



INFORMATION ONLY COUNCIL REPORT

To: Mayor and Council

Date: March 11, 2025

From: Ron Bowles, Chief Administrative Officer

File No: P 22-08

Subject: **P 22-08, Zoning Bylaw No. 320 (Discussion Points following Deferral of Adoption)**

Report Prepared by: Carla Eaton, Senior Planner

INFORMATION SUMMARY

This report provides additional information and clarification requested by Council during the January 14, 2025, meeting, where Council deferred adoption of proposed Zoning Bylaw No. 0320, 2024 (*Attachment 1*). This report is intended to address Council's questions and to guide further discussion and direction to staff regarding several related decision points and any potential amendments to the proposed bylaw. The result of the discussion points will determine the sequence of next steps.

BACKGROUND

Prior to deferral of adoption to the Zoning Bylaw on January 14, 2025, Council gave 3rd Reading as amended on December 10, 2024, held a Public Hearing on November 5, 2024, and gave 1st and 2nd Reading on October 8, 2024. The required Ministry of Transportation and Infrastructure signature was given December 13, 2024.

DISCUSSION

Clarification of Items Raised at the January 14th Meeting:

End-point Facilities

The provision of end-point facilities¹ exists in both the current Zoning Bylaw No. 0265 as well as in the proposed new Zoning Bylaw No. 0320 as an **optional parking reduction provision**. The bylaw outlines how many parking spaces may be reduced based on the provision of specified end-point facilities. The only change proposed in the new bylaw is

¹ End-point facilities are typically defined as places or rooms designed to support people who cycle, walk or jog to a destination as opposed to driving a car or taking public transport and typically include bicycle parking, lockers, and shower/change rooms.

to clarify that this optional parking reduction now applies to both the Westbank and Boucherie Urban Centres rather than just the Westbank Centre.

The Official Community Plan includes policy and Development Permit guidelines² that also strongly support the provision of end-point facilities as a building amenity where appropriate to the scale, scope and use of the proposed building, even where not required by the City's Zoning Bylaw.

As such, no change is recommended to the end-point facilities parking provisions as they are optional within both existing Zoning Bylaw No. 0265 and in the proposed new Zoning Bylaw No. 0320.

Maximum Gross Floor Area (GFA) for a Carriage House

As per Table 3.9 of Zoning Bylaw No. 0320, the Agricultural Land Reserve Use Regulation³ established a maximum Gross Floor Area for "additional residences" constructed in the ALR after December 30, 2021, which limits the size of any additional residence to 90 m² for parcels less than 40 Ha or 140 m² for parcels greater than 40 Ha. Zoning Bylaws that deviate from the ALR Regulation would have no force and effect. The Zoning Bylaw is drafted for consistency with this regulation.

As such, no change is recommended to the maximum GFA for carriage houses.

EV Charging Requirements

In relation to questions regarding electric vehicle (EV) charging requirements, the following information has been provided to clarify relevant definitions, identify how the proposed rate applies to different built forms and land uses and highlight regional and provincial comparisons.

What is a Level 2 Electric Vehicle Outlet v. Level 2 Electric Vehicle Charger?

A Level 2 Electric Charging Standard is defined as an electrical charge through a 240-volt (V) circuit with a dedicated 40-amp breaker provided as an energized outlet intended for electric vehicle charging. The key elements are the right-sized breaker in an electrical box, the appropriate wiring through a conduit, and the type of outlet⁴.

Another important distinction is the differentiation between an EV outlet versus an EV charger. The EV charger is the type of plug and charging system that is required for a specific model of EV, noting that some EV's may require proprietary plug and charging

² Section 3.2.10 and DPA 4.3.5.11, DPA 4.6.5.23, DPA 4.7.5.28

³ B.C. Reg. 244/2024, Section 34.3

⁴ The Parking Management Study (Urban Systems, 2023) noted, "The availability of E.V. charging is key to facilitating the adoption of E.V.s. E.V. charging regulations may require a development to be 'E.V. ready' (by providing an energized outlet capable of providing Level 2 charging or higher) for future occupants to seek the installation of charging stations. This approach does not present a significant cost for developers and allows for the future installation of E.V. charging stations when demand dictates."

systems, with these ranging considerably in cost for various EV types. An EV charger must be plugged into an outlet, which can offer Level 1, 2 or 3 charging capabilities.

A level 2 charging standard is the most common charging standard as it allows for more reasonable charging times at a more reasonable cost to the user⁵.

What is the Proposed EV Charging Rate and What Does it Apply to?

The EV charging requirements are proposed to apply to all residential uses, single family and multi-family, as well as non-residential uses. New dwellings within an existing building, secondary suites and carriage house are exempt from the requirement. All other residential uses are proposed to require one Level 2 energized EV *outlet* per dwelling unit.

All non-residential uses are proposed to require 10% of all required parking spaces to provide an energized EV *outlet*, noting again that this does not include the charge and plug system specific to the vehicle.

What is the Proposed EV Rate based on?

As part of the Zoning Bylaw review, a Parking Management Study was completed. The report included a review of comparable municipalities, estimates of current parking availability and forecasted demands based on anticipated growth patterns identified in the OCP, and concluded with an analysis of pertinent parking management practices and recommendations for the City for both on and off-street parking. Recommendations included consideration of specific challenges for the City as well as emerging trends within parking management.

The study included specific EV charging recommendations in consideration of comparable jurisdictions, Provincial targets for sales of EVs, and current sales trends for EVs⁶. Specifically, the study recommended requiring level 2 EV charging for all residential dwelling units at a rate of one per dwelling unit, and that 35% of all non-residential parking spaces have EV charging outlets. EV charging requirements had also been noted in two previous parking studies, including the Westbank Centre Parking Survey (2012) and Westbank Centre Parking Strategy (2019). The study further recommended a phased approach with specific EV requirements to be implemented in the short term with consideration for future increases based on identified trigger points as the City transitions to a fully realized OCP vision with increased density⁷ and matching anticipated EV charging demand.

⁵ Level 1 charging standard is noted as being too slow for regularly charging an EV at home, even overnight, but could be good for vehicles with smaller battery pack like plug-in hybrids and use a regular wall outlet. Level 2 chargers are typically 5 to 7 times faster than level 1 chargers and require a 240 v outlet, with this as the most common type found at public charging stations and preferred for frequent home use. Level 3 chargers, also known as DC fast charging, will provide the quickest charge but typically require special connector plugs (Website: <https://www.howtogeek.com/793471/ev-charger-levels-explained/#:~:text=Type%201%20chargers%20are%20just%20regular%20wall%20outlets>).

⁶ In BC, zero-emission vehicles accounted for 25% of all new sales after the first nine months of 2024. The province has the highest EV adoption rate in North America. (Website: Vancouver Sun, B.C. faces bumpy road as 10-year countdown begins on zero-emission vehicle target, by Derrick Penner, Feb 7, 2025)

⁷ Parking Study, Table 10 General Parking Recommendations

How Does the Proposed EV Rate Compare to other Cities?

As part of comparable research both from the Parking Study and independently reviewing 18 other jurisdictions across the province (*Attachment 2*), 15 other small to medium sized cities (~83%) require some form of EV charging as part of their residential parking regulations. Most of these examples also require a 1:1 rate either based on dwelling unit or on all required parking, with some distinctions between single family versus multiple family parking. Additionally, 11 out of the 18 cities (61%), also have a form of EV charging requirement as part of their non-residential parking regulations or offer notable parking reductions when EV charging is provided to parking spaces. While the non-residential EV parking rates have a greater variation between cities ranging from 5% to 45%, some also with established minimum number, they tend to largely share a minimum level 2 charging standard which includes the 240V outlet. Some allow for energy management systems⁸, and a few allow a reduced requirement down to the conduit, wiring, and electrical box but still capable of providing a level 2 charge to the required spaces.

Provincial Building Code Requirements

The current BC Building Code does not regulate the requirement for EV charging and the “Province has clarified that local government [EV] requirements are “out of scope” of the *Building Act*...and Local Governments can regulate these matters...”⁹ under their authority to regulate parking design, and as such has resulted in some variation between jurisdictions.

EV Discussion Points for Council

Based on comparative research, recommendations from the Parking Study, and consistency with both policy objectives outlined in the City’s OCP and as a signed partner to the Province’s Local Government Climate Action Program, no change is recommended to the proposed EV charging rates.

However, it is noted that Council provide additional direction given based on the noted variability in some areas of the comparative research. The following discussion points are provided to confirm Council’s direction on some of these key differences:

Discussion Point 1 – Residential EV Requirement and Rate at 1:1

Council discussed the type of charging requirement, associated costs and how the rates would be applied specifically to single family dwellings. As noted above, the type of required Level 2 Charge with outlet is the most common form of EV parking

⁸ An EV Energy Management System manages the amount of electrical supply provided to a shared circuit to distribute the amount of available energy, typically either splitting power equally between a number of outlets, allowing timed proportions, or some other allocation based on the building’s overall electrical load.

⁹ April 2021 document, “EV Ready” Requirements for New Building: A Best Practice Guide for BC Local Governments”, by Brendan McEwan, AES Engineering, posted to the BC Hydro website.

requirement and the cost to construct for a single family dwelling is limited¹⁰. Given the information provided:

1. Does Council have any additional concerns or direction regarding the proposed Residential EV requirement and rate?

Discussion Point 2 – Non-Residential EV Requirement and 10% Rate

Although no specific questions were noted from Council feedback regarding the proposed non-residential EV requirement, this requirement is an emerging trend across jurisdictions in BC matching increasing levels of EV purchases. It is noted that there is some variability in the rate and potential exemptions by land use between the cities. Where the comparable rates range from 45% to 5%, the proposed rate of 10% is near the average and is on the more conservative end. Council could choose a more conservative approach in keeping with other jurisdictions at a lessor (5%) rate or could take a more aggressive approach with a larger rate.

Where the non-residential EV rate most commonly applies to commercial, industrial and institutional uses, other land uses such as agricultural are typically exempt. Some cities have also exempted specific uses (such as restaurants, pubs and furniture stores), and others have set lower rates for office, industrial uses and specific recreational/community rates. The proposed rate of 10% was recommended based on comparative analysis and in consideration of climate action and transportation policy objectives within our master plans. Given the information provided:

2. Does Council have any additional concerns or direction regarding the proposed Non-Residential EV requirement and 10% rate?

Neighbourhood Centre (NC1) Zone and Transition Considerations

Questions were posed about height, spatial separation and required lot frontage outlined in the proposed NC1 Zone and their impact on transitions to adjacent and surrounding land uses. The following is provided to clarify how existing policy has informed the proposed regulation, describe how Development Permit guidelines augment zoning regulations, highlight comparative zoning research, identify how potential changes to various regulations impact land use, and accommodate Council feedback on key discussion points.

¹⁰ Cost for breaker, outlet, and box ranging from \$67 to \$280, with additional variable costs for wiring at approximately \$12/m, as well as labour. Electrical load for the house would also need to be designed to include this potential use. In comparison, it is estimated that the cost for multifamily buildings cost in the range of \$500-1000 per parking space for 100% EV ready with a Level 2 charge with outlet.

How does the OCP Inform the NC1 Zone?

The Neighbourhood Centre (NC) land use designation (LUD) was established to promote smaller centres with amenities in key neighbourhoods in West Kelowna, allowing for diverse housing types (townhouse and multi-unit), mixed-use and commercial developments up to 6 storeys in height, and encouraging lot consolidation to promote medium density development. Lot consolidation in this context was anticipated to address the conversion of existing small parcels with commercial and single family residential zoning under Zoning Bylaw No. 0265, where the minimum frontage ranges from 5 m to 16 m¹¹.

The OCP states, “The Zoning Bylaw will be applied to ensure an intensity of development that is appropriate for the neighbourhood context, utilizing standards for such characteristics...”. In keeping with this vision, the purpose of the NC1 Zone is to accommodate walkable, pedestrian oriented, mixed-use centres with a focus on residential uses with a range of small-scale commercial uses. Further, the NC1 zone was proposed with maximum heights up to 6 storeys (24 m), with setbacks, step-backs, parcel coverage, parcel size, maximum density, and frontage requirements that consider transitions to adjacent parcels but with a specific focus on the transition at the edge of the NC LUD areas.

How does the City’s Housing Strategy, Housing Needs Assessment, and Provincial Housing Target Order Inform the NC1 Zone?

Development of the Zoning Bylaw has been informed by the City’s Housing Strategy (2023) and updated Housing Needs Assessment (2024), as well as reflection on the Province’s more recent legislative changes in support of housing initiatives. Specific strategies to “Create More Housing Diversity” outlined as Direction 4 in the Housing Strategy: “Encourage appropriate moderate and higher density forms where developments achieve City’s housing priorities.” The Housing Strategy also prioritizes the creation of diverse housing options to address the needs of underserved demographics, including seniors, young adults, and low-to moderate-income households.

The demand for housing is further reinforced by the updated Housing Needs Assessment, which estimates the City’s need for 3,169 new housing units in the next 5 years and 10,290 in the next 20. In 2024, the Province also established a Housing Target Order for the City which specifies housing targets and requires the City to report annually on the actions taken to meet the target. By increasing density through new zones like the NC1 zone, the City can meet its annual housing target, support infrastructure investments, enhance walkability, and create vibrant, mixed-use communities that align with broader planning objectives

¹¹ Existing C1 and R1 frontages are much smaller in comparison to the proposed 25 m minimum frontage in the NC1 zone.

How do Development Permit Guidelines (DPGs) Augment the NC1 Zone Regulations?

Development Permits (DPs) are required before land can be developed and must align with the OCP's guidelines. *Council approval is required* to ensure that development complies with the guidelines. Specifically, the NC DPGs focus on form, scale, access, parking, circulation, amenity space, ground-level design, street relationships, and mid-rise building design. By addressing taller buildings near low-rise areas, DPs can reduce impacts on adjacent land uses and bridge the gap between zoning regulations and site level design.

In general, the DPGs are set up to control the height *at the periphery of the LUD* to sensitively transition to lower density adjacent neighbourhoods. The influence on height *within* the NC is more subtle in the guidelines¹² as it relates to:

- Step-backs reducing the *appearance* and *perception* of height, or
- setbacks physically *increasing the distance* between buildings, or
- the placement of windows, doors, and patios *reducing overlook* or loss of privacy from taller adjacent buildings, or
- building and roofline articulation that may *move portions of a building farther away* from parcel line, or
- *reduce the effect of massing* by softening a roofline.

In addition to height, massing and separation of buildings, the DPGs also consider site access, street level design, building materials, design style, color, texture, landscaping, street interface and parking areas that provide direction on site and building design. Additionally, design strategies are employed to mitigate sound, light, and traffic impacts. When combined, these factors ensure the development aligns with the neighborhood's character and promotes a smooth transition to adjacent areas.

A summary of some of the key guidelines outlining how impacts may be minimized in NCs through the DP process has been provided in *Attachment 3*. For a comprehensive list of all application guidelines, please refer to the OCP, Section 4 in its entirety.

How does the NC1 Zone Compare to other Jurisdictions?

The new zones introduced with proposed Zoning Bylaw No. 0320 were based on a review of comparable zoning regulations across the Okanagan, as well as in other areas of the Province. Emphasis was placed on jurisdictions with similar maximum building heights, land uses and densities, noting that not every jurisdiction has a comparable zone. A simplified table is provided below of comparative analysis for neighbourhood centre equivalents in the Okanagan.

A fulsome Zoning Comparison Table is attached for reference (*Attachment 4*) which highlights the difference in various zoning regulations in Urban Centre (UC) and

¹² Within the NC, there may be some risk of legal challenge in the case of denying a DP solely on the basis of a building's height where the NC1 zone is drafted to allow a maximum of 6 storeys, versus at the edge of the NC which has specific language that includes reduced building heights as an appropriate form of transition options both in the Zone and the DP guidelines.

Neighbourhood Centre (NC) zone types. The UC and NC zones were both included to show how the various zoning regulations are designed with a hierarchy of scale and intensity that increases from the NC1 to the UC zones. For example, much smaller lots and greater heights and 100% parcel coverage are permitted in the UC zones¹³.

Table 1: Summary of Local Neighbourhood Centre Equivalent Zones and Regulations

Municipality	Zone	Min. Parcel Area	Min. Parcel Frontage	Max Site Coverage	Setbacks (Front/Side/Rear)
West Kelowna	NC1	750m ²	25m	75%	3.0m/3.0m/4.5m
Kelowna	VC1	750m ²	25m	75%	3.0m/3.0m/4.5m
Penticton	C6	650m ²	20m	100%	0m/0m/0m
Vernon	C6	460m ² , 1,300m ² if no abutting lane	13m, 40m if not abutting lane	75%	0m/0m/0m

The NC1 zone is largely based on the City of Kelowna’s Village Centre (VC1) zone with similar parcel area, frontage, site coverage, setbacks and step-backs. The proposed NC1 zone is notably conservative in that it represents regulations that fall more at the average of other jurisdictions. For example, parcel area, frontage, and site coverage rates will create lots that are neither the smallest nor the largest in the valley by size or width, and that allow only a moderate level of parcel coverage at 75%. In the NC1 zone, the scale of the parcel area and frontage were specifically curated to encourage lot consolidation of any remnant commercial zoned lots that have minimum parcel frontages that only range from 5 to 10 to 15 m in comparison to the larger proposed 25 m frontage.

To encourage the conversion to the NC1 zone, the proposed Zoning Bylaw No. 0320 also includes downzoning in the Commercial zones that make density, height and land uses more favourable in the NC1 zone. Setbacks and step-backs within the NC1 have been designed to be more conservative than other jurisdictions, allowing for additional building and development transition areas understanding the sensitivity within our community. It is noted that some communities with similar minimum parcel size and even smaller frontage requirements have zero-lot line setbacks and would account for very little transition space in comparison to the NC1 zone. No examples of variable height and setback, or height and frontage, were found in the research of zoning bylaws throughout the Province.

What is the Potential Impact of Changing Elements of the NC1 Zone?

The intensity of use is controlled by factors related to parcel coverage, maximum height, FAR, and setbacks. Subdivision potential is largely controlled by parcel size and frontage. The proposed regulations within the NC1 have considered the vision of the OCP first, then additionally considered the scale of mixed-uses, and residential and commercial uses that increase generally in intensity from the neighbourhood scale to the

¹³ It is noted that the proposed minimum parcel size in the new UC zones is twice as large as most other urban centre zones in other jurisdictions but is no change from the current and proposed Commercial zones that populate much of the Westbank Urban Centre.

Neighbourhood Centre and then up to the Urban Centre scale. The Zone also included consideration of additional transitional space at the edge of the NC and with the understanding that all other transitional and design considerations will be addressed on a site-specific basis through the detailed Development Permit process.

NC1 Zone Discussion Points for Council

Based on the comparative research, consistency with policy objectives in the Official Community Plan, and the ability to consider specific site and building design elements through the formal DP process, no change is recommended to the proposed NC1 zone.

However, it is noted that Council may provide additional direction related to transition areas and the impact of height, building separation, or frontage that may affect parcel size and building massing. The following discussion points are provided to confirm Council's direction on some of these key elements:

Discussion Point 3 – Maximum height in the NC1 Zone



Figure 1: Example of 6 storey mixed-use building with 18m frontage

As noted, the OCP established the maximum height in the NC up to 6 storeys with transitions at the edge of the LUD area and the NC1 Zone was drafted for consistency with the OCP. The NC1 Zone would permit buildings up to 6 storeys with consideration for other regulations that may decrease the building area, such as setback, step-backs, and parcel coverage. It has also been noted how the DP review could affect the height of a building more subtly within the LUD area, and more directly at the edge of the LUD. Comparative research has highlighted that most jurisdictions have set a maximum 6 storey height for similar types zones¹⁴. To provide some context for the discussion around height, *Attachment 5* provides photos of 6 storey mixed-use and residential buildings of varying building widths and lot sizes.

It is notable that the NC1 designation in Lakeview Heights is primarily surrounded by roads (Anders, Teal, and laneway), so there is less likelihood that 6 storey structures will be immediately adjacent to residential units as per Figure 1.

¹⁴ With the exception of the Village Centre (VC1) Zone in Kelowna that makes height distinctions between the 7 identified Village Centres, with 2 restricted to 4 storeys, 3 restricted to 6 storeys, and 2 that allow either 4 storeys or 6 storeys if located on a transit supportive corridor.

3. Does Council have any additional concerns or direction regarding the proposed maximum height in the NC1 Zone?

Discussion Point 4 – Step-backs and Relationship to Height in the NC1 Zone

As required in the NC1 Zone, an upper floor step-back of 3.0 m (9.8 ft) for buildings greater than 4 storeys would apply from a road (or laneway). This step-back may occur above the first or second storey and is intended to reduce the effect of a taller building from the street level and thus create a more inviting streetscape by reducing the impact of shadowing over the street frontage.

Currently, a step-back is required only along the street frontage within the proposed NC1 zone – which in Lakeview Heights, for example, is generally along Anders Road, Teal Road, Olalla Rd, and the rear laneway as shown in Figure 2.

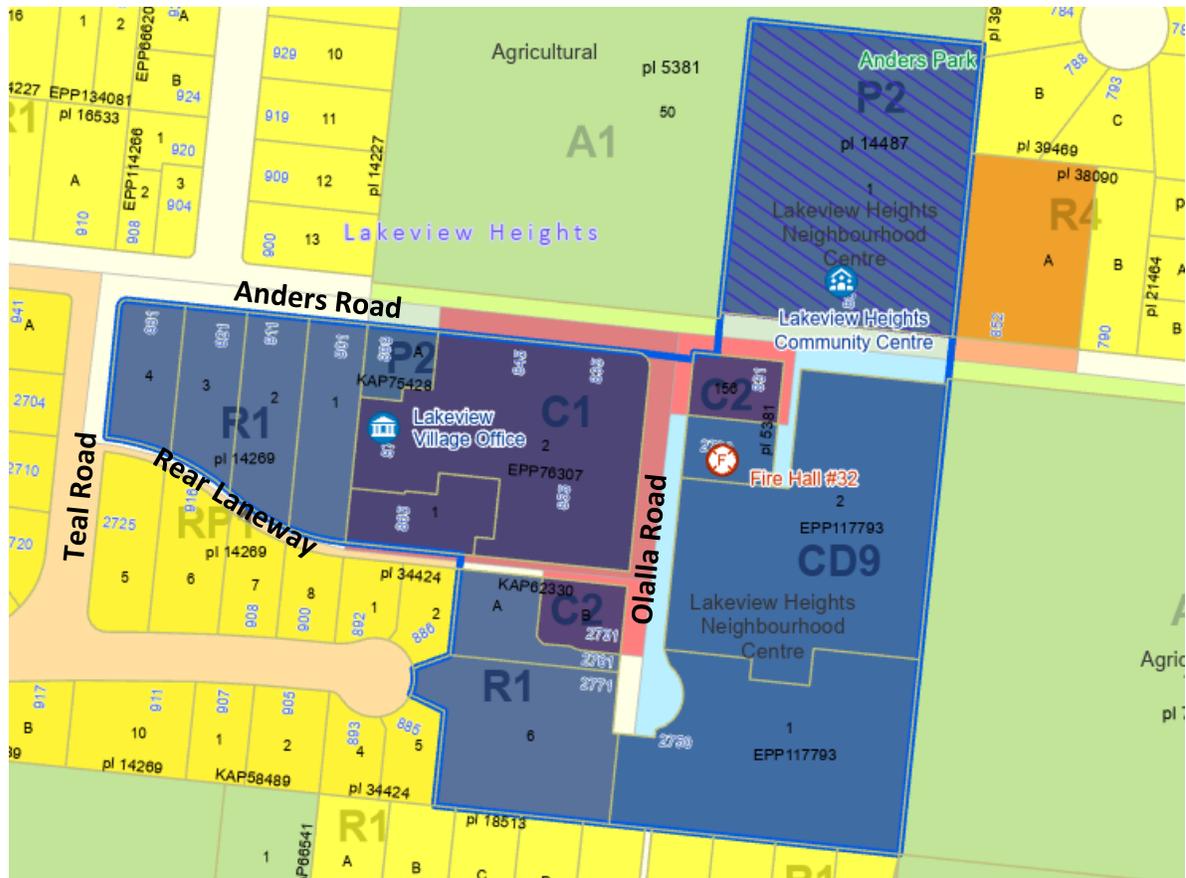


Figure 2: Lakeview Heights Neighbourhood Centre, OCP Bylaw No. 300

In some comparative jurisdictions, similar zones have introduced a step-back along all sides (including the rear) or along just the front and side parcels. In some instances, this additional step-back only applies when the proposed development is adjacent to other low density residential zones.

If Council contemplated increasing building step-backs along the front, or by introducing a step-back along the other parcel boundaries such as the side or rear

parcel lines, this may result in a narrower building form than anticipated or may result in eliminating upper storeys from a project altogether, thus reducing the projects financial viability¹⁵.

Should Council wish to consider additional step-back regulations to address potential transition impacts, additional direction would be needed on what parcel lines they should be applied to and whether it should only apply when development is adjacent to low density residential zones.

Additionally, as the Lakeview Heights NC is the only proposed NC LUD within pre-existing residential small lot development and the other NCs consist of a few, large parcels that are largely greenfield development, Council may wish to consider whether any step-back changes are only necessary in the Lakeview Heights NC as there are minimal transition impacts anticipated in the other NCs.

4. Does Council have any additional concerns or direction regarding the proposed step-backs in the NC1 Zone?

Discussion Point 5 – Frontage/Parcel Size/Setbacks and their Relationship to Building Width and Massing in the NC1 Zone

Subdivision regulations in the NC1 Zone include minimum frontage and parcel size requirements. The effect of these two regulations impact development potential. In areas of greenfield development with large lot parcels, there is maximum potential to either rezone or subdivide further as lot size and frontage are unlikely to be limiting factors. In contrast, urbanized areas that have existing small parcel sizes can constrain future rezoning if parcels or frontage are not large enough to meet the zone standards, and subdivision potential may already be limited if the lots are smaller than the standards proposed in the NC1 Zone.

For example, when looking at the 5 proposed Neighbourhood Centres (NCs), restricting development by creating larger frontage requirements would have the most impact on the Lakeview Heights area as it has existing lot sizes in the range of 25m. Whereas the other 4 proposed NCs are currently sited on larger existing parcels mostly under rural or agricultural zones with very large frontages.

The relationship between frontage and setbacks can impact other design elements based on their complex relationship. Looking at frontage, setback and height, if only frontage is changed it may result in a narrower or wider building of a similar height, or it may eliminate the lot if the frontage cannot be achieved. If only setbacks are changed, it may result in a wider or narrower building of a similar height, or it may result in eliminating the building if the building envelope becomes too small.

¹⁵ It is unlikely for a project to build additional storeys where there is not enough gross floor on each storey to justify the cost of an elevator which is typically required to access a 6 storey building.

Development Viability

In addition, there are also economic and development viability implications. For example, if a large frontage is required and only some of the lots are consolidated, there may be 'stranded or orphaned' lots. Where a setback or step-back requirement is physically impossible to achieve the land use supported by the OCP on a single lot, the Zoning Bylaw may effectively sterilize the development potential of a parcel. Where setbacks or step-backs are increased to attempt to reduce direct impacts to neighbouring properties, this may result in a taller, narrow building unless the lot size is adjusted. Where frontage size is increased without changes to parcel coverage or setbacks and step-backs, this may impact the consolidation of small parcels and the potential for the construction of large buildings with impact on view corridors and neighbourhood character.

Should Council wish to consider changes to the frontage, minimum parcel size, or setbacks as they relate to height and the potential building width and massing in the NCs, additional direction would be needed to clarify what intended built form is desired, or what outcomes are supported by Council.

5. Does Council have any additional concerns or direction regarding the proposed frontage, parcel size, or setbacks as they relate to building width and massing in the NC1 Zone?

NEXT STEPS

Pending Council's direction, the following outlines the next steps in the bylaw adoption process:

- If any substantive changes to the Zoning Bylaw are directed:
 - Revise the proposed Zoning Bylaw and consider re-engagement with the development community, and/or the public noting that Council had previously held an optional public hearing;
 - Council to reconsider 3rd reading as amended;
 - Refer revised bylaw to Ministry of Transportation and Infrastructure for sign-off; and
 - Council to consider adoption of the Zoning Bylaw.

OR

- If minor revisions to the Zoning Bylaw are directed:
 - Minor revisions can be addressed through reconsideration of 3rd Reading as amended;
 - Refer revised bylaw to Ministry of Transportation and Infrastructure for sign-off; and
 - Council to consider adoption of the Zoning Bylaw.

OR

- If no changes to the Zoning Bylaw are directed:
 - Council to consider adoption of the Zoning Bylaw.

FINANCIAL IMPLICATIONS

If additional zoning restrictions are directed by Council to the Neighbourhood Centre Zone that reduce the redevelopment potential within a specified area, it may have an impact on future taxation revenue to the City and economic development potential for the community related to reduced job creation and economic diversity.

COUNCIL REPORT / RESOLUTION HISTORY

Date	Report Topic / Resolution	Resolution No.
Jan 14, 2025	THAT Council defer adoption “City of West Kelowna Zoning Bylaw No. 0320, 2024”.	C011/25
Dec 10, 2024	THAT Council direct staff to amend the Density Bonus Rate from the 10% percent of estimated increase in land value with a rate of \$71.00/m ² (\$6.60/sf) to a specified rate of 25% of estimated increase in land value with a rate of \$177.50/m ² (\$16.50/sf).	C300/24
Dec 10, 2024	THAT Council direct staff to amend the Density Bonus Contributions for Housing, Table 3.17, to remove the exemption for 100% market rental for up to and including 12 storeys.	C301/24
Dec 10, 2024	THAT Council give third reading, as amended, to “City of West Kelowna Zoning Bylaw No. 0320, 2024.”	C302/24
Nov 5, 2024	Public Hearing held.	N/A
Oct 8, 2024	THAT Council give first and second reading to “City of West Kelowna Zoning Bylaw No. 0320, 2024.”	C252/24
Oct 8, 2024	THAT Council direct staff to schedule the bylaw for a Public Hearing.	C253/24

REVIEWED BY

Brittany Nichols, Long Range Planning Manager

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Mark Panneton, Director of Legislative & Legal Services

Trevor Seibel, Deputy CAO

APPROVED FOR THE AGENDA BY

Ron Bowles, Chief Administrative Officer

Powerpoint: Yes No

Attachments:

1. Zoning Bylaw No. 0320, 2024 – January 14, 2025 Adoption Report
2. Jurisdictional EV Comparative Table
3. Key DP Guidelines Mitigating Transition Impacts Summary
4. Zoning Comparative Table – Neighbourhood and Urban Centres
5. Sample 6 Storey Building Widths and Frontages