OCP. Exemption to apply in areas of 0m setbacks where an awning could project into the ROW. Liability dealt with through consequential amendments to Building Bylaw.
New Zones	119 - 11.2	Zone name change: <del>Neighbourhood</del> Commercial Zone (C2)	Local Commercial Zone (C2)	Name change proposed to avoid confusion with newly developed Neighbourhood Centre Zones. The C2 zone will continue to be used outside of neighbourhood centres where appropriate.
New Zones	119 - 11.2.1	Purpose: To accommodate a limited range of convenience services typically required on a day to day basis by residents of local neighbourhoods.	Purpose: To accommodate a limited range of convenience services typically required on a day to day basis by residents of local neighbourhoods <del>in limited locations outside of Neighbourhood Centres, as identified in the Official Community Plan .</del>	To accurately reflect the purpose of this zone and illustrate where it is to be used appropriately in limited locations outside of Neighbourhood Centres.
New Zones	119 - 11.2.2	USE review in C2 Zone	The following uses have been <del>added</del> to the C2 zone: <del>Child care, Major (Centre/Facility) (supporting daycare opportunities)</del>	This zone does not just exist outside of Centres, it also has to accommodate the existing zoned parcels inside the Centres that may not choose to rezone, AND if we need this type of zone for new commercial development at an appropriate scale outside of Centres. Given the possible locations it may be used and the scale, it was renamed as Local commercial Zone.
Admin Consistency	119 - 11.2.5 (e)	REVIEW Height for accessory buildings	<del>11.0-9.0 m (36.0-29.5 ft)</del> to a maximum of 3 storeys <del>except it is:</del> <del>5.0 m (16.4 ft) for accessory buildings and structures</del>	Add accessory building height for consistency in the zoning bylaw.
Admin Consistency	120 - 11.3.5 (d)	REVIEW Height for accessory buildings	6.0 m (19.7 ft) to a maximum of 2 storeys, <del>except it is:</del> <del>5.0 m (16.4 ft) for accessory buildings and structures</del>	Add accessory building height for consistency in the zoning bylaw.

OCP	120 - 11.3.6	Consider regulation to address site specific text amendment requirements to allow drive throughs in the C3 zone	ADD to "Other Regulations— <del>Reserved</del> ": (a) Drive through Requirements i. Despite Section 11.3.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.	To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)
New Zones	121 - 11.4.1	Purpose: To accommodate vehicular oriented low intensity uses and associated uses.	Purpose: To accommodate vehicular oriented low intensity uses and associated uses located outside of identified Urban and Neighbourhood Centres, as identified in the City's Official Community Plan.	To accurately reflect the purpose of this zone and illustrate where it is to be used appropriately in preferred locations outside of Urban and Neighbourhood Centres.
OCP	122 - 11.4.5(e)	Consider revisions to height in the C4 zone for consistency with other 4 storey maximum, such as the C1 zone	REVISE: 16.0m (52.5ft) <del>15.0 m (49.2 ft)</del> to a maximum of 4 storeys, except it is: 5.0 m (16.4 ft) for accessory buildings and structures	To ensure consistent application of height requirements for 4 storey buildings typically outside the Urban and Neighbourhood Centres, and to add accessory building heights for consistency with zoning bylaw.
OCP	122 - 11.4.6	Consider regulation to address site specific text amendment requirements to allow drive throughs in C4 zone	ADD to "Other Regulations": (b) Drive through Requirements i. Despite Section 11.4.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.	To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)
OCP	124 - 11.6.5	Review heights for consistency in the bylaw	REVISE: 16.0 m (52.5 ft) <del>15.0 m (49.2 ft)</del> to a maximum of 4 storeys, except it is: 5.0 m (16.4 ft) for accessory buildings and structures	To ensure consistent application of height requirements for 4 storey buildings typically outside the Urban and Neighbourhood Centres
<b>SECTION 12 - URBAN AND NEIGHBOURHOOD CENTRE ZONES</b>				
New Zones	125 - 12.1 (new section)	Create new zone to address WUC - Mixed Use Corridor land use designation	See New Zone 12.1 Westbank Urban Centre - Mixed Use Corridor Zone (WUC1)	To ensure the proposed land use mix, density and vision from the OCP is adequately addressed through Zoning Bylaw regulation
OCP	127 - 12.1.6	Consider regulation to address site specific text amendment requirements to allow drive throughs in the WUC1 Zone	ADD to "Other Regulations": (e) Drive through Requirements i. Despite Section 12.1.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.	To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)
New Zones	128 - 12.2 (new section)	Create new zone to address WUC - Commercial Core land use designation	See New Zone 12.2 Westbank Urban Centre - Commercial Core Zone (WUC2)	To ensure the proposed land use mix, density and vision from the OCP is adequately addressed through Zoning Bylaw regulation
OCP	130 - 12.2.6	Consider regulation to address site specific text amendment requirements to allow drive throughs in the WUC2 zone	ADD to "Other Regulations": (e) Drive through Requirements i. Despite Section 12.2.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.	To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)
New Zones	131 - 12.3 (new section)	Create new zone to address WUC - Residential Shoulder land use designation	See New Zone 12.3 Westbank Urban Centre - Residential Shoulder Zone (WUC3)	To ensure the proposed land use mix, density and vision from the OCP is adequately addressed through Zoning Bylaw regulation

OCP	131 - 12.3.2	Consider expanding draft WUC3 zone to allow institutional uses consistent with OCP LUD	ADD to "Principle Uses, Buildings and Structures": (f) Education facility	To ensure consistency with LUD that permits a range of institutional uses.
OCP	131 - 12.3.3	Consider expanding draft WUC3 zone to allow institutional uses consistent with OCP LUD	ADD to "Secondary Uses, Buildings and Structures": (a) accessory uses, buildings and structures (b) Commercial school (c) Community or assembly hall (d) Home based business, minor (e) library, museum or art gallery (f) Live/work unit (g) Office (h) Personal Service Establishment (i) Restaurant (j) Retail, convenience (k) Retail, general	To ensure consistency with LUD that permits a range of institutional uses.
New Zones	134 - 12.4 (new section)	Create new zone to address BUC land use designation	See New Zone 12.4 Boucherie Urban Centre Zone (BUC1)	To ensure the proposed land use mix, density and vision from the OCP is adequately addressed through Zoning Bylaw regulation
OCP	136 - 12.4.6	Consider regulation to address site specific text amendment requirements to allow drive throughs in the BUC1 zone	ADD to "Other Regulations": (e) Drive through Requirements i. Despite Section 12.4.2, drive throughs may only be permitted on specific parcels by site specific text amendment, and in accordance with Section 3.27 for specific drive through regulations.	To accommodate direction through the new OCP policy that discourages drive through facilities especially in identified Urban and Neighbourhood Centres, except where well integrated within site design and consideration for access and parking areas, to ensure "Restaurant" use no longer automatically permits drive throughs (see additional changes in all commercial zones that permit restaurants AND a new general regulations section to address drive through regulations)
New Zones	137 - 12.5 (new section)	Create new zone to address Neighbourhood Centre land use designation	See New Zone 12.5 Neighbourhood Centre Zone (NC1)	To ensure the proposed land use mix, density and vision from the OCP is adequately addressed through Zoning Bylaw regulation
<b>SECTION 13 - INDUSTRIAL ZONES</b>				
OCP (Council direction)	140 - 13.1.3(b)	Consider multiple caretaker units in industrial zones	REVISE Section 13.1.3(b) caretaker unit s	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	140 - 13.1.5(c)	Consider multiple caretaker units in industrial zones	REVISE Section 13.1.5(c) Maximum density 24 caretaker units per parcel	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	142 - 13.2.3(b)	Consider multiple caretaker units in industrial zones	REVISE Section 13.2.3(b) caretaker unit s	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	142 - 13.2.5(c)	Consider multiple caretaker units in industrial zones	REVISE Section 13.2.5(c) Maximum density 24 caretaker units per parcel	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	143 - 13.3.3(b)	Consider multiple caretaker units in industrial zones	REVISE Section 13.3.3(b) caretaker unit s	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	143 - 13.3.5(c)	Consider multiple caretaker units in industrial zones	REVISE Section 13.3.5(c) Maximum density 24 caretaker units per parcel	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	144 - 13.4.3(b)	Consider multiple caretaker units in industrial zones	REVISE Section 13.4.3(b) caretaker unit s	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	144 - 13.4.5(c)	Consider multiple caretaker units in industrial zones	REVISE Section 13.4.5(c) Maximum density 24 caretaker units per parcel	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	145 - 13.5.3(b)	Consider multiple caretaker units in industrial zones	REVISE Section 13.5.3(b) caretaker unit s	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
OCP (Council direction)	145 - 13.5.5(c)	Consider multiple caretaker units in industrial zones	REVISE Section 13.5.5(c) Maximum density 24 caretaker units per parcel	Consider Jun 13, 2023 Council direction to allow more than one caretaker unit within industrial aras
<b>SECTION 14 - PARKS AND INSTITUTIONAL ZONES</b>				
OCP	149 - 14.2.2	USE review in P2 Zone	The following uses have been added to the P2 zone: Child care, Major (Centre/Facility) (supporting daycare opportunities)	Added this use to support daycare opportunities consistent with OCP policy direction.

OCF	149 - 14.2.5(d)	Consider Maximum building height for educational facility within the P2 zone	REVISE: Maximum building height: 12.0 m (39.4 ft), <b>except it is 16.0m (52.5ft) to a maximum of 4 storeys for an Educational facility</b>	To accommodate direction regarding school construction limitations and to allow for heights up to 16 m, and up to 4 storeys for schools only within the P2 zone. The 16 m up to 4 storey height is also consistent with the C1 zone for 4 storeys.
<b>SECTION 15 - COMPREHENSIVE DEVELOPMENT ZONES</b>				
<b>Admin Consistency</b>	Section 15	Review number format for consistency	Revise number formats in the CD zones	To ensure consistency in number formats throughout the bylaw
<b>Correction AND Admin Consistency</b>	156 - 15.3 CD1(D) Zone .5	5. On Lot 1, DL 503, ODYD, Plan EPP77570 (1506 Rose Meadow Drive) the following regulations apply:	<p>5. <b>Site Specific Uses, Buildings and Structures:</b> (a) On Strata Lots 1-6, DL 503, ODYD, Plan <del>EPS7307 EPP77570 (1506 Rose Meadow Drive)</del> 2145, 2147, 2151, 2153, 2157, and 2159 McDougall Road) the following regulations apply: i. Despite Sections 2(c), 3(b), (c) and (d), and 4 <del>do not apply; Despite Section 5(a), single detached dwellings in the "Hillside Housing Cluster Development" CD1(D) area shall be developed in conformance with the "Compact Single Family Housing" CD1(C) designation</del> except the following regulations apply:</p> <p>a) Minimum parcel size and floor area ratio does not apply;</p> <p>b) The maximum building height is 10 m (3 storeys);</p> <p>c) The minimum siting distance from the front parcel boundary is 4.5 m and 6.0 m to a garage face;</p> <p>d) The minimum siting distance from the interior parcel boundary is 1.2 m; and</p> <p>e) The minimum siting distance from the rear parcel boundary is 3.0 m.</p>	To correct the legal description reference and addresses to this site specific reference where the original parcel under rezoning was later subdivided
<b>Admin Consistency (SSMUH)</b>	156 - CD-1(D) Zone 15.3 CD1(D).5.(a).i.b)	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>The maximum building height is 11.0 m (36.0 ft) to a maximum of 10.0 m (3 storeys);</b>	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones
<b>Correction AND Admin Consistency</b>	158 - CD2 Zone 15.4.4(e)	(e) Numbers of Units - A maximum of 150 hotel/resort/residential units with this density being applicable to and constructed within Lot 5, ODYD Plan 316, except Plan B5709 and Lot 1, ODYD Plan KAP48119.	(e) Numbers of Units - A maximum of 150 hotel/resort/residential units with this density being applicable to and constructed within Lot 1, DL 487, ODYD, Plan KAS3058 (4205 Gellatly Road). <del>Lot 5, ODYD Plan 316, except Plan B5709 and Lot 1, ODYD Plan KAP48119.</del>	To correct the legal description reference and addresses to this site specific reference where the original parcel under rezoning was later subdivided
<b>Admin Consistency (SSMUH)</b>	164 - CD3A.3	Review impact of SSMUH on CD3 zone	(g)Single detached dwelling <del>(total single detached dwelling units permitted – 27)</del>	Deleted this maximum as the maximum dwelling units previously set with the original CD zone is now obsolete with the additional potential units and types of units permitted by SSMUH.
<b>Admin Consistency (SSMUH)</b>	189 - CD7 Zone 15.9.6(a).iv.g).i	Review maximum height throughout bylaw for consistency of 11 m for 3 storey buildings	<b>11.0 m (36.0 ft) 10.0 m (32.8 ft)</b> to a maximum of 3 storeys measured to the level halfway between the eaves and the ridge of the roof or parapet	To ensure a consistent 11 m maximum height for 3 storey buildings throughout the zoning bylaw based on SSMUH requirements that only affected certain zones