

City of Kelowna

Regular Council Meeting

AGENDA



Monday, January 14, 2019
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

This meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

4 - 7

PM Meeting - January 7, 2019

3. Development Application Reports & Related Bylaws

3.1 Drummond Court & Barnaby Road - LUCT18-0002 Z18-0089

8 - 15

To consider an application to rezone the subject properties as identified in Schedule "B", and proceed with the early termination of Land Use Contract LUC76-1041 to rezone the properties within the Drummond Court and Burnaby Road neighbourhood of Kelowna to the RU1 – Large Lot Housing zone.

3.2 Drummond Court & Barnaby Road, BL11718 (LUC18-002)

16 - 17

To give Bylaw No. 11718 first reading in order to early terminate multiple LUC76-1041 from multiple properties as per Schedule A.

3.3 Drummond Court & Barnaby Road, BL11719 (Z18-0089)

18 - 19

To give Bylaw No. 11719 first reading in order to rezone multiple properties from the RR3 - Rural Residential 3 zone to the RU1 - Large Lot Housing zone as per Schedule B.

3.4 Taylor Crescent 2414, Z18-0100 - Mark E. A. Danielson and Erin A. Cram

20 - 24

To rezone the subject property from RU1 – Large Lot Housing zone to RU1c – Large Lot Housing with Carriage House zone to facilitate the development of a carriage house.

3.5	Taylor Crescent 2414, BL11735 (Z18-0100) - Mark E. A. Danielson and Erin A. Cram	25 - 25
	To give Bylaw No. 11735 first reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone.	
3.6	Neid Rd 3330-3340 A18-0006 A18-0007 0927687 B.C. Ltd., Inc. No. BC0927687, Supplemental Report	26 - 47
	To amend and consider two applications to the Agricultural Land Commission for Non-Farm Use for two gatherings for events.	
3.7	Harvey Ave 1717 DP18-0096 RTC	48 - 73
	To consider a Form and Character Development Permit to convert the former Volkswagen dealership into a mix of commercial units.	
4.	Bylaws for Adoption (Development Related)	
4.1	Lakeshore Rd 4329, Z17-0027 (BL11579) - William Bruce Povah	74 - 74
	To adopt Bylaw No. 11579 in order to rezone the subject property from the Ru1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.	
5.	Non-Development Reports & Related Bylaws	
5.1	2018 Citizen Survey Results	75 - 112
	To present the results of the 2018 Citizen Survey.	
5.2	Community Child Care Planning & Needs Assessment Grant Application	113 - 126
	To provide Council with information on a grant funding opportunity and a recommendation to proceed with a joint application for \$100,000 with the District of Lake Country, the City of West Kelowna and the District of Peachland.	
5.3	Asset Management System Project – Grant Funding	127 - 137
	To amend the 2018 Financial Plan to include the \$675,000 grant for the Asset Management System Project.	
5.4	Major System Flood Risk Assessment Budget Transfer	138 - 139
	To approve budget amendments to increase the budget of the Major Flood Risk Assessment Study to reflect a successful grant application for \$250,000 in addition to work already initiated in 2018 and repurpose remaining funds in support of a new Area Based Management Plan.	

- | | | |
|------------|--|------------------|
| 5.5 | Rental Housing Grant Recommendation for 2019 | 140 - 154 |
| | <p>To consider approval of five projects for rental housing grants in 2019, subject to final budget approval.</p> | |
| 5.6 | Transit Future Action Plan and September 2019 Service Expansion Priorities | 155 - 271 |
| | <p>To present Council with the final Transit Future Action Plan for endorsement; and receive authorization to proceed with public consultation on 2019 service optimization proposals.</p> | |
| 6. | Mayor and Councillor Items | |
| 7. | Termination | |



City of Kelowna Regular Council Meeting Minutes

Date: Monday, January 7, 2019
 Time: 1:30 pm
 Location: Council Chamber
 City Hall, 1435 Water Street

Members Present Mayor Colin Basran, Councillors Ryan Donn, Gail Given, Brad Sieben, Mohini Singh, Luke Stack and Loyal Wooldridge

Members Absent Councillors Maxine Dehart and Charlie Hodge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Community Planning Department Manager, Ryan Smith*; Urban Planning Manager, Terry Barton*; Community Planning Supervisor, Laura Bentley*, Planner, Lydia Korolchuk* and Legislative Coordinator (Confidential), Clint McKenzie

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

Mayor Basran advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor Donn/Seconded By Councillor Stack

R0005/10/01/07 THAT the Minutes of the Regular Meetings of December 10, 2018 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Coronation Ave 1028, 1036, 1044 Z17-0117 - 1136605 BC Ltd., Inc No. BC1136605

Staff displayed a PowerPoint presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Donn

R0006/10/01/07 THAT Rezoning Application No. Z17-0117 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9 & 10 District Lot 138 and of Section 30 Township 26 ODYD Plan 3763 and Lot 1 District Lot 138 ODYD Plan 4282, located at 1026, 1036 & 1044 Coronation Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM5 – Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated January 7, 2019;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Permit and Development Variance Permit for the subject property.

Carried

3.2 Coronation Ave 1028, 1036, 1044, Z17-0117 (BL11731) - 1136605 BC Ltd., Inc No. BC1136605

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0007/10/01/07 THAT Bylaw No. 11731 be read a first time.

Carried

3.3 Agassiz Rd 2025, Z18-0109 - Provincial Rental Housing Corp, Inc. No. BC0052129

Staff explained the amended bylaw.

Moved By Councillor Stack/Seconded By Councillor Wooldridge

R0008/10/01/07 THAT Council receives, for information, the Supplemental Report from the Community Planning Department dated January 7, 2019 with respect to Rezoning Application NO. Z18-0109;

AND THAT Bylaw No. 11701 be forwarded for amendment consideration.

Carried

3.4 Agassiz Rd 2025, Z18-0109 (BL11701) - Provincial Rental Housing Corp. Inc. No BC 0052129

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0009/10/01/07 THAT Bylaw No. 11701 be amended.

Carried

3.5 Academy Way 610, DP18-0150 - Watermark Developments Ltd Inc No BCo642787

Staff displayed a PowerPoint presentation summarizing the application and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0010/10/01/07 THAT Council defer further consideration of DP18-0150 in order for the applicant to provide their design and parking rationale for the project at a future Council meeting.

Carried

3.6 John Hindle Dr 2770, A18-0013 - University of British Columbia

Staff displayed a PowerPoint presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

R0011/10/01/07 THAT Agricultural Land Reserve Appeal No. A18-0013 for Part of Lot 1 Section 10 TWP 23 ODYD Plan EPP60261, located at 2770 John Hindle Drive, Kelowna, for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act, be supported by Council.

Carried

4. Bylaws for Adoption (Development Related)

4.1 Riverside Ave 1848-1854, BL11700 (Z18-0045) - Lisa Carol White

Moved By Councillor Wooldridge/Seconded By Councillor Singh

R0012/10/01/07 THAT Bylaw No. 11700 be adopted.

Carried

5. Bylaws for Adoption (Non-Development Related)

5.1 BL11706 - Amendment No. 8 to the Development Application Fee Bylaw No. 10560

Moved By Councillor Donn/Seconded By Councillor Stack

R0013/10/01/07 THAT Bylaw No. 11706 be adopted.

Carried

5.2 BL11725 Amendment No. 33 to Airport Fees Bylaw No. 7982

Moved By Councillor Stack/Seconded By Councillor Donn

R0014/10/01/07 THAT Bylaw No. 11725 be adopted.

Carried

6. Mayor and Councillor Items

Mayor Basran - read a statement from Councilor Hodge regarding his recent illness and recovery.

Councillor Stack – expressed that he is looking forward to the upcoming Council Strategic Planning sessions.

7. Termination

This meeting was declared terminated at 2:14 pm.

Mayor Basran

/sf/cm

City Clerk

REPORT TO COUNCIL



Date: January 14, 2019

RIM No. 1250-40

To: City Manager

From: Community Planning Department (TH & JR)

Application: LUCT18-0002 / Z18-0089 **Owner:** Multiple Properties

Address: Multiple Addresses **Applicant:** The City of Kelowna

Affected Streets: Drummond Court and Barnaby Road

Subject: Land Use Contract Termination (LUC76-1041) and Rezoning Application

Existing OCP Designation: S2RES – Single / Two Unit Residential

Existing Zone: RR3 – Rural Residential 3

Proposed Zone: RU1 – Large Lot Housing

1.0 Recommendation

WHEREAS the BC Provincial Government has mandated that all Land Use Contracts under the jurisdiction of a local government and in the Province of British Columbia be terminated by 2024;

AND WHEREAS the BC Provincial Government has provided a legislated process for the early termination of land use contract when the local government has adopted a zoning bylaw that will apply to the land at the time the termination bylaw comes into force;

THEREFORE, BE IT RESOLVED THAT as the underling RR3 – Rural Residential 3 zone for the subject properties under the Land Use Contract LUC76-1041 outlined in 'Schedule A' does not meet the land use requirements under City of Kelowna Zoning Bylaw No. 8000;

THAT Application No. LUCT18-0002 to terminate LUC76-1041 from the properties identified in 'Schedule A' located on Drummond Court and Barnaby Road, Kelowna, BC, be considered by Council;

AND THAT Rezoning Application No. Z18-0089 to amend the City of Kelowna Bylaw No. 8000 by changing the zoning classification for properties identified in 'Schedule B', located on Drummond Court and Barnaby Road Kelowna, BC from the RR3 – Rural Residential 3 zone to RU1 – Large Lot Housing zone be considered by Council;

AND THAT the Land Use Contract Termination Bylaw and Rezone Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider an application to rezone the subject properties as identified in Schedule "B", and proceed with the early termination of Land Use Contract LUC76-1041 to rezone the properties within the Drummond Court and Burnaby Road neighbourhood of Kelowna to the RU1 – Large Lot Housing zone.

3.0 Community Planning

Community Planning Staff is proposing terminating a Land Use Contract that applies to 21 subject parcels within the South Okanagan Mission Sector. A separate application, LUC18-0003, was made to the City to have the LUC discharged from 649 Drummond Court. As outlined in the City's Strategy for Elimination of Remaining Land Use Contracts (Council Policy #282), if an application is made to request a Land Use Contract Discharge from a specific property, Staff will use the opportunity to bring forth the accompanying Land Use Contract Termination Report when the land use contract applies to additional properties.

The 21 subject parcels are located on Drummond Court and Barnaby Road. The LUC currently restricts the use to one single family dwelling. The underlying zoning (RR3 – Rural Residential 3) does not fit with the established neighbourhood and is not an appropriate zone for the existing land use. Staff are recommending that properties be rezoned to RU1 – Large Lot Housing. The Land Use Contract uses and regulations fit within the RU1 zone however, the new zones do permit more uses (e.g. secondary suite).

4.0 Proposal

4.1 Background

Land Use Contracts were a tool regularly used in the 1970's before it was eliminated on November 15th 1978. The purpose of the tool was to allow local governments to arrive at agreements with specific developers to grant development rights over and above what was allowed under current zoning. This was typically done in exchange for commitments by developers to help finance the infrastructure costs of development.

Issues have arisen, specifically with the continued application of land use contracts as they supersede any subsequent bylaw dealing with land use and development including: Zoning Bylaws, Development Cost Charge Bylaws, and Development Permits. The Local Government Act was amended in 2014 stating all land use contracts in the province will be terminated as of June 30th 2024. Land use contracts will remain in force until that date unless terminated early by the municipality. By June 20th 2022, local governments must have appropriate zoning regulations in place to replace land use contracts upon their termination. However, LUC terminations (unlike LUC discharges) do not apply when Council adopts the bylaw. Terminations require a one-year grace period as outlined by the Local Government Act.

4.2 Notification

Local governments must provide notice to each owner that the termination of land use contract is occurring and must provide notice of what the new zoning regulations apply to the land. The municipality must send additional letters after the one-year grace period is complete informing the property owners of which land use regulations apply to their properties. On August 13, 2018, Staff sent the information letter to all property owners named in Schedule 'A' and 'B', attached to this report.

Staff are recommending Council Notification Policy #367 including early notification and development signage be waived for all Land Use Contract terminations. Public consultation in this case is not recommended as the notification policy is a City initiative. Staff are suggesting the standard development notification, as outlined above, be sent to properties affected by the LUC under consideration for termination.

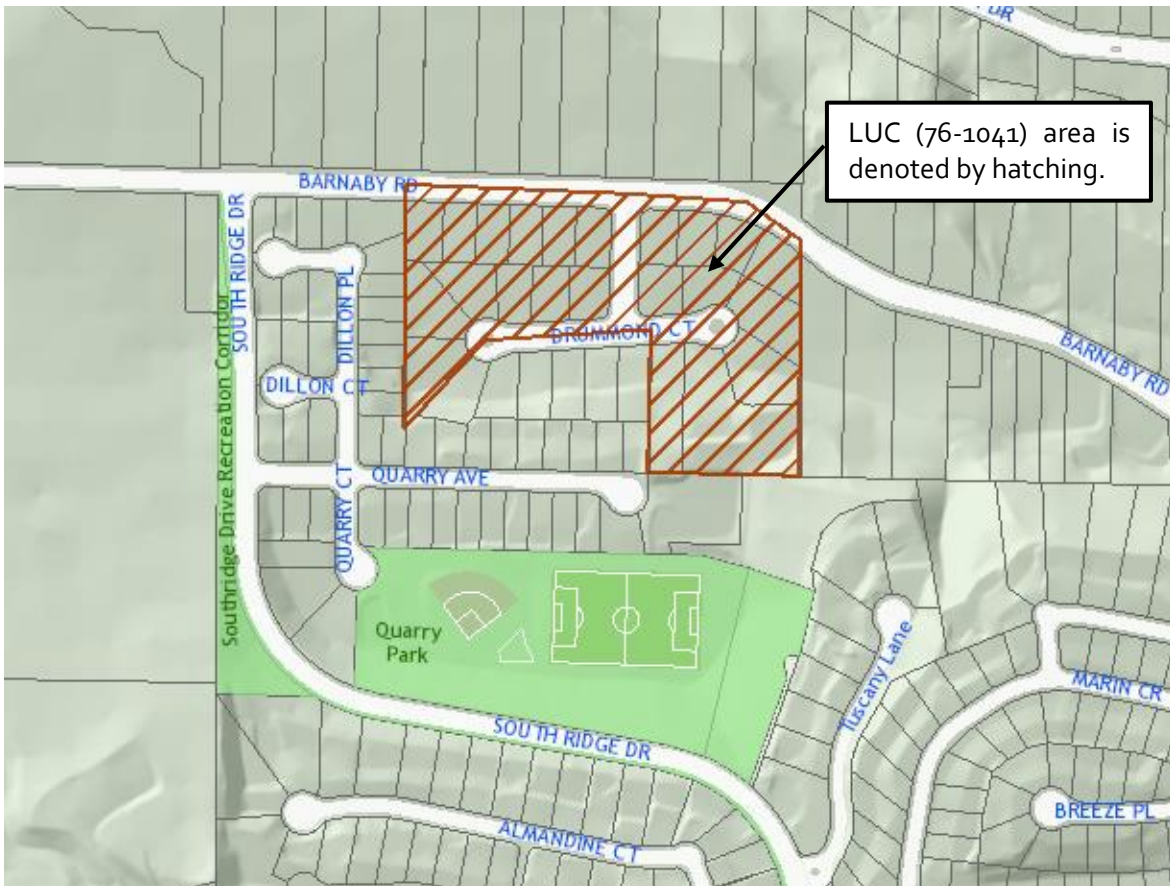
4.3 Site Context

The subject properties have a total area of 33,766 m² and are located in the Upper Mission. The properties are designated S2RES – Single / Two Unit Residential and the surrounding area is single family residential and park space.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR1 – Rural Residential 1	Residential Subdivision
East	RR2 – Rural Residential 2	Residential Subdivision
South	RU1 – Large Lot Housing P3 – Parks and Open Space	Residential Subdivision Park Land
West	RU1 – Large Lot Housing RU2 – Medium Lot Housing	Residential Subdivision

Subject Property Map: Drummond Court and Barnaby Road



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

5.2 Council Policy No. 282 – Strategy for Elimination of Remaining Land Use Contracts

Council Policy No. 282.² Includes the following statement:

That the City of Kelowna initiate proceedings to discharge the contacts subject to consultation with affected owners of the land and subject to prior approval by council with regard to affected contracts

6.0 Technical Comments

6.1 Building & Permitting Department

- No comment

6.2 Development Engineering Department

- See Attachment A

6.3 Fire Department

- No objections to zoning

7.0 Application Chronology

N/A

Prepared by: Jenna Ratzlaff, Planner / Tracey Hillis, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Reviewed by: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A' Development Engineering Memo

Schedule 'A' LUC Termination Properties

Schedule 'B' Properties to be Rezoned

Schedule 'C' Letter to Property Owners Proposed Termination of Land Use Contract (LUCT18-0002) and Rezoning (Z18-0089)

CITY OF KELOWNA

MEMORANDUM

Date: June 14, 2018
File No.: LUCT18-0002

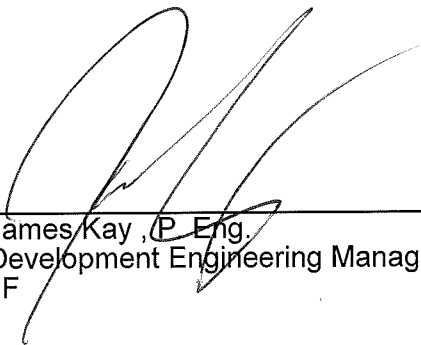
To: Land Use Management Department (TH)

From: Development Engineering Manager

Subject: Drummond Court Barnaby Road LUC Termination

Development Engineering Services have the following requirements associated with application to terminate Land Use Contract to RU1 – Large Lot Housing

The discharge of Land Use Contract 76-1041 for the remaining 21 properties does not compromise the Development Services Branch.



James Kay, P. Eng.
Development Engineering Manager
JF

ATTACHMENT		A
This forms part of application		
# LUCT18-0002		
Z18-0089		
Planner Initials	TH	 City of Kelowna COMMUNITY PLANNING

Schedule A: LUC76-1041					
No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone
1	Lot 1 Distirct Lot 357 & 358 ODYD Plan KAP31179	631 Barnaby Rd	003-777-073	LUC76-1041	RR3 - Rural Residential 3 zone
2	Lot 2 Distirct Lot 357 & 358 ODYD Plan KAP31179	637 Barnaby Rd	003-777-081	LUC76-1041	RR3 - Rural Residential 3 zone
3	Lot 3 Distirct Lot 357 & 358 ODYD Plan KAP31179	645 Barnaby Rd	003-777-090	LUC76-1041	RR3 - Rural Residential 3 zone
4	Lot 4 Distirct Lot 357 & 358 ODYD Plan KAP31179	655 Barnaby Rd	003-777-103	LUC76-1041	RR3 - Rural Residential 3 zone
5	Lot 5 Distirct Lot 357 & 358 ODYD Plan KAP31179	665 Barnaby Rd	001-590-804	LUC76-1041	RR3 - Rural Residential 3 zone
6	Lot 6 Distirct Lot 357 & 358 ODYD Plan KAP31179	620 Barnaby Rd	003-777-111	LUC76-1041	RR3 - Rural Residential 3 zone
7	Lot 7 Distirct Lot 357 & 358 ODYD Plan KAP31179	621 Barnaby Rd	003-777-138	LUC76-1041	RR3 - Rural Residential 3 zone
8	Lot 8 Distirct Lot 357 & 358 ODYD Plan KAP31179	687 Barnaby Rd	003-777-146	LUC76-1041	RR3 - Rural Residential 3 zone
9	Lot 9 Distirct Lot 357 & 358 ODYD Plan KAP31179	691 Barnaby Rd	003-677-869	LUC76-1041	RR3 - Rural Residential 3 zone
10	Lot 10 Distirct Lot 357 & 358 ODYD Plan KAP31179	697 Barnaby Rd	003-777-154	LUC76-1041	RR3 - Rural Residential 3 zone
11	Lot 11 Distirct Lot 357 & 358 ODYD Plan KAP31179	636 Drummond Crt	002-614-952	LUC76-1041	RR3 - Rural Residential 3 zone
12	Lot 12 Distirct Lot 357 & 358 ODYD Plan KAP31179	632 Drummond Crt	003-777-171	LUC76-1041	RR3 - Rural Residential 3 zone
13	Lot 13 Distirct Lot 357 & 358 ODYD Plan KAP31179	628 Drummond Crt	003-777-197	LUC76-1041	RR3 - Rural Residential 3 zone
14	Lot 14 Distirct Lot 357 & 358 ODYD Plan KAP31179	646 Drummond Crt	003-777-201	LUC76-1041	RR3 - Rural Residential 3 zone
15	Lot 15 Distirct Lot 357 & 358 ODYD Plan KAP31179	692 Drummond Crt	003-777-219	LUC76-1041	RR3 - Rural Residential 3 zone
16	Lot 16 Distirct Lot 357 & 358 ODYD Plan KAP31179	688 Drummond Crt	003-777-227	LUC76-1041	RR3 - Rural Residential 3 zone
17	Lot 17 Distirct Lot 357 & 358 ODYD Plan KAP31179	684 Drummond Crt	002-761-939	LUC76-1041	RR3 - Rural Residential 3 zone
18	Lot 18 Distirct Lot 357 & 358 ODYD Plan KAP31179	680 Drummond Crt	001-541-757	LUC76-1041	RR3 - Rural Residential 3 zone
19	Lot 19 Distirct Lot 357 & 358 ODYD Plan KAP31179	677 Drummond Crt	003-777-260	LUC76-1041	RR3 - Rural Residential 3 zone
20	Lot 1 Distirct Lot 357 ODYD Plan KAP57673	641 Drummond Crt	023-544-104	LUC76-1041	RR3 - Rural Residential 3 zone
21	Lot 2 Distirct Lot 357 ODYD Plan KAP57673	636 Drummond Crt	023-544-112	LUC76-1041	RR3 - Rural Residential 3 zone

SCHEDULE		A
This forms part of application		
# LUCT18-0002		
Z18-0089		
Planner Initials	TH	 City of Kelowna <small>COMMUNITY PLANNING</small>

Schedule B: LUC76-1041


No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone	Proposed Zone
1	Lot 1 Distirct Lot 357 & 358 ODYD Plan KAP31179	631 Barnaby Rd	003-777-073	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
2	Lot 2 Distirct Lot 357 & 358 ODYD Plan KAP31179	637 Barnaby Rd	003-777-081	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
3	Lot 3 Distirct Lot 357 & 358 ODYD Plan KAP31179	645 Barnaby Rd	003-777-090	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
4	Lot 4 Distirct Lot 357 & 358 ODYD Plan KAP31179	655 Barnaby Rd	003-777-103	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
5	Lot 5 Distirct Lot 357 & 358 ODYD Plan KAP31179	665 Barnaby Rd	001-590-804	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
6	Lot 6 Distirct Lot 357 & 358 ODYD Plan KAP31179	620 Barnaby Rd	003-777-111	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
7	Lot 7 Distirct Lot 357 & 358 ODYD Plan KAP31179	621 Barnaby Rd	003-777-138	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
8	Lot 8 Distirct Lot 357 & 358 ODYD Plan KAP31179	687 Barnaby Rd	003-777-146	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
9	Lot 9 Distirct Lot 357 & 358 ODYD Plan KAP31179	691 Barnaby Rd	003-677-869	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
10	Lot 10 Distirct Lot 357 & 358 ODYD Plan KAP31179	697 Barnaby Rd	003-777-154	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
11	Lot 11 Distirct Lot 357 & 358 ODYD Plan KAP31179	636 Drummond Crt	002-614-952	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
12	Lot 12 Distirct Lot 357 & 358 ODYD Plan KAP31179	632 Drummond Crt	003-777-171	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
13	Lot 13 Distirct Lot 357 & 358 ODYD Plan KAP31179	628 Drummond Crt	003-777-197	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
14	Lot 14 Distirct Lot 357 & 358 ODYD Plan KAP31179	646 Drummond Crt	003-777-201	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
15	Lot 15 Distirct Lot 357 & 358 ODYD Plan KAP31179	692 Drummond Crt	003-777-219	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
16	Lot 16 Distirct Lot 357 & 358 ODYD Plan KAP31179	688 Drummond Crt	003-777-227	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
17	Lot 17 Distirct Lot 357 & 358 ODYD Plan KAP31179	684 Drummond Crt	002-761-939	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
18	Lot 18 Distirct Lot 357 & 358 ODYD Plan KAP31179	680 Drummond Crt	001-541-757	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
19	Lot 19 Distirct Lot 357 & 358 ODYD Plan KAP31179	677 Drummond Crt	003-777-260	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
20	Lot 1 Distirct Lot 357 ODYD Plan KAP57673	641 Drummond Crt	023-544-104	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone
21	Lot 2 Distirct Lot 357 ODYD Plan KAP57673	636 Drummond Crt	023-544-112	LUC76-1041	RR3 - Rural Residential 3 zone	RU1 – Large Lot Housing zone

SCHEDULE		B
This forms part of application		
# LUCT18-0002		
Z18-0089		
Planner Initials	TH	 City of Kelowna <small>COMMUNITY PLANNING</small>

Date: August 13, 2018
LUC no.: LUC76-1041

To: Property Owner

Re: **Proposed Termination of Land Use Contract (LUCT 18-0002) and Rezoning (Z18-0089)**

SCHEDULE		C
This forms part of application		
# LUCT18-0002		
Z18-0089		
Planner Initials	TH	 City of Kelowna COMMUNITY PLANNING



You are receiving this letter because your property, in the Drummond Ct and Barnaby Road area, is impacted by a Land Use Contract that regulates your land development rights. A neighbouring property owner under the same Land Use Contract has recently applied to the City to discharge it on their specific property (LUC18-0003). The City of Kelowna is mandated by the Province of BC to eliminate all Land Use Contracts and so the City is proposing to terminate the entire Land Use Contract which will directly impact your property and many of your neighbours. The intention of eliminating the Land Use Contract is that your property would then be regulated by the City of Kelowna Zoning Bylaw No. 8000. This will result in clearer and more modern building and development regulations, such as the possibility for a legal secondary suite.

While your Land Use Contract is currently in effect, your property's current underlying zone (not in effect) within Zoning Bylaw No. 8000 is RR3 – Rural Residential 3. This zone is not appropriate for your existing use and so staff are proposing to rezone your property to the RU1 – Large Lot Housing. A copy of the RU1 zone is attached for your consideration.

Terminating your Land Use Contract and rezoning your property will require Council approval and staff are prepared to bring forward this recommendation to Council for consideration in the coming weeks. This is a City initiative and does not require action or any fees from the property owners. Should Council approve the Land Use Contract Termination, there is a 1-year grace period before the RU1 zone comes into effect as regulated by the British Columbia Local Government Act.

For further information regarding Land Use Contracts, please refer to the City of Kelowna website (www.kelowna.ca/homes-building/zoning-land-use-contracts). For inquiries regarding the termination of your Land Use Contract and the proposed rezoning, please contact the Community Planning Department at 250-469-8626, or email: planninginfo@kelowna.ca.

Regards,

Terry Barton
Urban Planning Manager

Attachments:
Zoning Bylaw No. 8000 – RU1 – Large Lot Housing zone

TB/th

Community Planning
Department
1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8626
FAX 250 862-3314
kelowna.ca

CITY OF KELOWNA

BYLAW NO. 11718

LUCT18-0002

Early Termination of Land Use Contract

LUC76-1041

Drummond Court and Barnaby Road

WHEREAS a land use contract (the "Land Use Contract LUC76-1041") is registered at the Kamloops Land Title Office under the charge number N73280 against lands in the City of Kelowna particularly known and described as in Schedule "A" attached (the "Lands"), located at Barnaby Road and Drummond Court, Kelowna, B.C.;

AND WHEREAS Section 548 of the *Local Government Act* provides that a local government may impose an early termination to land use contracts registered in a Land Title Office that applies to land within the jurisdiction of the local government;

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as "Early Termination of Land Use Contract LUC76-1041 Bylaw";
2. Land Use Contract LUC76-1041 is hereby terminated as of the date of adoption; and
3. This bylaw will come into force and effect one year after the adoption date.

Read a first time by the Municipal Council this

Considered at a Public Hearing this

Read a second and third time by Municipal Council this

Adopted by the Municipal Council this

Mayor

City Clerk

Schedule A

Land Use Contract: **LUC76-1041**

Charge Number: **N73280**

<u>No.</u>	<u>Legal Description</u>	<u>Address</u>	<u>Parcel Identifier Number</u>	<u>Underlying Zone</u>
1	Lot 1 Distirct Lot 357 & 358 ODYD Plan KAP31179	631 Barnaby Rd	003-777-073	RR3 - Rural Residential 3 zone
2	Lot 2 Distirct Lot 357 & 358 ODYD Plan KAP31179	637 Barnaby Rd	003-777-081	RR3 - Rural Residential 3 zone
3	Lot 3 Distirct Lot 357 & 358 ODYD Plan KAP31179	645 Barnaby Rd	003-777-090	RR3 - Rural Residential 3 zone
4	Lot 4 Distirct Lot 357 & 358 ODYD Plan KAP31179	655 Barnaby Rd	003-777-103	RR3 - Rural Residential 3 zone
5	Lot 5 Distirct Lot 357 & 358 ODYD Plan KAP31179	665 Barnaby Rd	001-590-804	RR3 - Rural Residential 3 zone
6	Lot 6 Distirct Lot 357 & 358 ODYD Plan KAP31179	620 Barnaby Rd	003-777-111	RR3 - Rural Residential 3 zone
7	Lot 7 Distirct Lot 357 & 358 ODYD Plan KAP31179	621 Barnaby Rd	003-777-138	RR3 - Rural Residential 3 zone
8	Lot 8 Distirct Lot 357 & 358 ODYD Plan KAP31179	687 Barnaby Rd	003-777-146	RR3 - Rural Residential 3 zone
9	Lot 9 Distirct Lot 357 & 358 ODYD Plan KAP31179	691 Barnaby Rd	003-677-869	RR3 - Rural Residential 3 zone
10	Lot 10 Distirct Lot 357 & 358 ODYD Plan KAP31179	697 Barnaby Rd	003-777-154	RR3 - Rural Residential 3 zone
11	Lot 11 Distirct Lot 357 & 358 ODYD Plan KAP31179	636 Drummond Crt	002-614-952	RR3 - Rural Residential 3 zone
12	Lot 12 Distirct Lot 357 & 358 ODYD Plan KAP31179	632 Drummond Crt	003-777-171	RR3 - Rural Residential 3 zone
13	Lot 13 Distirct Lot 357 & 358 ODYD Plan KAP31179	628 Drummond Crt	003-777-197	RR3 - Rural Residential 3 zone
14	Lot 14 Distirct Lot 357 & 358 ODYD Plan KAP31179	646 Drummond Crt	003-777-201	RR3 - Rural Residential 3 zone
15	Lot 15 Distirct Lot 357 & 358 ODYD Plan KAP31179	692 Drummond Crt	003-777-219	RR3 - Rural Residential 3 zone
16	Lot 16 Distirct Lot 357 & 358 ODYD Plan KAP31179	688 Drummond Crt	003-777-227	RR3 - Rural Residential 3 zone
17	Lot 17 Distirct Lot 357 & 358 ODYD Plan KAP31179	684 Drummond Crt	002-761-939	RR3 - Rural Residential 3 zone
18	Lot 18 Distirct Lot 357 & 358 ODYD Plan KAP31179	680 Drummond Crt	001-541-757	RR3 - Rural Residential 3 zone
19	Lot 19 Distirct Lot 357 & 358 ODYD Plan KAP31179	677 Drummond Crt	003-777-260	RR3 - Rural Residential 3 zone
20	Lot 1 Distirct Lot 357 ODYD Plan KAP57673	641 Drummond Crt	023-544-104	RR3 - Rural Residential 3 zone
21	Lot 2 Distirct Lot 357 ODYD Plan KAP57673	636 Drummond Crt	023-544-112	RR3 - Rural Residential 3 zone

CITY OF KELOWNA
BYLAW NO. 11719
Z18-0089 – Drummond Court & Barnaby Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification for properties identified in 'Schedule B', located on Drummond Court and Barnaby Road Kelowna, BC from the RR3 – Rural Residential 3 zone to RU1 – Large Lot Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule B

Land Use Contract: **LUC76-1041**

Charge Number: **N73280**

No.	Legal Description	Address	Parcel Identifier Number	Underlying Zone	Proposed Zone
1	Lot 1 Distirct Lot 357 & 358 ODYD Plan KAP31179	631 Barnaby Rd	003-777-073	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
2	Lot 2 Distirct Lot 357 & 358 ODYD Plan KAP31179	637 Barnaby Rd	003-777-081	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
3	Lot 3 Distirct Lot 357 & 358 ODYD Plan KAP31179	645 Barnaby Rd	003-777-090	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
4	Lot 4 Distirct Lot 357 & 358 ODYD Plan KAP31179	655 Barnaby Rd	003-777-103	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
5	Lot 5 Distirct Lot 357 & 358 ODYD Plan KAP31179	665 Barnaby Rd	001-590-804	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
6	Lot 6 Distirct Lot 357 & 358 ODYD Plan KAP31179	620 Barnaby Rd	003-777-111	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
7	Lot 7 Distirct Lot 357 & 358 ODYD Plan KAP31179	621 Barnaby Rd	003-777-138	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
8	Lot 8 Distirct Lot 357 & 358 ODYD Plan KAP31179	687 Barnaby Rd	003-777-146	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
9	Lot 9 Distirct Lot 357 & 358 ODYD Plan KAP31179	691 Barnaby Rd	003-677-869	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
10	Lot 10 Distirct Lot 357 & 358 ODYD Plan KAP31179	697 Barnaby Rd	003-777-154	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
11	Lot 11 Distirct Lot 357 & 358 ODYD Plan KAP31179	636 Drummond Crt	002-614-952	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
12	Lot 12 Distirct Lot 357 & 358 ODYD Plan KAP31179	632 Drummond Crt	003-777-171	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
13	Lot 13 Distirct Lot 357 & 358 ODYD Plan KAP31179	628 Drummond Crt	003-777-197	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
14	Lot 14 Distirct Lot 357 & 358 ODYD Plan KAP31179	646 Drummond Crt	003-777-201	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
15	Lot 15 Distirct Lot 357 & 358 ODYD Plan KAP31179	692 Drummond Crt	003-777-219	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
16	Lot 16 Distirct Lot 357 & 358 ODYD Plan KAP31179	688 Drummond Crt	003-777-227	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
17	Lot 17 Distirct Lot 357 & 358 ODYD Plan KAP31179	684 Drummond Crt	002-761-939	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
18	Lot 18 Distirct Lot 357 & 358 ODYD Plan KAP31179	680 Drummond Crt	001-541-757	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
19	Lot 19 Distirct Lot 357 & 358 ODYD Plan KAP31179	677 Drummond Crt	003-777-260	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
20	Lot 1 Distirct Lot 357 ODYD Plan KAP57673	641 Drummond Crt	023-544-104	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone
21	Lot 2 Distirct Lot 357 ODYD Plan KAP57673	636 Drummond Crt	023-544-112	RR3 - Rural Residential 3 zone	RU1 - Large Lot Housing zone

REPORT TO COUNCIL



Date: January 14, 2019

RIM No. 1250-30

To: City Manager

From: Community Planning Department (BBC)

Application: Z18-0100 **Owner:** Mark Edward Alexander
Danielson and Erin Altamara
Cram

Address: 2414 Taylor Crescent **Applicant:** Lesley Wilson, Design By Lesley
Inc.

Subject: Rezoning Application

Existing OCP Designation: S2RES - Single / Two Unit Residential

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: RU1c - Large Lot Housing with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z18-0100 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 16, District Lot 14, Osoyoos Division Yale District, Plan 7336, located at 2414 Taylor Crescent, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone, be considered by Council;

THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the requirements of the Development Engineering Department as outlined in Attachment "A", being completed to their satisfaction.

2.0 Purpose

To rezone the subject property from RU1 - Large Lot Housing zone to RU1c - Large Lot Housing with Carriage House zone to facilitate the development of a carriage house.

3.0 Community Planning

Community Planning supports the proposed rezoning from RU1 – Large Lot Housing to RU1c – Large Lot Housing with Carriage House to facilitate the development of a carriage house.

The Official Community Plan (OCP) Future Land Use is designated as S2RES – Single/Two Unit Residential, which supports this modest increase in density and the property is located within the Permanent Growth Boundary with urban services. The concept of the carriage house is aligned with the OCP urban infill policy of Compact Urban Form – increasing density where infrastructure already exists.

To fulfill Council Policy No. 367, the applicant submitted a Neighbour Consultation Summary Form to staff on November 19, 2018, outlining that the neighbours within 50 m of the subject property were notified.

4.0 Proposal

4.1 Background and Project Description

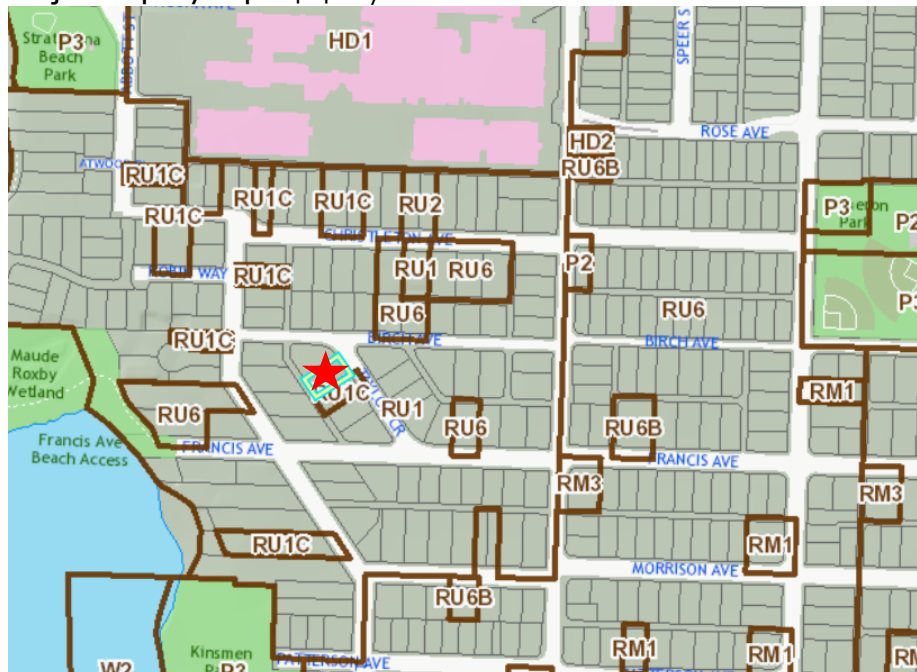
The subject property currently contains one single detached dwelling and a small shed. The applicant is proposing a rezoning of the property to RU1c – Large Lot Housing with Carriage House in order to allow a carriage house on the parcel. The existing dwelling and shed will be demolished prior to the construction of a new single-family dwelling and a carriage house on the subject property.

The applicant has provided a site plan (Schedule A) for the proposed new single dwelling house and the carriage house. Access to the dwellings and the subject property will be from the laneway, located to the southwest of the property.

4.2 Site Context

The subject property is located on Taylor Crescent with lane access, and is located in the South Pandosy – KLO Sector of Kelowna. The surrounding residential area is characterized principally by a mix of single family and secondary dwelling units developed in various housing forms including duplexes, second dwellings, and carriage houses. The OCP designates the subject property S2RES – Single / Two Unit Residential and the lot is within the Permanent Growth Boundary. The Kelowna General Hospital campus is located to the north, and many park amenities, including Francis Avenue Beach Access and Kinsmen Park are located to the west and southwest, respectively. The property is within walking distance to Pandosy Street and its many amenities.

Subject Property Map: 2414 Taylor Crescent



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

6.0 Technical Comments

6.1 Development Engineering Department

- Please see attached Development Engineering Memorandum, dated September 18, 2018 (Attachment A).

7.0 Application Chronology

Date of Application Received: June 25, 2018
Date of Revised Drawings Received: November 15, 2018
Date Public Consultation Completed: November 19, 2018

Report prepared by: Barbara B. Crawford, Planner
Reviewed by: Terry Barton, Urban Planning Manager
Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A – Development Engineering Memorandum, dated September 18, 2018.
Schedule A – Proposed Site Plan

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

CITY OF KELOWNA

MEMORANDUM

Date: September 18, 2018
File No.: Z18-0100
To: Community Planning (BC)
From: Development Engineering Manager(JK)
Subject: 2414 Taylor Cr RU1 – RU1c Carriage House

Development Engineering has the following comments and requirements associated with this application. The utility upgrading requirements outlined in this report will be a requirement of this development.

1. Domestic Water and Fire Protection

This property is currently serviced with a 19mm-diameter water service. The service will be adequate for this application. One metered water service will supply both the main residence and the carriage house.

2. Sanitary Sewer

Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. An inspection chamber (IC) complete with brooks box must be installed on the service at the owner's cost. Service upgrades can be provided by the City at the applicant's cost. **The applicant will be required to sign a Third Party Work Order for the cost of the service upgrade.** For estimate inquiry's please contact Jason Angus, by email jangus@kelowna.ca or phone, 250-469-8783.

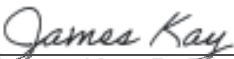
3. Development Permit and Site Related Issues

Direct the roof drains onto splash pads.

Driveway access is permitted from the lane as per bylaw.

4. Electric Power and Telecommunication Services

It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost.


James Kay, P. Eng.
Development Engineering Manager

JA

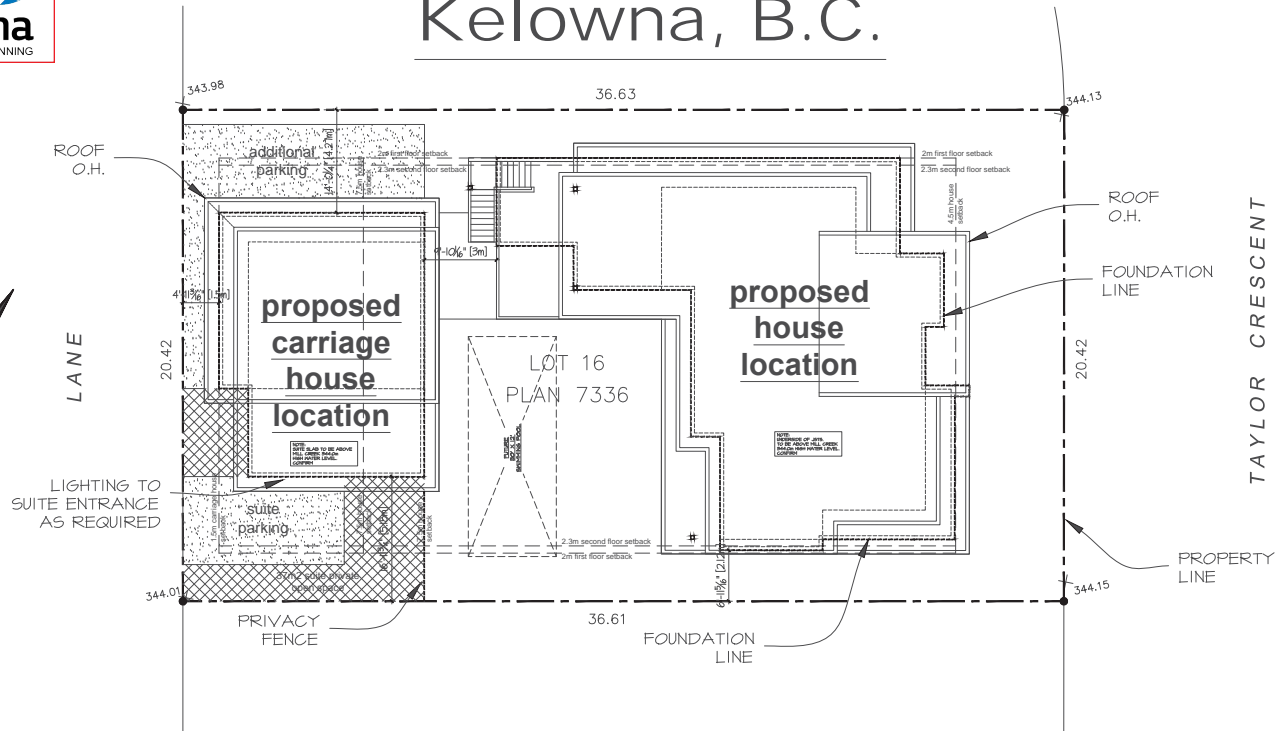
SCHEDULE A

This forms part of application
Z18-0100

Planner
Initials BC



2414 Taylor Crescent Kelowna, B.C.



Site Coverage Calculation

Lot area =	8052 sq.ft. (748.3 m ²)
House coverage =	2107 sq.ft. (195.8 m ²)
Patio coverage =	232 sq.ft. (21.6 m ²) (23 m ² allowable)
Garage/carriage house coverage =	960 sq.ft. (89.22 m ²)
Driveway & side parking =	777 sq.ft. (72.21 m ²)
Total building coverage =	3067 sq.ft. (285.02 m ²) = 38.1 %
Total coverage including driveways and parking =	3844 sq.ft. (357.24 m ²) = 47.7 %

SITE PLAN

1/8" = 1'-0"

NOTE:
EXACT BUILDING LOCATION &
ELEVATION TO BE DETERMINED
ON SITE. CONFIRM ALL SETBACKS
AND LOT LINES WITH REGISTERED
LOT PLAN PRIOR TO CONSTRUCTION.

ERRORS AND OMISSIONS

- BAXTER DESIGN and SHANE BAXTER shall not be responsible for any variances from the structural drawings and specifications, or adjustments required resulting from conditions encountered at the job site, and is the sole responsibility of the owner or contractor.
- BAXTER DESIGN and SHANE BAXTER makes every effort to provide complete and accurate construction drawings. However, we assume no liability for any errors or omissions which may affect construction. It is the responsibility of all trades and sub-trades to check and verify all dimensions and details before commencing with their portion of the construction. Should any discrepancies be found on these plans please advise our office so we can make the necessary corrections.



BAXTER DESIGN
Custom Building Design

SHANE BAXTER DESIGNS INC.
KELOWNA, B.C. CANADA
ph: (250) 862-9662
email: baxterdesign@shaw.ca

CRAM - DANIELSON RESIDENCE
2414 TAYLOR CRESCENT
KELOWNA, B.C.

Drawing Scale: 1/4" = 1'-0"

Date: MARCH 14, 2018

Rev. Date: NOV. 6, 2018

Dm. By: S.H.B.

WORKING DRAWINGS 1/9

CITY OF KELOWNA
BYLAW NO. 11735
Z18-0100 – 2414 Taylor Crescent

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 16, District Lot 14, ODYD, Plan 7336, located on Taylor Crescent, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: January 14, 2019

RIM No. 1210-21

To: City Manager

From: Community Planning Department (TH)

Application: A18-0006 & A18-0007

Owner: 0927687 B.C. Ltd., Inc. No.
BC0927687

Address: 3330-3340 Neid Road

Applicant: Ria Kitsch

Subject: Supplemental Report: Non-Farm Use Application (ALC)

Existing OCP Designation: REP – Resource Protection

Existing Zone: A1 – Agriculture 1

1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A18-0006, as amended, for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND THAT Council directs Staff to forward the amended application A18-0006 to the Agricultural Land Commission for consideration;

AND THAT Agricultural Land Reserve Appeal No. A18-0007, as amended, for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND FURTHER THAT Council directs Staff to forward the amended application A18-0007 to the Agricultural Land Commission for consideration.

2.0 Purpose

To amend and consider two applications to the Agricultural Land Commission for Non-Farm Use for two gatherings for events.

3.0 Proposal

3.1 Background

On June 25, 2018, the Non-Farm Use applications were presented to Council for consideration of two gatherings for events in summer 2018 that exceed permitted size and regulations of the Agricultural Land Commission (ALC) on land within the Agricultural Land Reserve (ALR).

Staff presented the applications with a recommendation of non-support as numerous components did not meet Kelowna's Official Community Plan and Kelowna's Agricultural Plan, as well as ALC regulations and policies. Council supported the applications and directed staff to forward the applications to the ALC (see Attachment 2). As noted to the applicants at the time of submittal, the proposed events were to occur prior to the timeline an ALC decision typically takes, and the ALC did not process the applications prior to the proposed event dates.

The applicant is now proposing the same applications be considered by Kelowna City Council and the ALC with the two following dates and details for 2019:

Application & Event	Date & Time	Number of Persons	Area	Beverage Service
A18-0006 Splendor in the Grass, Kitsch Wines Vintage Celebration	Saturday July 13, 2019	500	5,000 m ² of residential hard surface and lawn/landscape areas	Wine service proposed through LCLB special event permit
A18-0007 Dream Car Rally Fundraiser for Ronald McDonald House	Saturday August 3, 2019	350	5,000 m ² of residential hard surface and lawn/landscape areas	Not Yet Specified

It should be noted that, in accordance with Council Resolution R620/18/06/25, the event under application A18-0006 would be limited to 500 people, as opposed to the 1,000 people in the original application. While staff's comments and rationale regarding the potential impacts of the events remain the same for the proposed 2019 dates, staff are recommending Council support the amended applications for dates in 2019 and direct staff to forward them to the ALC for their consideration, based on Council's previous direction.

For the following information, refer to Attachment 1: Original Report to Council, dated June 25, 2018; current development policies; technical comments; application chronology; and Agricultural Advisory Committee.

Report prepared by: Tracey Hillis, Planner

Reviewed by: Laura Bentley, Community Planning Supervisor

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 1: Original Report to Council dated June 25, 2018

Attachment 2: Council Meeting Minutes for A18-0006 & A18-0007 dated June 25, 2018

REPORT TO COUNCIL



Date: June 25, 2018
RIM No. 1210-21
To: City Manager
From: Community Planning Department (TH, LB)
Application: A18-0006 & A18-0007
Address: 3330-3340 Neid Road
Subject: Non-Farm Use Application

Owner:

0927687 B.C. LTD., INC. No.
BC0927687

Applicant: Ria Kitsch

Existing OCP Designation: REP – Resource Protection Area
Existing Zone: A1 – Agriculture 1
Agricultural Land Reserve: Yes



1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A18-0006 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act NOT be supported by Council;

AND THAT Council directs Staff NOT to forward application A18-0006 to the Agricultural Land Commission for consideration;

AND THAT Agricultural Land Reserve Appeal No. A18-0007 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act NOT be supported by Council;

AND FURTHER THAT Council directs Staff NOT to forward application A18-0007 to the Agricultural Land Commission for consideration.

2.0 Purpose

To consider a Staff recommendation NOT to support two Non-Farm Use applications to the Agricultural Land Commission (ALC) for three events that exceed what is permitted under Section 3(4)(k) of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation.

3.0 Community Planning

Community Planning staff do not support the proposal to host three gatherings for events on the subject property in the Agricultural Land Reserve (ALR). This use, particularly at the proposed scale of 350 to 1,000 people per event, is not in keeping with Official Community Plan policies about directing urban uses to within the Permanent Growth Boundary and protecting agricultural land. Holding this type of commercial use on agricultural land presents neighbourhood impacts (e.g. noise, parking, access) and both short- and long-term impacts to agricultural land.

Neighbourhood Impacts

In Kelowna, many agricultural properties are surrounded by other large agricultural properties, and an event that generates noise may only affect a few immediate neighbours in those instances. In this case, the subject property is on the boundary of the ALR in an agricultural / residential interface area. A single family residential neighbourhood (Hall Road area) is directly to the west of the property, with 10 residential properties abutting the west property line. A total of 40 properties are within 100 m of the subject property, the majority of which are within the Hall Road residential area.

Section 7 of the City of Kelowna Good Neighbour Bylaw No. 11500 requires that no owner or occupier of a property use the property in such a way that noise or sound is liable to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of individuals or the public. This regulation applies at any time of day or night. Along with several hundred guests, the proposed events are proposed to have live entertainment, generating additional sound that could affect nearby residents. Although agricultural operations often generate noise, under the *Farm Practices Protection (Right to Farm) Act* a farmer is not liable for disturbances resulting from a farm operation provided it is in accordance with normal farm practices. Large gatherings for events are not considered normal farm practice.

The property is accessed via Neid Road, off East Kelowna Road. Neid Road is a narrow rural road approximately 6 m in width, which is the minimum for two-way travel. To ensure access for vehicles and emergency services, parking is not permitted along Neid Road. Emergency access along public roads and to buildings on the property must be maintained at all times. The proposal includes parking along existing driveways on the subject property, which is estimated to accommodate 100 to 150 vehicles. Both ALC and City regulations require that all parking be provided on the property, and staff are concerned that overflow parking demand may impact access along Neid Road, as well as access for nearby private and public lands (e.g. East Kelowna Park).

Neighbourhood consultation is not a requirement of ALC applications; therefore, surrounding neighbours have not been given the opportunity to ask questions or provide feedback on the proposed events.

Agricultural Impacts

Kelowna's Agriculture Plan and Official Community Plan (OCP) outline several actions, objectives and policies focused on protecting agricultural land and promoting farming, reflective of Council's priority to preserve agricultural land. The OCP suggests the City only support Non-Farm Use applications (where approved by the ALC) under certain conditions, as follows (Policy 5.33.6):

- Consistency with the Zoning Bylaw and the OCP – the proposed events are not permitted uses under the A1 – Agriculture 1 zone and are not consistent with OCP policies or the property's Future Land Use designation of REP – Resource Protection Area;
- Provision of significant benefits to local agriculture – while the proposed events would serve local food and wine, this is not considered agri-tourism under the ALC and it is unclear how the events would provide a significant benefit to farming in Kelowna. The Ministry of Agriculture echoed these comments in their referral feedback (see Attachment C);

- Ability to accommodate using existing municipal infrastructure – nearby rural roads may be impacted by high traffic and parking demand for the events;
- Minimize impacts on productive agricultural lands – the area to be used for the events far exceeds a typical farm residential footprint or lounge or picnic liquor endorsement areas, and could instead be used for agricultural production;
- Does not preclude future use of lands for agriculture – the proposed events are temporary and do not preclude the property's future use for agriculture; however, the gravel parking on the property is considered a permanent facility and agricultural viability is impacted in those areas;
- Does not harm adjacent farm operations – adjacent farm operations are orchards and vineyards, and potential harmful impacts are limited.

Both the OCP and Zoning Bylaw support and allow for wineries and associated facilities. A Farm Protection Development Permit is generally required to determine the most appropriate siting for such uses and to ensure the development complies with City and ALC regulations. Siting considerations include placing publicly accessible buildings close to the road to limit impacts to agricultural production. The winery space on the subject property was converted without permits, and the location in the centre of the property has a greater impact on the land. There is no landscape buffer to delineate the residential or public use areas from the agricultural uses.

For context, current City of Kelowna policy aims to contain all residential uses (i.e. house, accessory buildings, driveway, yard, landscaping, pool, etc.) on agricultural land within a 2,000 sq m residential footprint, and Council recently gave third reading to a text amendment to add this as a regulation in the A1 – Agriculture 1 zone. The area must be contiguous and generally located on a property line along a road. The application proposes a 3,000 sq m area for the proposed gatherings and an additional 2,800 sq m (approx.) for parking, in addition to the houses and paved driveways.

The ALC requires that all parking for events be provided on-site, and that parking areas must neither be permanent nor interfere with the farm's agricultural productivity. The ALC suggests that parking be accommodated along field edges, adjacent to internal farm roads, and immediately adjacent to farm buildings. Gravel is considered a permanent material under ALC Policy L-22, and the subject property has approximately 1,060 sq m of permanent gravel parking used for large events. This further impacts the amount of land available for agricultural production.

One of the themes of the Agriculture Plan is to improve awareness of local agriculture. While the subject events propose serving local wines and foods, the exposure of large gatherings in excess of 150 people on an agricultural property may falsely suggest to residents, business owners, and current and future ALR landowners that this is a permitted use on agricultural land. The Ministry of Agriculture highlights concern with the potential proliferation of large events in its referral comments (see Attachment C). Agricultural land is generally much more affordable than commercial land, making it attractive to businesses looking to establish commercial operations. As farm operations add events and other non-farm commercial ventures, the limits of primary agricultural use versus secondary uses are difficult to define and compliance and enforcement is made more challenging.

Urban Use & Comparable Venues in Kelowna

To reduce development and speculative pressure on agricultural land, the OCP directs urban uses to lands in the urban portion of the Permanent Growth Boundary (Policies 5.3.1 & 5.33.3). The proposed events, with hundreds of attendees, are considered an urban use and are appropriate within a commercial area rather than an agricultural property outside of the Permanent Growth Boundary.

An event of this type and scale would typically be associated with a hotel, restaurant or other commercial or institutional use that permits public gathering for events. These would generally be found in the City's Urban and Village Centres, where there are more transportation options, parking, and better access for emergency services. Appropriately zoned properties would be fully serviced and indoor venues would have permanent washrooms and food preparation facilities. Outdoor venues that can host large events are typically farther away from residential neighbourhoods.

The gatherings proposed in this application are for a total of 350, 400, and 1,000 people for the three different events. Kelowna venues that can accommodate around the same number of people include, but are not limited to:

Indoor

- Coast Capri Hotel main ballroom maximum capacity for stand up events: 300 people.
- Laurel Packing House maximum capacity for stand up events: 300 people.
- Delta Grand Hotel all 14 event rooms maximum capacity for stand up events: 1,750 people.

Outdoor

- City Waterfront Park 500 + people (gates are installed in an area set by organizer)
- City Park 1,000 + people (gates are installed in an area set by organizer)

Once outstanding winery permitting and licensing items are addressed, the applicant has several options to pursue hosting smaller events that are consistent with the ALR Regulation in ways that support and promote agriculture while protecting the land for agricultural use. Large-scale events can still support local agricultural production, but should be directed to appropriately zoned locations in the City where the impacts to neighbours and agricultural land are minimized.

4.0 Proposal

4.1 Background

Gathering for an Event Regulations

Under the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation (BC Reg. 171/2002)* (the ALR Regulation), a farm in the ALR may hold a maximum of 10 gatherings for an event each year under the following conditions:

1. The farm must be located on land classified as farm under the *Assessment Act*;
2. Permanent facilities must not be constructed or erected in connection with the event;
3. Parking for those attending the event must be available on the farm, but must not be permanent nor interfere with the farm's agricultural productivity;
4. No more than 150 people, excluding residents and employees of the farm, may be gathered on the farm at one time for the purpose of attending the event;
5. The event must be of no more than 24 hours duration;
6. No more than 10 gatherings for an event of any type may occur on the farm within a single calendar year.

These provisions were established in August 2016, and are typically applied for weddings, music festivals, and other gatherings that are not prescribed under other permitted farm or non-farm uses. If a proposed gathering does not meet all of the above conditions, a Non-Farm Use application must be made through the Agricultural Land Commission, and this is first considered by the local government. Compliance with liquor licensing is also required, and these large events are typically held outside of regularly permitted beverage service areas.

ALC Policy L-22 offers interpretation of the above ALR Regulation provisions, and requires that:

- Those hosting events make every effort to avoid negative impacts to the use of agricultural land;
- Permanent facilities not be constructed or erected for any event activity; and
- All vehicles visiting the farm be parked on site, and that parking areas not be permanent (e.g. gravel, asphalt, concrete).

With the exception of personal family events, which are exempt from the above regulations, neither the City of Kelowna nor the ALC take into consideration if a gathering for an event charges fees through tickets, venue rental, or other means.

Agricultural Context & Benefits

Provincial and municipal regulations and policies allow a farm to have agricultural production and related uses such as packaging, storage, or retail sales on the land. These regulations and policies both support agricultural operations and seek to avoid non-farm commercial ventures on farm land. Farmers, specifically wineries and other alcohol production facilities, are afforded several privileges on agricultural land to ensure the farm is economically sustainable. On ALR land, these benefits include:

- **Tasting room & farm retail sales.** This allows a farmer to operate alcohol tastings and sales on their own property instead of leasing or purchasing commercial space on appropriately zoned land elsewhere in the City. In Kelowna, a Farm Protection Development Permit is required prior to constructing a tasting room.
- **Unlimited gathering for events within an alcohol production facility's licensed food and beverage service lounge.** This allows a farmer to host events, whether related or unrelated to the farm, within a licensed lounge, which is limited to 250 sq m in area (125 sq m indoors plus 125 sq m outdoors).
- **Ten gathering for events within a calendar year, up to 150 people.** This allows a farmer to host weddings, festivals and other events under the ALR Regulation conditions listed above. Local municipalities have authority to require permits for these 10 events.
- **Reduced property taxes.** Commercial businesses are taxed at a significantly higher rate than agricultural business operations on land classified as farm. This allows a farmer to operate more competitively in a commercial market, recognizing that a farm is restricted to farm-related commercial / industrial operations only.

In all cases a farmer must comply with all relevant municipal and provincial regulations, including the building code, business licensing, liquor licensing, health and safety, parking, and noise. The above noted benefits help to ensure agricultural land is for farm use while supporting the viability of agricultural operations, including options for tourism and events. This assists in keeping farm land valued appropriately for agriculture and in maintaining a competitive economic advantage for local BC farmers.

Winery Application Process

A farmer wishing to construct and operate a winery, tasting room, and / or retail sales area on land in the ALR is able to do so provided municipal and provincial regulations and processes are met. The following applications for permits and licenses are required in Kelowna:

1. Farm Protection Development Permit to ensure the land and farm meet all requirements for a wine manufacturing facility and tasting room, and to determine the most appropriate siting for the buildings.
2. Building Permit to construct the proposed uses, including renovations to an existing building.

3. Liquor License and Business License to operate a winery and associated facilities.

Subject Property

The current property owners purchased the property in 2012 and subsequently built a second single detached house (2012) and began a wine production operation in the garage of the new house (2016). At the time a Building Permit was not applied for to facilitate the change in use from residential garage to wine production and tasting room. To bring the structure into compliance and apply for a Business License for the winery operation, the applicant submitted a Building Permit application for this change in April 2018 and is working with the City to complete the requirements to receive occupancy.

Since starting the wine production in 2016, a large gathering for an event occurred on the parcel in 2016 and 2017. City of Kelowna Bylaw Services responded to noise complaints associated with this event and also noted concerns with parking along narrow rural roads around the property.

Non-Farm Uses & Compliance on Agricultural Land

The City of Kelowna, including Staff, the Agricultural Advisory Committee and City Council, have worked in conjunction with the ALC to promote and protect agriculture uses on agricultural land. The City faces compliance issues related to commercial operations, and observations over the past ten years show the encroachment of non-farm uses on agricultural land. This includes non-farm uses increasing in size year over year, encroaching where agriculture previously occurred on the land. In some cases, agriculture is not only reduced but eliminated as a non-farm use may generate a higher revenue. City Bylaw Services, Business Licensing and Planning work together with the ALC on compliance and enforcement efforts.

4.2 Project Description

The Non-Farm Use applications are to request approval for the following three events:

Application & Event	Date & Time	Number of People	Area	Beverage Service
A18-0006: Splendor in the Grass, Kitsch Wines Vintage Celebration	July 14, 2018 6:00 pm to 10:00 pm	1,000 (850 guests, 150 event staff)	Residential hard surface & landscape areas	Wine service proposed through LCLB special event permit
A18-0007: Dream Car Rally Fundraiser for Ronald McDonald House	August 25, 2018 5:30 pm to 10:00 pm	350	Residential hard surface & landscape areas	Not yet specified
A18-0007: Heart of Gold Kelowna General Hospital Fundraiser Gala	September 8, 2018 5:30 pm to 11:00 pm	400 (350 guests, 50 event staff)	Residential hard surface & landscape areas	Not yet specified

The first event, proposed to be held Saturday July 14, is under application A18-0006. The next two events, proposed to be on Saturday August 25 and Saturday September 8, are under application A18-0007. The events were separated into different applications based on the scale and nature of the events. All three events exceed the ALR Regulation provisions for gathering for an event, mainly due to the number of people expected to attend, and must be considered under Non-Farm Use applications.

Approximately 3,000 sq m of the property is proposed to be used for event gathering space (primarily outdoors) and 2,800 sq m of the property is proposed to be used for event parking for each event, as per the map below. Based on the minimum parking stall size requirements in the Zoning Bylaw, the proposed parking areas would yield approximately 100 to 150 parking spaces.

Map 1 – Proposed Site Plan for Events

4.3 Site Context

The subject property is in the City's Southeast Kelowna sector and is outside of the Permanent Growth Boundary. The property is at the end of Neid Road, accessed off East Kelowna Road. It is 7.6 ha (18.8 ac) in area and ranges from approximately 399 m to 424 m above sea level, with steep slopes along the northwest and southwest boundaries. It currently has two single detached houses as well as active agriculture in the form of grapes grown for wine production. One older single detached house is along the north property line. In 2012 a second single detached house was constructed in the centre of the property, replacing another house and accessory buildings; the north dwelling was intended to remain for farm help use.

Approximately 4.2 ha (10.3 ac) of the property is planted with grapes, including Pinot Noir, Pinot Gris, Chardonnay, and Riesling. The current property owners planted the vineyards and installed drip irrigation since purchasing the property. The property previously had orchards and vineyards.

Since 2016 a wine production facility and wine tasting room has been operating in the garage of the newer single detached house. The property has a manufacturer license for the winery and the applicant is working with the Province's Liquor Control and Licensing Branch (LCLB) to ensure compliance on other licensing matters.

Current uses on the property are as follows (calculations are approximate):

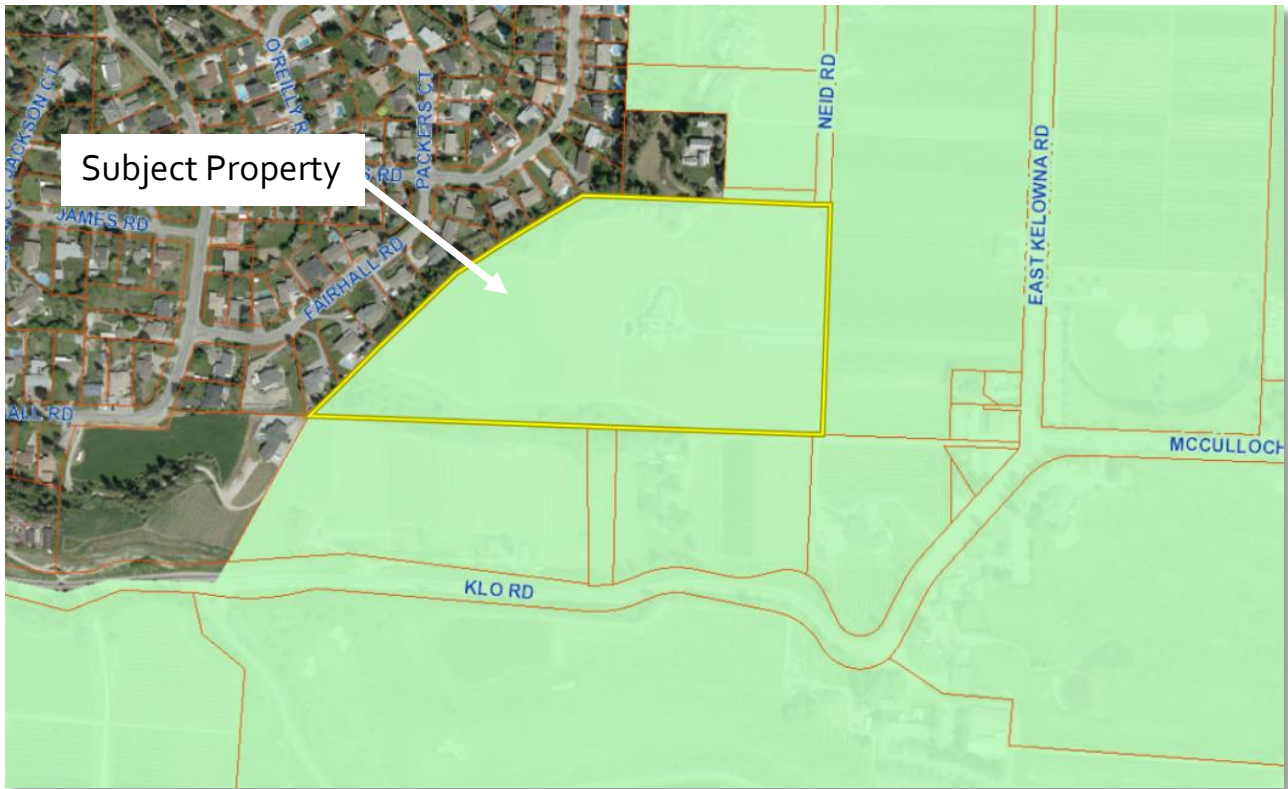
Use	Area (hectares)	Percent of Land Suitable for Agriculture
Subject property	7.6 ha	
Steep slopes	1.3 ha	
Land suitable for agriculture	6.3 ha	
Residential footprint	1.1 ha	17%
Single detached house #1 residential footprint	0.1 ha	
Single detached house #2 residential footprint	1.0 ha	
Active agriculture (grapes)	4.2 ha	66%
Gravel parking area	0.1 ha	2%

The adjacent parcels to the north, east and south are at a similar elevation to the subject property, and have agricultural production in different forms of fruit as well as farm residences. The west portion of the property slopes down towards the adjacent to a single family residential neighbourhood.

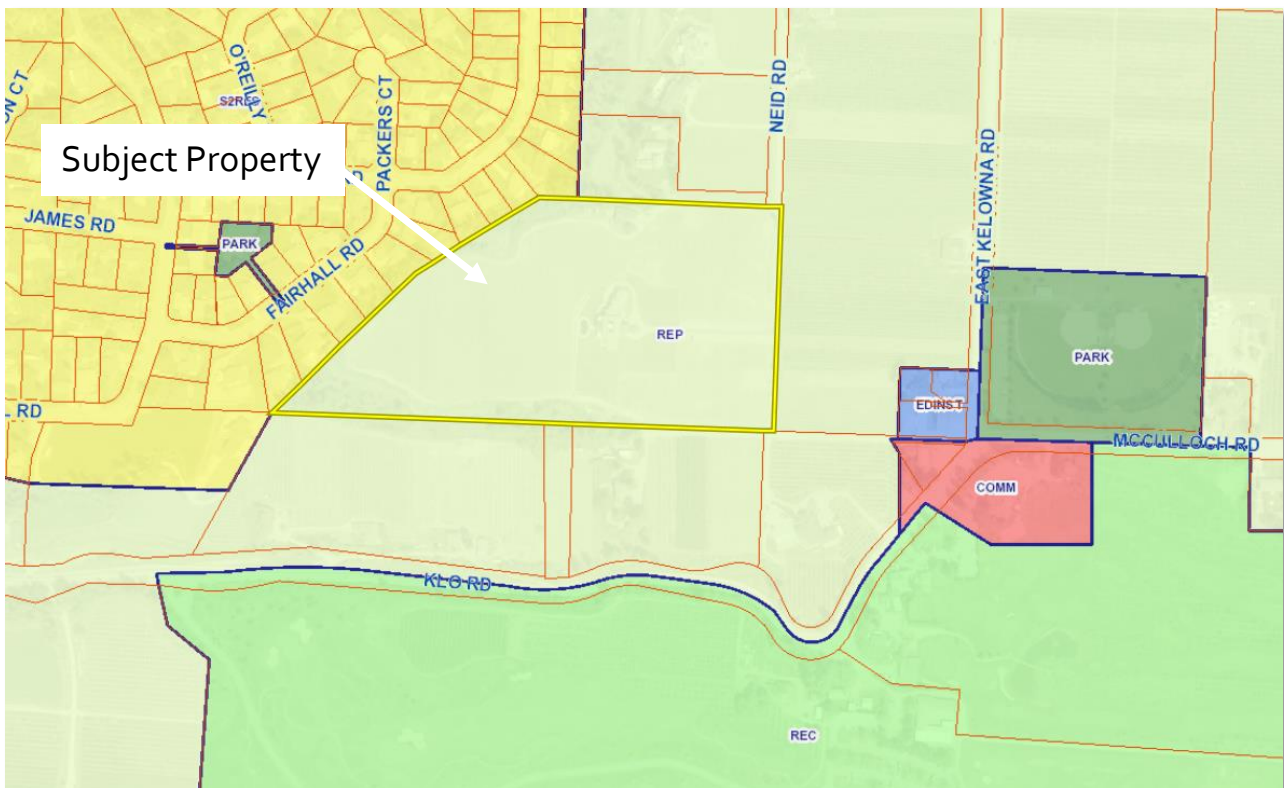
Zoning and land uses adjacent to the property are as follows:

Direction	Zoning	ALR	Land Use
North	A1 – Agriculture 1	Yes	Agriculture / Rural Residential
South	A1 – Agriculture 1	Yes	Agriculture
East	A1 – Agriculture 1	Yes	Agriculture
West	RR3 – Rural Residential 3	No	Rural Residential

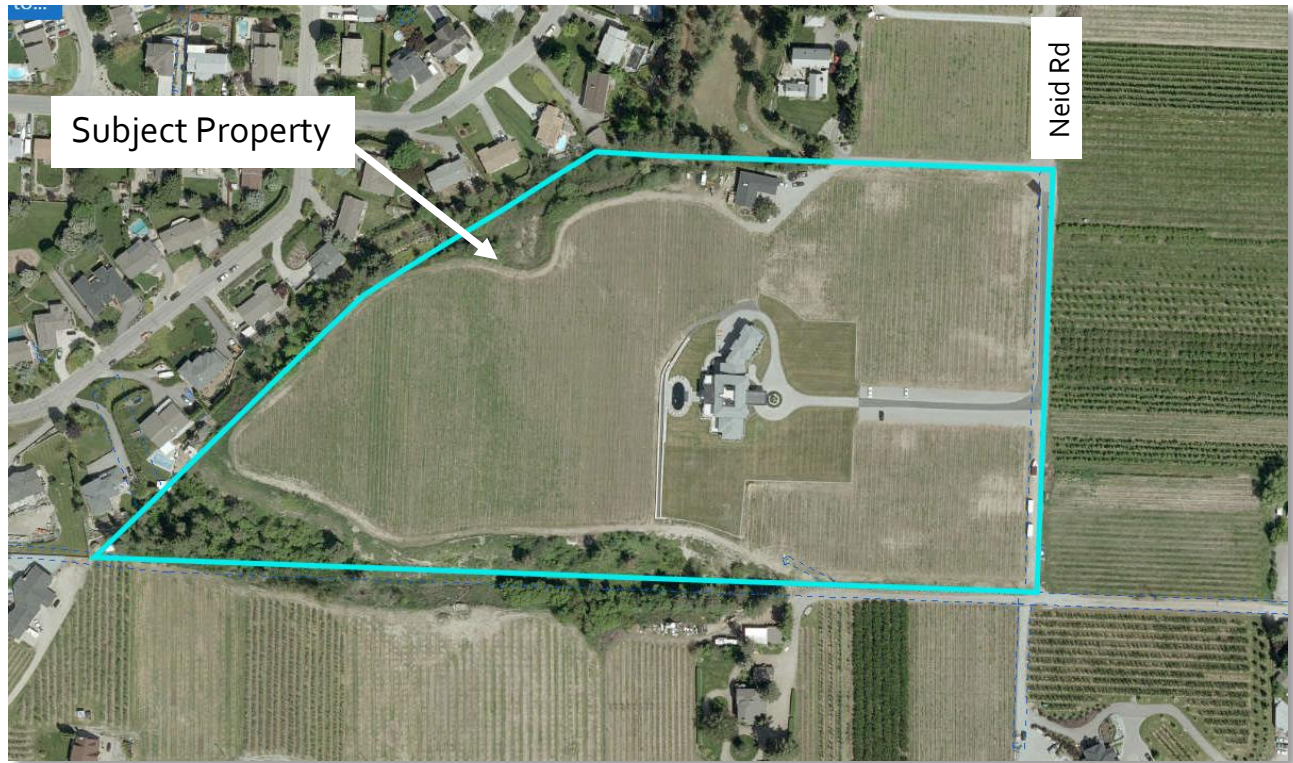
Map 2 – Agricultural Land Reserve



Map 3 – Future Land Use



Map 4 – Subject Property (2017)



Map 5 – Subject Property Historic (2009)



6.0 Current Development Policies

Relevant City of Kelowna policies and ALC regulations and policies are in Attachments A and B, respectively.

7.0 Technical Comments

Comments from referral agencies and departments are in Attachment C.

8.0 Application Chronology

Date of Application Received: May 22, 2018

Date Public Consultation Completed: Not Required for Non-Farm Use applications

Agricultural Advisory Committee: Scheduled for June 14, 2018; however, the AAC could not make quorum, therefore Council does not have AAC comments to consider for this application.

9.0 Alternate Recommendation

THAT Agricultural Land Reserve Appeal No. A18-0006 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND THAT Council directs Staff to forward application A18-0006 to the Agricultural Land Commission for consideration;

AND THAT Agricultural Land Reserve Appeal No. A18-0007 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND FURTHER THAT Council directs Staff to forward application A18-0007 to the Agricultural Land Commission for consideration.

Report prepared by: Tracey Hillis, Planner & Laura Bentley, Community Planning Supervisor

Reviewed by: Ryan Smith, Community Planning Department Manager

Approved for Inclusion: Doug Gilchrist, Community Planning & Strategic Investments Divisional Director

Attachments:

Attachment A: City of Kelowna Policies

Attachment B: Provincial Regulations & Policies

Attachment C: Technical Comments

Attachment A:

City of Kelowna Policies



1. City of Kelowna Agriculture Plan (2017)

Theme 1: Strengthening local policies and actions to protect agriculture.

Action 1.1c Restrict Non-Farm Uses. Only support non-farm uses in farm areas that have a direct and ongoing benefit to agriculture or meet essential requirements of municipal government.

Action 1.2d On agricultural lands, locate farm retail sales, wineries, cideries, breweries, distilleries, and any other structures and services related to the public that are defined as farm uses under the ALC Act near the road or entrance (or where geographically appropriate), in order to reduce the footprint and extent of services through the property with the intent of maximizing agricultural potential.

Theme 4: Fostering and sustaining farm business and farmland. Obtaining land is challenging. The cost of farmland in most regions of BC is prohibitive. Kelowna has some of the highest priced land.

2. Kelowna Official Community Plan (OCP)

Chapter 4: Future Land Uses

Resource Protection Area. Generally, land areas within this designation (whether they are within the permanent growth boundary or not) will not be supported for exclusion from the ALR or for more intensive development than that allowed under current zoning regulations, except in specific circumstances where the City of Kelowna will allow exceptions to satisfy civic objectives for the provision of park/recreation uses.

Permanent Growth boundary. Lands within the permanent growth boundary may be considered for urban uses within the 20 year planning horizon ending 2030. Lands outside the permanent growth boundary will not be supported for urban uses.

Chapter 5: Development Process

Objective 5.3 Focus Development to Designated Growth Areas

Policy .1 Permanent Growth Boundary. Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. Support development of property outside the Permanent Growth Boundary for more intensive uses only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except as per Council's specific amendment of this policy. Resource Protection Area designated properties not in the ALR and outside the Permanent Growth Boundary will not be supported for subdivision below parcel sizes of 4.0 ha (10 acres). The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

Agricultural Land Use Policies

Objective 5.33 Protect and Enhance Local Agriculture

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

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

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

Policy .6 Non-Farm Uses. Support non-farm use applications on agricultural lands only where approved by the ALC and where the proposed uses:

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

3. Good Neighbor Bylaw No. 11500

Property Noise:

7.2 No owner or occupier of real property shall allow or permit such real property to be used so that noise or sound which emanates therefrom is liable to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of individuals or the public.

7.3 No person shall make, cause, or permit to be made or caused, noise or bass sound of a radio, television, player, or other sound playback device, public address system, or any other music or voice amplification equipment, musical instrument, whether live or recorded or live, whether amplified or not, in or on private property or in any public space or street in such a manner that is liable to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of individuals or the public.

8.5 Notwithstanding the provisions of this bylaw, a person may apply for and receive from the City a permit for a special event which in Council of the City of Kelowna's opinion is in the public interest, in which case the provisions of this bylaw shall be inoperable to the extent the activities constituting the special event are permitted.

Attachment B:

Provincial Regulations & Policies



1. *Agricultural Land Commission Act*

Purposes of the commission

6 The following are the purposes of the commission:

- (a) to preserve agricultural land;
- (b) to encourage farming on agricultural land in collaboration with other communities of interest;
- (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

2. *Agricultural Land Reserve Use, Subdivision and Procedure Regulation, Section 3(4)(k)*


(4) The following non-farm uses are permitted in an agricultural land reserve and must not be prohibited by a local government bylaw or, for lands located in an agricultural land reserve that are treaty settlement lands, by a law of the applicable treaty first nation government:

- (k) gathering for an event, if all of the following conditions are met:
 - (i) the farm must be located on land classified as a farm under the Assessment Act;
 - (ii) permanent facilities must not be constructed or erected in connection with the event;
 - (iii) parking for those attending the event must be available on the farm, but must not be permanent nor interfere with the farm's agricultural productivity;
 - (iv) no more than 150 people, excluding residents and employees of the farm, may be gathered on the farm at one time for the purpose of attending the event;
 - (v) the event must be of no more than 24 hours duration;
 - (vi) no more than 10 gatherings for an event of any type may occur on the farm within a single calendar year.

3. **Policy L-04 Activities Designated as Farm Use: Agri-tourism Activities in the ALR (excerpts)**

- The highest priority is the agricultural activity that takes place on the farm.
- The following are agri-tourism activities:
 - a tour of the farm, an educational activity or demonstration in respect of all or part of the farming operations that take place on the farm;
 - cart, sleigh and tractor rides on the land comprising the farm;
 - harvest festivals and other seasonal events on a farm for the purpose of promoting or marketing farm products produced on the farm.
- Agri-tourism uses that are not listed in the Regulation or do not meet the conditions established in the Regulation must make an application for non-farm use and seek approval from the Commission.

4. **Policy L-22 Activities Designated as a Permitted Non-Farm Use: Gathering for an Event in the ALR (see below)**

 <p>Agricultural Land Commission Act</p>	<p style="text-align: right;">Policy L-22 October 2016</p> <p style="text-align: center;">ACTIVITIES DESIGNATED AS A PERMITTED NON-FARM USE: GATHERING FOR AN EVENT IN THE AGRICULTURAL LAND RESERVE ("ALR")</p>
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This policy is intended to assist in the interpretation of the [Agricultural Land Commission Act](#), 2002, including amendments as of September 2014, (the "ALCA") and BC Regulation 171/2002 ([Agricultural Land Reserve Use, Subdivision and Procedure Regulation](#)), including amendments as of August 2016, (the "Regulation"). In case of ambiguity or inconsistency, the ALCA and Regulation will govern.

REFERENCE:

Agricultural Land Commission Act, S.B.C. 2002, c. 36, Section 1.

Agricultural Land Reserve Use, Subdivision and Procedure Regulation (BC Reg. 171/2002), the "Regulation", Section 1(4) and Section 3(4).

Section 3(4) The following non-farm uses are permitted in an agricultural land reserve and must not be prohibited by a local government bylaw or, for lands located in an agricultural land reserve that are treaty settlement lands, by a law of the applicable treaty first nation government:

(k) gathering for an event, if all of the following conditions are met:

- i. the farm must be located on land classified as a farm under the [Assessment Act](#);*
- ii. permanent facilities must not be constructed or erected in connection with the event;*
- iii. parking for those attending the event must be available on the farm, but must not be permanent nor interfere with the farm's agricultural productivity;*
- iv. no more than 150 people, excluding residents and employees of the farm, may be gathered on the farm at one time for the purpose of attending the event;*
- v. the event must be of no more than 24 hours duration;*
- vi. no more than 10 gatherings for an event of any type may occur on the farm within a single calendar year.*

Section 1 (4) Definitions:

"gathering for an event" means a gathering of people on a farm for the purpose of attending

(a) a wedding, unless paragraph (c) (ii) applies,

(b) a music festival, or

(c) an event, other than

(i) an event held for the purpose of agri-tourism, or

(ii) the celebration, by residents of the farm and those persons whom they invite, of a family event for which no fee or other charge is payable in connection with the event by invitees.

Section 2(2.4) In subsections (2.1) to (2.3):

(f) gathering for an event, if the event is held only in the lounge referred to in paragraph (b) or the special event area referred to in paragraph (c) of this subsection, and, for this purpose, section 3 (4) (k) does not apply.

INTERPRETATION:

Gathering for an event is a permitted non-farm use in the Agricultural Land Reserve and must not be prohibited by a local government bylaw as long as the event meets the conditions set out in the Regulation.

No more than 150 people may be in attendance and the event must be less than 24 hours in duration.

A maximum of 10 events of any type are permitted within a calendar year on a farm. For example, 5 weddings, 2 music concerts and 3 art shows. Where more than one farm business is being operated from a farm, the maximum 10 events applies. It is recommended that a record of events be maintained by the farmer including type of event, date and number of attendees.

There is no requirement for these events to directly market or promote agricultural products grown on the farm and therefore are not considered agri-tourism events.

People hosting events must make every effort to avoid negative impacts to the use of agricultural land including but not limited to, damage to agricultural land and structures, noise that disturbs animals and livestock, trespass, vandalism, theft and blocking access to adjacent farm businesses.

Events may include weddings, private parties, corporate retreats, music concerts and concert series, music festivals, film and theatrical presentations, art shows, dance recitals, charitable and political fundraising events, dances, and sports events, so long as otherwise compliant with the Regulation. Any event that is not an agri-tourism event falls into this category.

The Regulation allows gathering for events in the ALR provided the land is assessed as “farm” under the *Assessment Act*. If the assessment changes, the use is no longer permitted. The farm may be comprised of one or several parcels of land owned or operated by a farmer as a farm business. The farm parcels should be contiguous or in the same general geographic area.

Permanent facilities must not be constructed or erected for any event activity. Permanent facilities include, but are not limited to: buildings or permanent structures, hard surface parking areas, concrete pads, structural foundations, retaining walls, permanent tents (erected for more than 90 days) and permanent alteration to the landscape (fill, gravel, berms, hills, dugouts, amphitheatres). The conversion of existing buildings and the construction associated with bringing them up to public assembly building code is also deemed as the construction or erection of a permanent facility. If permanent facilities are required, an application and approval of the Commission is necessary.

For the purposes of this policy, parking areas must not be permanent (asphalt, concrete, gravel, etc) and parking must not interfere with the farm's agricultural productivity. All vehicles visiting the farm for the event must be parked on site. To minimize impacting farm land, parking should be along field edges, adjacent to internal farm driveways and roads, and in farm yard areas or immediately adjacent to farm buildings and structures.

Personal family celebrations hosted by the farm owner where no fee is charged continue to be allowed.

This Policy does not apply to agri-tourism activities. See Related Policies.

As per subsection 2.4(f) of the regulation, these conditions do not apply to wineries, cideries, meaderies, breweries and distilleries if the event(s) is held only in the ancillary food and beverage service lounge that has been developed in compliance with section 2(2.4)(b) of the Regulation. Regulation section 3(4)(k) and associated restrictions apply if the event(s) are held outside the lounge area. This means wineries, cideries, meaderies, breweries and distilleries may host an unlimited number of events in their lounge area and an additional 10 events as per section 3(4)(k) held outside the lounge area.

Local governments have the authority to regulate events with regard to structures and building occupancy (including determining if an existing farm building is appropriate for a gathering or requires upgrades for public assembly), parking, lighting, hours of operation, health and safety, noise, access for police, fire and emergency vehicles, etc. Local governments have the authority to require permits for events.

Events in excess of the what is permitted under section 3(4)(k) require an application pursuant to section 20(3) of the Agricultural Land Commission Act and approval of the Commission.

TERMS:

family event means an event attended by

- (a) family members, and
- (b) close personal friends or close business associates of family members

family member with respect to a person means

- (a) parents, grandparents and great grandparents,
- (b) spouse, parents of spouse and stepparents of spouse,
- (c) brothers and sisters,
- (d) children or stepchildren, grandchildren and great grandchildren, and

(e) aunts, uncles, cousins, nephews and nieces

fee or other charge includes a gift in lieu of a fee or charge given in connection with the event

wedding means the ceremony of marriage or a marriage-like ceremony and/or the reception celebration

music festival means concert or concert series no more than 24 hours in duration

Unless defined in this policy, terms used herein will have the meanings given to them in the ALCA or the Regulation.

RELATED POLICY:

ALC Policy L-04 Activities Designated as a Farm Use: Agri-Tourism Activities in the ALR

ALC Policy L-03: Activities Designated as Farm Use: Wineries and Cideries in the ALR

ALR Policy L-21: Activities Designated as Farm Use: Brewery, Distillery and Meadery in the ALR

Attachment C:

Technical Comments



1. Building & Permitting Department

- Building Permit for change of use from garage to wine production and tasting facility to be completed.

2. Bylaw Services & Business Licensing

- A business License does not exist on the subject parcel. Business Licensing has been in contact with the applicant since Fall 2017 with regards to requiring a Business License. A Business License was applied for April 2018; it will not be issued until all Building and Permitting issues regarding the business are complete.

3. Development Engineering

- Adequate off-street parking must be provided based on the number of proposed event attendees.
- Emergency vehicle (fire truck) access needs to be maintained during the event.
- Note that the current residence appears to be outside of the existing fire hydrant coverage limits.

4. Fire Department

- If the venue is fenced, there are limitations based on exits provided in fencing. With the large size of the venue, the requested occupant load is permitted with the appropriate exiting.
- Should the venue utilize large tent structures for the event, the BC Fire Code does not permit open flame or smoking. There are many other limitations should those structures be used.
- The access to the building shall be maintained so as to be ready for use at all times by fire department vehicles.
- Vehicles shall not be parked to obstruct access by fire department vehicles and signs shall be posted prohibiting such parking.
- No cooking permitted under or close to tents.

5. Ministry of Agriculture

- The application for events on ALR to exceed (more than double) the size permitted in ALC Policy L-22 is significant deviation. The described benefits to agriculture promotion are weak.
- Fundraiser events do not fit the intent of Agri-Tourism activities ALC Policy L-04 despite local wines will be served.
- The events described may not themselves have negative impacts to agriculture and may be held for good causes, however consideration should be discussed regarding precedent. If approved this year, will they become annual events, and will other farms follow suit.
- Important that the City and ALC be consistent in decision and rationale for allowing Policy exceptions.
- Application should include a parking plan for 300 + guests.
- Application should address a communication plan for informing neighbours.

6. Regional District of Central Okanagan

- No comments received at time of writing.

ATTACHMENT 2		 City of Kelowna <small>COMMUNITY PLANNING</small>
This forms part of application		
# A18-0006 A18-0007		
Planner Initials	TH	

5. Development Application Reports & Related Bylaws

5.1 Neid Rd 3330-3340, A18-0006 & A18-0007 - 0927687 B.C. Ltd., Inc. No. BC0927687 RTC

Staff:

- Displayed a PowerPoint Presentation summarizing the application and providing rationale for non-support.
- Responded to questions from Council

Trent and Ria Kitsch and Matt August, Kitsch Wines, Neid Road, Applicant:

- Confirmed permits and licences are in place with the City.
- Can accommodate up to 300 parked vehicles and operate shuttles for events.
- Meet several OCP and Agriculture policies.
- Working with City and ALC to be compliant with respective regulations and policies.
- Spoke to conversion of garage to tasting centre post-construction.
- Events will be ended by 10 pm, so noise impacts will be minimal.
- Believe two events fit into agri-tourism definitions.
- Cannot farm the area where the events would take place, so no impact on farming.
- Large farm site and significant investments from family should be taken into account.
- Provided reasons why other locations more suitable for conventions and conferences are not suitable for these types of events.
- Willing to reduce Splendor in the Grass number of guests from 1000 to 500.
- Monies raised go to local worthwhile charities.
- Responded to questions from Council.

Staff

- Responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Donn

R620/18/06/25 THAT Agricultural Land Reserve Appeal No. A18-0006 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND THAT Agricultural Land Reserve Appeal No. A18-0006 be limited to 500 guests;

AND THAT Council directs Staff to forward application A18-0006 to the Agricultural Land Commission for consideration;

AND THAT Agricultural Land Reserve Appeal No. A18-0007 for Lot B Section 16 Township 26 ODYD Plan 26053, located at 3330-3340 Neid Road, Kelowna for a Non-Farm Use in the Agricultural Land Reserve pursuant to Section 20(3) of the Agricultural Land Commission Act be supported by Council;

AND FURTHER THAT Council directs Staff to forward application A18-0007 to the Agricultural Land Commission for consideration.

Carried
Councillor Given - Opposed

REPORT TO COUNCIL



Date: January 14th 2019

RIM No. 0940-00

To: City Manager

From: Community Planning Department (AC & JR)

Application: DP18-0096

Owner: Al Stober Construction Ltd

Address: 1717 Harvey Avenue

Applicant: Meiklejohn Architects

Subject: Development Permit

Existing OCP Designation: MXR – Mixed Use (Residential / Commercial)

Existing Zone: C10 – Service Commercial

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP18-0096 for Lot B, District Lot 129, Plan KAP68674, located at 1717 Harvey Avenue, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land, be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;

AND THAT Council's consideration of the Development Permit be considered subsequent the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated August 27, 2018;

AND THAT this Development Permit are valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To consider a Form and Character Development Permit to convert the former Volkswagen dealership into a mix of commercial units.

3.0 Community Planning

The former, single storey, Volkswagen dealership is looking to be converted into a commercial market space. The project will be divided into six commercial units, each with storefront openings, and will take on an industrial character through the façade changes. A mix of retail and restaurant uses will be provided. A landscaped pedestrian walkway and drive aisle is planned to connect Harvey Avenue through Landmark 7 to Dickson Avenue. These modest changes will increase the pedestrian experience in the area including access to the Hwy 97 pedestrian overpass. This development meets the parking requirements, landscaping requirements and the commercial design guidelines, therefore, Staff are recommending support for the Development Permit.

4.0 Proposal

4.1 Project Description

The applicant has proposed converting the former Volkswagen dealership into commercial market space. The building will be divided into six commercial units, some used as retail, and others as a restaurant. Each unit will have its own private entrance/exit and two will have patios. Surface parking and a green pedestrian connection will be provided. The small scale of the building and the pedestrian connection will allow for a visitor friendly experience.

4.2 Site Context

The subject property is located at 1717 Harvey Avenue and falls within the Capri Landmark Urban Centre. The area is characterized primarily by office buildings and small restaurants. The Hwy 97 pedestrian bridge is adjacent to the subject property with Parkinson Recreational Centre across the highway.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P1LP – Major Institutional (Liquor Primary)	Parkinson Recreational Centre
East	C10 – Service Commercial	Boat Storage / Boat Repair
South	C10 – Service Commercial	Parking Lot / Landmark 7
West	CD14 – Comprehensive High Tech Business Campus	Landmark Buildings

Subject Property Map: 1717 Harvey Avenue



4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C10 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	1000 m ²	4026 m ²
Lot Width	30 m	76 m
Lot Depth	30 m	51.6 m
Site Coverage of Buildings (%)	60%	32%
Development Regulations		
Total Number & Types of Units	n/a	6
Floor Area Ratio	0.65	0.318
Floor Area (gross/net)	5507 m ²	1280 m ²
Height	3 storeys / 12 m	1 storeys / 5.5 m
Building Setbacks (m):		
Front Yard (North)	2 m	7.58 m
Side Yard (West)	0 m	5.88 m
Side Yard (East)	0 m	33.3 m
Rear Yard (South)	0 m	3.28 m
Other Regulations		
Minimum Parking Requirements	60	60
Bicycle Parking	3 class 1 8 class 2	3 class 1 8 class 2
Drive Aisle Width (m)	7 m	7 m
Number of Loading Spaces	1 space	1 space

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Chapter 14: Urban Design Guidelines Amenities, ancillary Services and Utilities.⁵

- Locate loading, garbage, storage, utilities and other ancillary services away from public view. All such areas shall be screened and designed as an integral part of the building to minimize impact;
- Create attractive rear alley facades with high quality materials on buildings facing residential areas (e.g. rear building entrances, windows, balconies, plazas, and plantings).
- Promote a high urban design standard and quality of construction for future development that is coordinated with existing structures;

6.0 Technical Comments

6.1 Development Engineering Department

See Attachment 'A'

7.0 Application Chronology

Date of Application Received: May 3, 2018
Date Public Consultation Completed: N/A

Report prepared by: Adam Cseke, Planner Specialist & Jenna Ratzlaff, Planner
Reviewed by: Terry Barton, Urban Planning Manager
Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A': Development Engineering Memorandum
Draft Development Permit DP18-0096
Schedule 'A': Rational, Plans & Renders
Schedule 'B': Elevations & Sections
Schedule 'C': Landscape Plan

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

CITY OF KELOWNA

MEMORANDUM

Date: August 07, 2018
File No.: DP18-0096
To: Community Planning (AC)
From: Development Engineering Manager (JK)
Subject: 1717 Harvey Ave (REVISED)

ATTACHMENT A	
This forms part of application	
# LUC18-0005 DP18-0096	
Planner Initials	AC
 City of Kelowna COMMUNITY PLANNING	

The Development Engineering Department has the following comments and requirements associated with this Development Permit application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Jason Angus.

1. General.

- a. This Development Permit to convert the old Volkswagen dealership into six commercial retail units with the beginning of a pedestrian path from Harvey to Dickson will be required at Building Permit to complete the following works as laid out in this Engineering Memo:
 - i. Frontage Improvements on Harvey Ave
 - ii. Water service upgrade
 - iii. Sanitary service upgrade
- b. The discharge of the land use contract from the subject property does not compromise any City of Kelowna municipal infrastructure.
- c. Provide easements as may be required

2. Domestic Water and Fire Protection

- a. Provide an adequately sized domestic water and fire protection system complete with individual lot connections. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. Provide water calculations for this property to confirm this. Ensure every building site is located at an elevation that ensures water pressure is within the bylaw pressure limits.

3. Sanitary Sewer

- a. Our records indicate that this property is currently serviced with a 150mm-diameter sanitary sewer service. The applicant's consulting mechanical engineer will determine the requirements of the proposed development and establish the service needs. Only one service will be permitted for this development. If required, the applicant will arrange for the removal and disconnection of the existing service and the installation of one new service at the applicant's cost.

4. Drainage

- a. Provide a detailed Storm Water Management Plan for this development as per the Subdivision, Development and Servicing Bylaw #7900.

5. Road Improvements

- a. Harvey Ave and the access road must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk, drainage system including catch basins, manholes and pavement removal and replacement, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.

6. Development Permit and Site Related Issues

- a. By Registered plan to provide the following
 - i. Grant statutory rights-of-way if required for utility services and/or pedestrian access.
 - ii. Road dedication is needed for the right-in and right-out of the highway frontage lane. *This will be deferred until a major development is proposed on the property or consolidation of 1717 Harvey Ave and 164-1710 Dickson Ave.*

7. Power and Telecommunication Services and Street Lights

- a. All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground.
- b. Streetlights must be installed on all roads.
- c. Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- d. Remove existing poles and utilities, where necessary. Remove aerial trespass (es)

8. Design and Construction

- a. Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b. Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c. Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d. A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.

- e. Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Development Engineering Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs

9. Servicing Agreements for Works and Services

- a. A Servicing Agreement is required for all offsite works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b. Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

10. Bonding and Levy Summary

- a. Bonding To be Determined



James Kay, P. Eng.
Development Engineering Manager

JA

ATTACHMENT		A
This forms part of application		
# LUC18-0005		
DP18-0096		
Planner Initials	AC	 City of Kelowna COMMUNITY PLANNING

Development Permit DP18-0096



This permit relates to land in the City of Kelowna municipally known as

1717 Harvey Avenue

and legally known as

Lot B, District Lot 129, Plan KAP68674

and permits the land to be used for the following development: Retail Commercial and Restaurant

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Decision:

Decision By: CITY COUNCIL OR UP

Issued Date:

Development Permit Area: (N/A for DVP's)

This permit will not be valid if development has not commenced by August 27, 2019.

Existing Zone: C10 – Service Commercial Future Land Use Designation: MXR – Mixed Use (Residential / Commercial)

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: Al Stober Construction Ltd

Applicant: Meiklejohn Architects

Ryan Smith
Community Planning Department Manager
Community Planning & Strategic Investments

Date:

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- c) Landscaping to be provided on the land be in accordance with Schedule "C"; and
- d) The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect.

This Development Permit is valid for two (2) years from the date of August 27, 2017 approval, with no opportunity to extend.

3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property own of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- a) An Irrevocable Letter of Credit in the amount of **\$174,300.00**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

4. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or their designates.**

Re: Development Permit Submission

Design Rationale – 1717 Harvey Ave.

April 11, 2018

The latest addition to the Landmark Town Centre is going to be the development of the Landmark District Market. The design will provide for 6 new retail tenants that will create amenities to the Landmark area. It was an intentional decision to re-purpose the existing building in order give the area a more small scale pedestrian friendly experience.

Architectural Design

The building will be divided into smaller tenancies with the introduction of storefront openings along the east side of the building. The use of awnings and sign carriers will assist in defining the individual spaces. The north side of the building will remain relatively intact with paint and signage being applied. The intent is to give the project a bit of a warehouse/industrial character. The windows and storefronts will be introduced using black aluminium. Prominent architectural sign carriers that are positioned away from the building face will help to shield the past use and introduce a new focus to the building. The west side will be used to create a green pedestrian connection to the south side of the building. Two retail patio areas will be located on the south side and are anticipated that they will become perfect seasonal opportunity for the tenants.

Landscape Design

Because we are creating a pedestrian friendly realm, the landscape will include the introduction of walkways and patios all around the building that are intended to animate the space more effectively. This will include a mixture of materials including cast in place concrete, brick pavers and street furniture and trees. The greening up and reconfiguration of the existing parking lot will serve to diminish the importance of the car and emphasize the importance of the pedestrian. We are creating this as a walkable amenity for the tenants of the Landmark area.

Conclusion

In summary we feel that this unstructured design approach with a well design public realm and appropriately detailed storefronts will be a welcome evolution to one of Kelowna's premier urban neighbourhoods.

SCHEDULE	A
This forms part of application	
# LUC18-0005	
DP18-0096	
Planner Initials	 City of Kelowna COMMUNITY PLANNING
AC	

SCHEDULE

This forms part of application

LUC18-0005
DP18-0096

Planner
Initials

AC

City of
Kelowna
COMMUNITY PLANNING



Legend

- 1717 Harvey Ave
- Feature 1



Google Earth

© 2018 Google

1717 harvey ave



80 m



1717 Harvey Ave

existing car lots

april 10, 2018

1

58

SCHEDULE

A

This forms part of application

LUC18-0005
DP18-0096

Planner
Initials AC



SCHEDULE A

This forms part of application

LUC18-0005

DP18-0096

Planner
Initials

AC

City of
Kelowna
COMMUNITY PLANNING





coventry gray HC-169



kendall charcoal HC-166



rockport gray HC-105



van deusen blue HC-156



wood trellis



ZONING SUMMARY

TURNER VOLKSWAGEN	
ADDRESS	1717 HARVEY AVE
LEGAL DESCRIPTION	LOTS B&C, PLAN KAP68674 AND LOT 2, PLAN 25004
DEVELOPMENT PERMIT AREA	N/A
EXISTING ZONING	C10
EXISTING LEGAL USE	AUTO DEALERSHIP
GRADES	EXISTING AVERAGE - LEVEL FINISH AVERAGE - LEVEL
NUMBER OF BUILDINGS	1 STOREY COMMERCIAL BUILDING

CRITERIA FOR ALL TYPES OF APPLICATION: C10 SERVICE COMMERCIAL

	ZONING STANDARD	PROPOSAL
SITE AREA (sm)	1000	±4026
SITE WIDTH (m)	30	±76
SITE DEPTH (m)	30	±51.6

PARKING

OFF-STREET PARKING	60 stalls min. (see parking calcs)	±60 stalls (EXIST.)
HEIGHT OF BUILDING (S)# OF STOREYS	12.0 m/ 3 storeys	±5.5 m/ 1 storey

COVERAGE

SITE COVERAGE OF BUILDING(S) (%)	60% MAX.	±1280/ ±4026 = ±31.8%
SITE COVERAGE INCLUDING BUILDINGS, DRIVEWAYS AND PARKING (%)	N/A	N/A

ADDITIONAL REQUIREMENTS FOR COMMERCIAL, INDUSTRIAL AND MULTIPLE UNIT / INTENSIVE RESIDENTIAL APPLICATIONS: C10 SERVICE COMMERCIAL

	ZONING STANDARD	PROPOSAL
NUMBER OF BICYCLE PARKING SPACES (COMMERCIAL)	Class I: 0.2 per 100sm x 1280sm Total = 3 bikes min. Class II: 0.6 per 100sm x 1280sm Total = 8 bikes min.	Class I: 3 stall bike rack (confirm with tenants) Class II: 8 stall bike racks (see site plan)

NUMBER OF LOADING SPACES	1/ 1900sm = 1 space min	min 1 space (see site plan)
DRIVE AISLE WIDTH (m) (IF PROPOSED)	7.0m	±7.0m (exist.)
SETBACKS TO PARKING (m):		
NORTH (FRONT)	3.0m	±2.0m (exist.)
SOUTH (REAR)	N/A	N/A
WEST (SIDE)	N/A	N/A
EAST (SIDE)	N/A	N/A
FLOOR AREA NET	5,507sm max.	±1280sm

FAR

FLOOR AREA RATIO (F.A.R.)	0.65 MAX.	±1280/ ±4026 = 0.318
BUILDING (S) SETBACKS (m):		
NORTH (FRONT)	2.0m	±7.58m
SOUTH (REAR)	0.0m	±3.28m
WEST (SIDE)	0.0m	±5.88m
EAST (SIDE)	0.0m	±33.3m
DAYLIGHT ANGLE (IF A TOWER)	N/A	N/A
PODIUM HEIGHT (IF PROPOSED)	N/A	N/A
FLOOR PLATE SIZE (IF REQUIRED)	N/A	N/A

PARKING CALCULATIONS

STALL SIZE	WIDTH	LENGTH	HEIGHT	PARKING RATIO required	PARKING RATIO proposed
FULL SIZE STALL	8'-3"	2.5m	19'-8" 6.0m	-	-
MEDIUM SIZE STALL (40% max)	7'-6"	2.3m	15'-9" 4.8m	24	42 (EXIST.)
COMPACT SIZE STALL (10% max)	6'-6"	2.0m	11'-2" 3.4m	6	-
DISABLED STALL	12'-2"	3.7m	19'-8" 6.0m	1	2
DRIVE AISLES (2-way 90° pkg)	23'-0"	7.0m			

PARKING REQUIREMENTS:	COMMERCIAL:	no of stalls
	Liquor Primary Establishment, Minor:	
	1 per 4 seats of capacity x 183 ppl	46 stalls
	Retail Store GFA less than 1,000sm:	
	2 stalls/ 100sm x 660sm	14 stalls
	TOTAL PARKING REQUIRED:	60 stalls
	TOTAL PARKING PROVIDED:	
	PARKING @ GRADE:	±60 stalls (EXIST.)



FIRE PROTECTION: 3.2.4/ 3.2.5/ 3.2.6.

LOCATION OF HYDRANT TO BUILDING ENTRY	90 m MAX.	3.2.5.5.
STANDPIPE/HOSE	N/A	3.2.5.8.
SPRINKLERED	N/A	
FIRE ALARM SYSTEM	N/A (CONFIRM ON SITE)	3.2.4.1.(2)(f)
EXIT LIGHTS	YES	
EMERGENCY LIGHTING	YES	

OCCUPANT LOAD SEE A201.1

LEVEL 1 (retail):		180 PERSONS
LEVEL 1 (restaurant):		183 PERSONS
	BUILDING TOTAL	363 PERSONS

EXIT FACILITIES 3.1 TO 3.6

REQUIRED EXITS	REQUIRED WIDTHS	PROVIDED WIDTHS
	min. 800mm door width as per 3.4.3.2.(A)	
LEVEL 1 (doors)	6.1mm/ person X 363 persons max. = 2,214mm MIN.	min.10 doors @ 3'-0" width = 30'-0" (9,144 mm)
EXIT THROUGH LOBBY	NO	3.4.4.2.
PANIC HARDWARE REQ'D	yes (at exterior doors - confirm with tenants)	3.4.6.16.(2)
EXIT EXPOSURE	ok	3.2.3.13.
MAX. TRAVEL DISTANCE	30m (15m for single exit)	3.4.2.5.(1)
EXIT RATINGS REQUIRED:		
STAIR SHAFTS	N/A	3.4.4.1.
CORRIDORS	N/A	3.3.2.6.(4)

REQUIRED FIRE SEPARATIONS 3.1.3.1.

TENANTS / MAJOR OCCUPANCIES		
GROUP A2 TO E	2 HR	
SERVICES ROOMS	1 HR	3.8.2.
JANITOR ROOM	1 HR	

BUILDING FIRE SAFETY

SOFFIT PROTECTION	N/A	3.2.3.16.
FLAME SPREAD RATINGS	COMPLY WITH	3.1.13.2
METAL DECK ASSEMBLIES	N/A	3.1.14.2.
ROOF COVERING CLASSIFICATION	CLASS "A"	3.1.15.2.
ATTIC FIRESTOPS	N/A	3.1.11.
MAX. ATTIC AREA	N/A	3.1.11.5.
MAX. CRAWLSPACE AREA	N/A	3.1.11.6.
CONCEALED FLOOR AREA	N/A	3.1.11.5.

ACCESSIBILITY REQUIREMENTS 3.8.

	REQUIRED	PROVIDED
ACCESS TO MAIN ENTRANCES	YES	YES
ACCESS TO ALL FLOORS	YES	YES
ACCESSIBLE WASHROOM	YES	YES

WASHROOM FIXTURES REQUIREMENTS

WASHROOM REQUIREMENTS TO BE CONFIRMED BY FUTURE TENANTS AS PART OF THEIR LEASEHOLD IMPROVEMENTS PERMIT APPLICATION (N.I.C.)

BUILDING CODE REVIEW

OCCUPANCY	GROUP A2	GROUP D	GROUP E	GROUP F2
ARTICLE	3.2.2.25	3.2.2.58	3.2.2.64	3.2.2.74
NO. OF STOREYS	1 STOREY	1 STOREY	1 STOREY	1 STOREY
NO. OF STREETS FACING	2	2	2	2
MAX. BUILDING AREA	PROPOSED ±13,680 (±1,280sm)		CODE MAXIMUM 1,500 sm (3.2.2.64.(1))	
CONSTRUCTION TYPE	COMBUSTIBLE / NON-COMBUST.			
SPRINKLERED	NO			
ASSEMBLY RATINGS:				
FLOOR	N/A			
WALLS/ BEARING STRUCTURE	45 MINUTES			
ROOFS	45 MINUTES			

SPATIAL SEPARATION: 3.2.3.1.C

	NORTH (FRONT) & EAST WALL	WEST WALL	SOUTH WALL
WALL AREA		±152.2sm	±89.4sm
OPENING AREA	WINDOW OPENINGS & WALL CONSTRUCTION UNRESTRICTED.	±10.7sm	±13.3sm
% PROVIDED		±7.1%	±14.9%
LIMITING DISTANCE	EXCEED 9.0m, OR BLOG FACES A STREET IN ACCORDANCE WITH 3.2.3.10	5.88m	3.28m
% PERMITTED		±25%	±15.5%
CONSTRUCTION TYPE		Combust.	Combust.
CLADDING MATERIAL		Non combust.	Non combust.
REQUIRED RATINGS		45 MINUTES	1 HOUR

BUILDING FLOOR AREAS

	GFA (±sf)	GFA (±sm)
LEVEL 1	13,680	1,280
BUILDING FOOTPRINT FOR SITE COVERAGE	13,680	1,280
TOTAL FLOOR AREA FOR FAR (SEE A201.1 FOR LEASE AREA)	13,680	1,280

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mat@shaw.ca

m+m
MEIKLEJOHN ARCHITECTS INC.

2018-04-10

DP



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title

**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODVD PLAN KAP68674

Drawing Number

A2.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

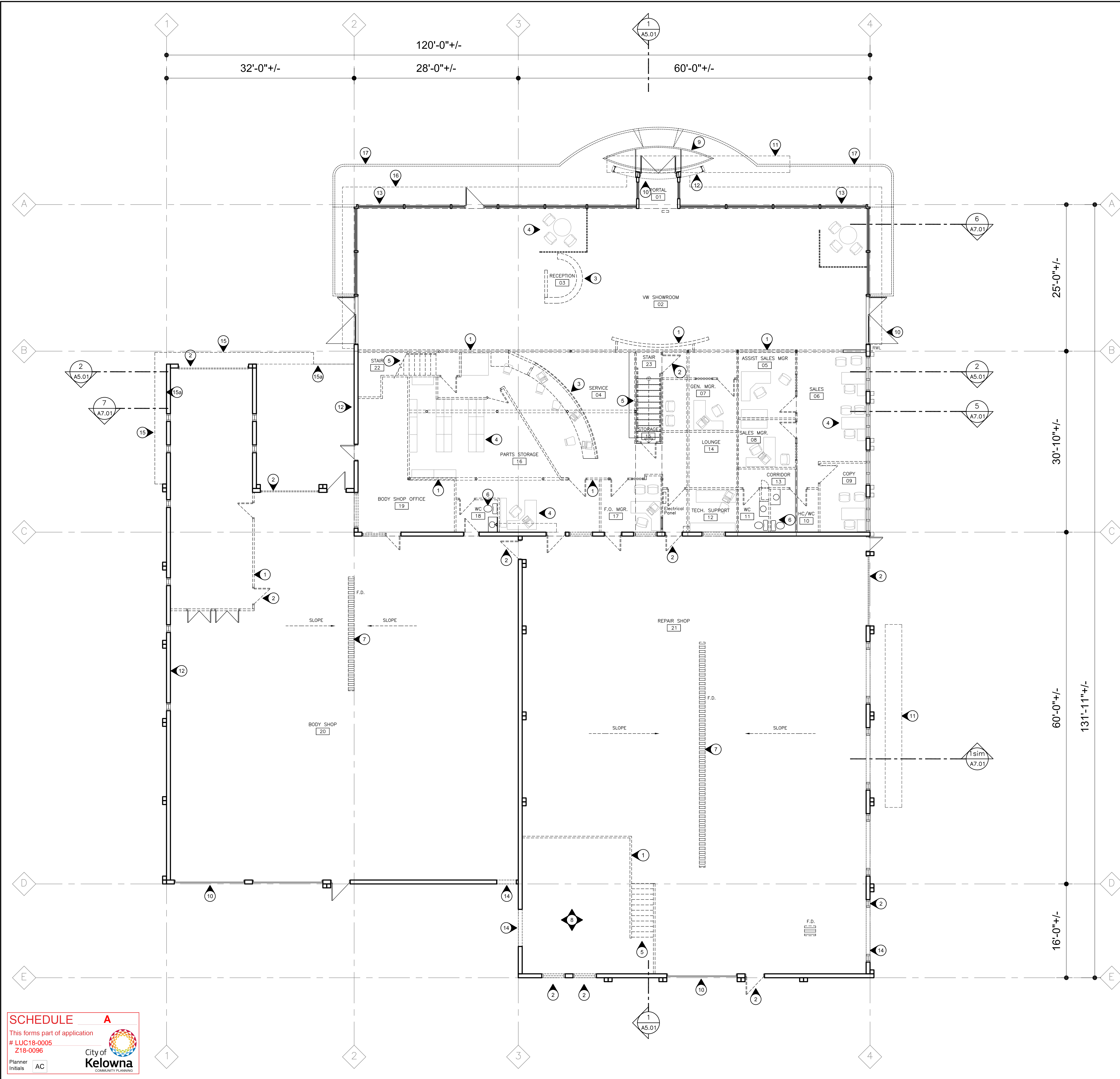
Drawing Title

**ZONING &
CODE SUMMARY**

20' = 12"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM

SCHEDULE A
This forms part of application
LUC18-0005
Z18-0096
City of Kelowna
COMMUNITY PLANNING
Planner Initials AC



DEMOLITION KEY NOTE LEGEND:

All demolition items to be removed from site unless noted or as directed by owner.

All existing services affected by new construction to be patched & repaired.

Provide all temporary framing and support/shoring during demolition & construction. Remove and dispose all shoring and attachments off site upon completion.

1. Remove existing wall. Note: all existing services/wiring to be v.o.s. & capped/relocated as directed by elec
2. Remove existing door & window.
3. Remove existing millwork.
Note: confirm on site locations of existing trenches for existing power, clean & prepare trenches as required for new concrete fill.
4. Remove existing shelving/furniture where applicable
5. Remove existing stairs
6. Remove existing plumbing fixtures.
Cap existing plumbing lines & locate existing mains for future connections
7. Remove existing trench drain.
8. Remove existing mezzanine framing & sheathing
9. Remove curved canopy (v.o.s.)
10. Existing doors to remain
(protect during construction)
11. Excavation as required for new exterior screens.
Provide conduit as required for lighting.
12. Existing walls to remain where applicable.
Patch & make good all surfaces & ensure all air barriers/ vapour barriers are sealed
13. Existing windows to remain
(protect during construction)
14. Existing wall to be cut & removed as required to suit new openings. Provide shoring & new lintels as required (struct. to review on site)
15. Existing fabric awning & framing to be removed to suit new exterior finishes.
- 15a. Existing metal cladding to remain (protect during awning removal)
16. Existing canopy/fascia to be retained.
Existing surfaces to be prepared for new finishes (see renovation elevations)
17. Existing sidewalk /curb to be removed.

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



2018-04-10
DP



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No.	Date	Revision
01	2018-04-10	Issued DP

Project Title

**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODYD PLAN KAP68674

Drawing Number

A3.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title

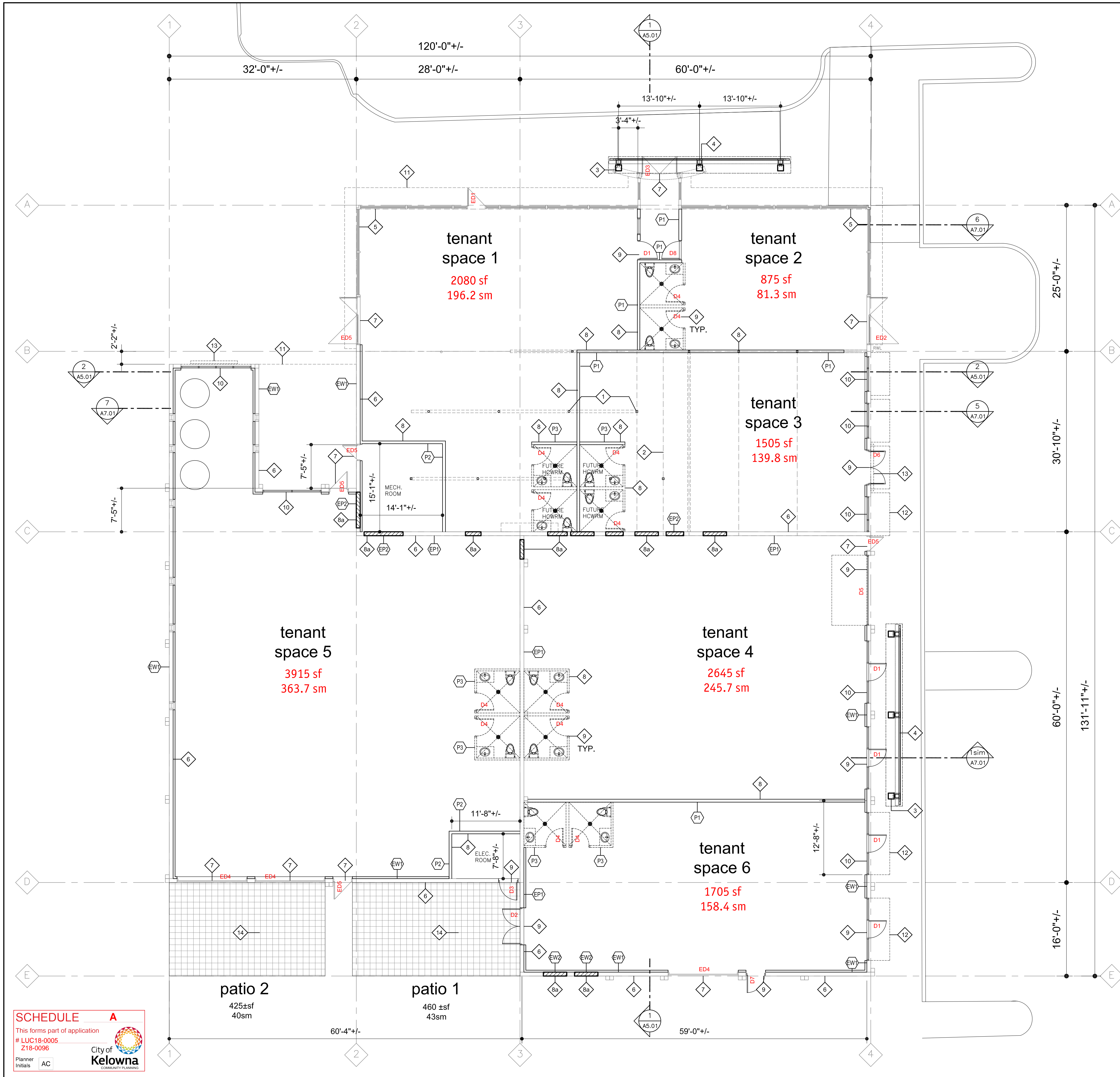
**MAIN FLOOR
DEMOLITION**

1/8"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	A5 SHOWN
Drawn	ES
Checked	JM

SCHEDULE A
This forms part of application
LUC18-0005
Z18-0096
Planner Initials **AC**

City of Kelowna
COMMUNITY PLANNING



RENOVATION KEY NOTE LEGEND: #

- EXISTING COLUMN (V.O.S.)
NOTE: ALL EXPOSED COLUMNS TO HAVE 1 HR RATED
GWB ENCLOSURE (SEE WALL TYPES)
- EXISTING BEAM (V.O.S.)
- NEW CONC. PIERS FOR NEW TRELLIS
(SEE DETAILS / STRUCT.)
- NEW WOOD/ STEEL TRELLIS/ SCREEN (SEE DETAILS)
- EXISTING WINDOW TO REMAIN, PROTECT DURING
CONSTRUCTION & CLEAN ALL SURFACE AT
COMPLETION OF WORK
- EXISTING WALL TO REMAIN. PATCH & MAKE GOOD ALL
SURFACES/ FINISHES
- EXISTING DOOR TO REMAIN. PATCH & MAKE GOOD ALL
SURFACES/ FINISHES. CLEAR ALL SURFACES AFTER
CONSTRUCTION COMPLETION. CONDITION OF EXIST.
HARDWARE TO BE SITE REVIEWED & REPLACED WITH
NEW HARDWARE WHERE REQUIRED
- NEW PARTITION WALL (SEE WALL ASSEMBLY TYPES)
- NEW INFILL WALL TO MATCH EXIST WALL THICKNESS &
MATERIAL TYPES (V.O.S.)
- NEW DOOR (SEE DOOR SCHEDULE)
- NEW WINDOW (SEE WINDOW SCHEDULE)
- EXISTING CANOPY ABOVE
- NEW FABRIC AWNING SCREWED TO EXIST. WALL
(CONFIRM ANCHOR DETAILS WITH AWNING MANUF. -
PROVIDE ENG. SHOP DWGS.)
- CANOPY / SIGN BOX ABOVE (SEE DETAILS)
- NEW C.I.P. CONC. PATIO
(TO BE CONFIRMED BY TENANTS)

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mat@shaw.ca



2018-04-10
DP



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODYD PLAN KAP68674

Drawing Number

A3.02

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

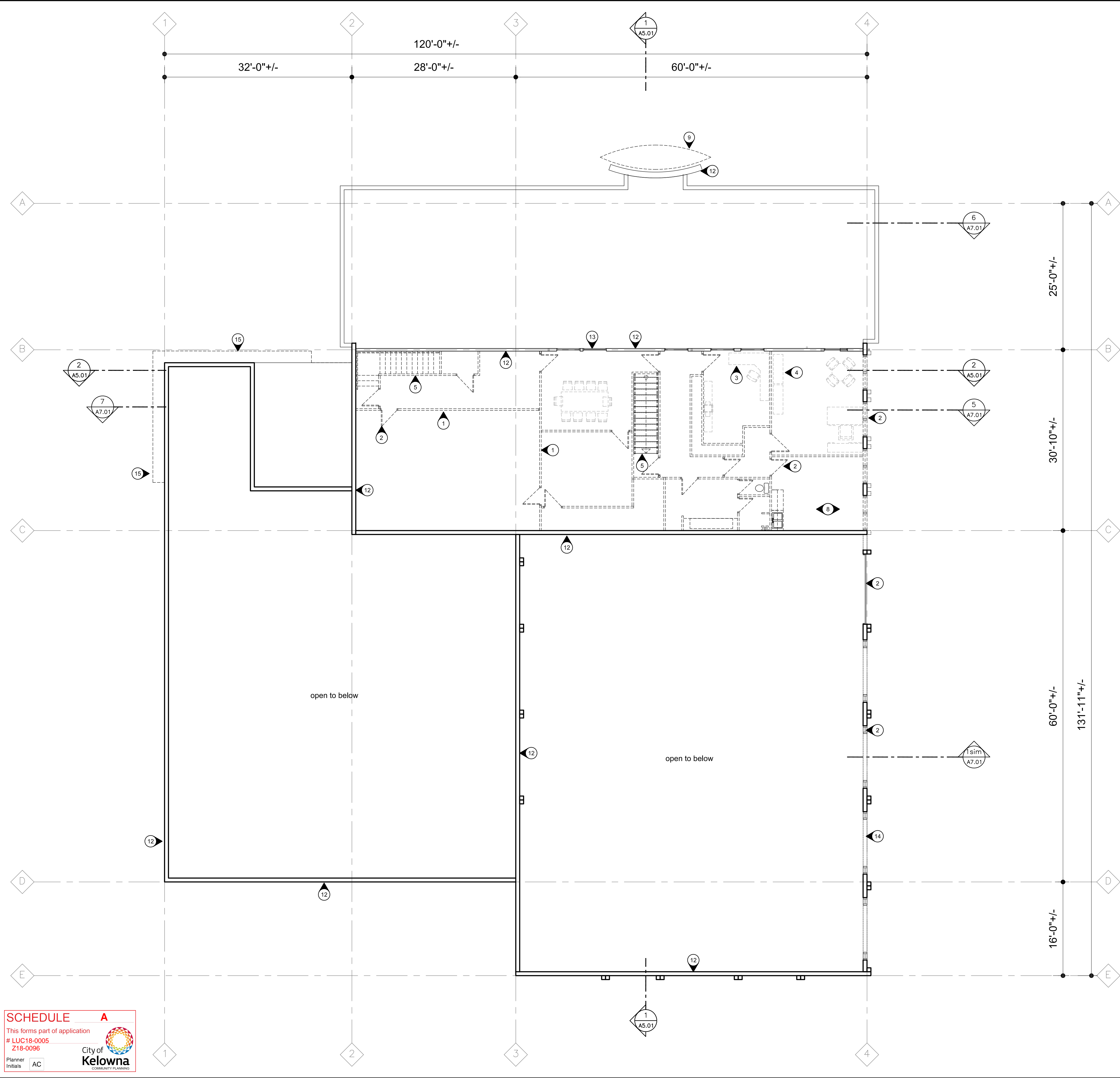
Drawing Title
**MAIN FLOOR
RENOVATIONS**

1/8"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	A5 SHOWN
Drawn	SN
Checked	JM

SCHEDULE A
This forms part of application
LUC18-0005
Z18-0096
Planner Initials AC

City of Kelowna
COMMUNITY PLANNING



Note:
See A301 for demolition key note legend.

233 BERNARD AVENUE
KELOWNA, B.C.
V1Y 6N2
TEL: 250.762.3004
EMAIL: kel-mai@shaw.ca



2018-04-10
DP



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODVD PLAN KAP68674

Drawing Number

A3.03

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
**2ND FLOOR
DEMOLITION**

1/8"=1'0"	
Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM

SCHEDULE
This forms part of application
LUC18-0005
Z18-0096
Planner
Initials AC

City of Kelowna
COMMUNITY PLANNING

TRUE
NORTH

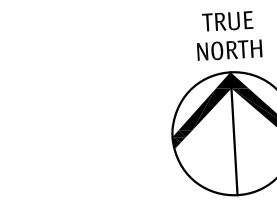
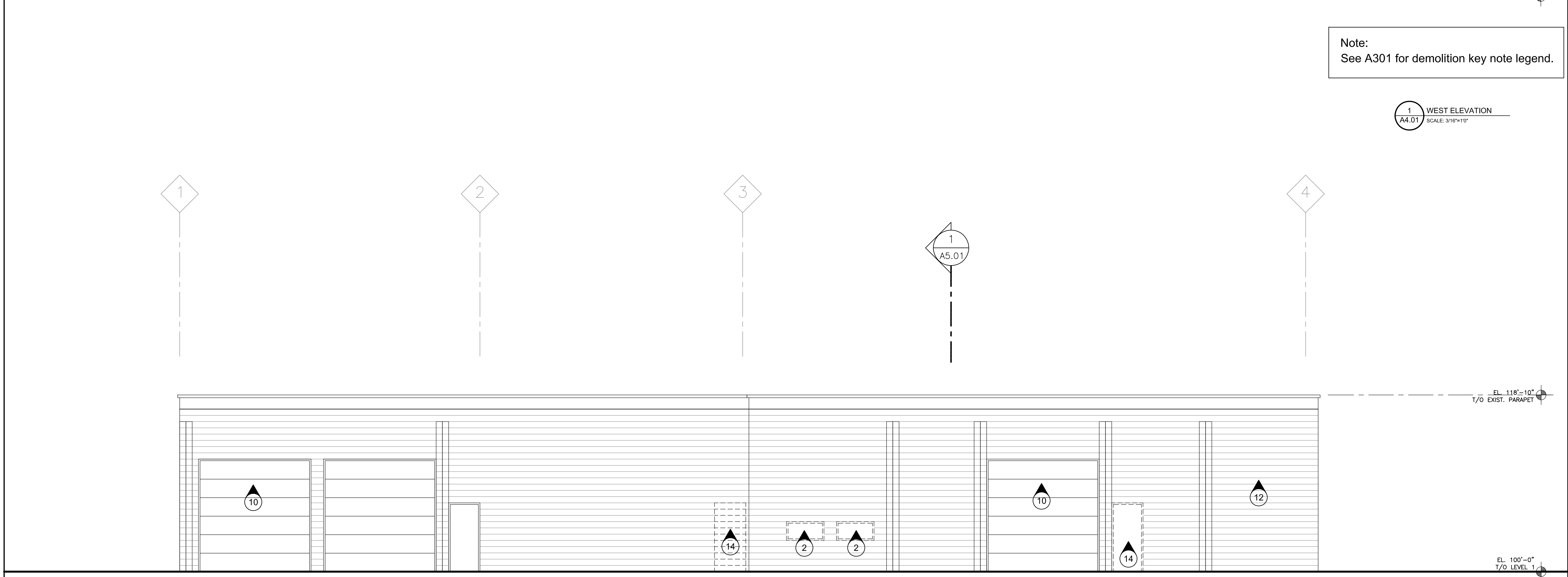
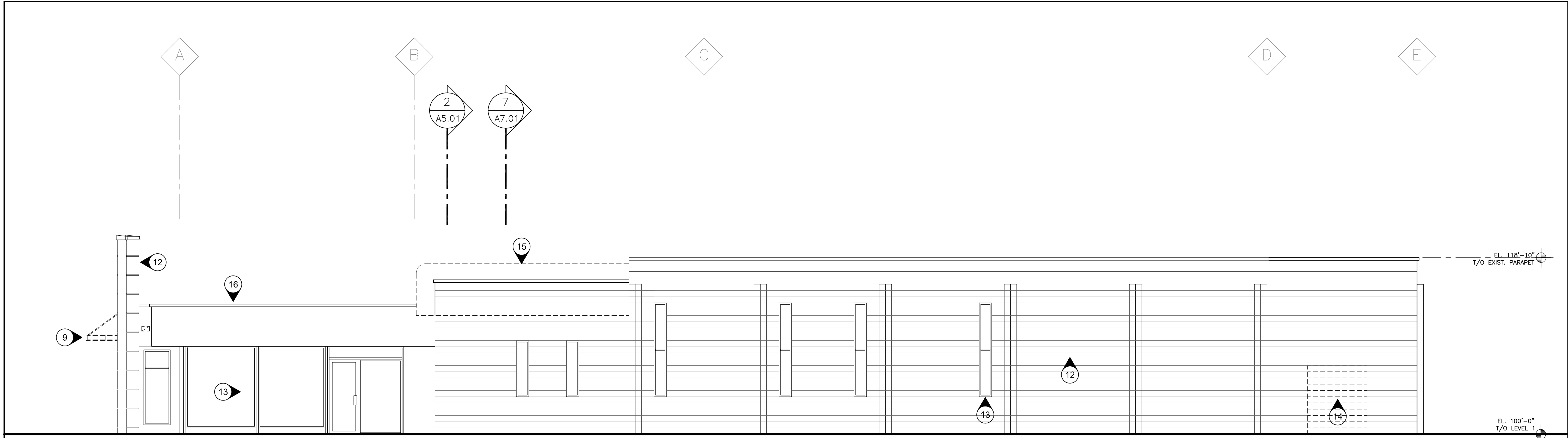
A circular compass rose with a vertical line and a horizontal line intersecting at the center. A thick black arrow points from the center towards the top-left corner of the page, labeled 'TRUE NORTH' above it.[illegible]

A4.01

Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM



2018-04-10
DP



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODVD PLAN KAP68674

Drawing Number

A4.02

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
**EXTERIOR ELEVATION
DEMOLITION**

3/16"=1'0"

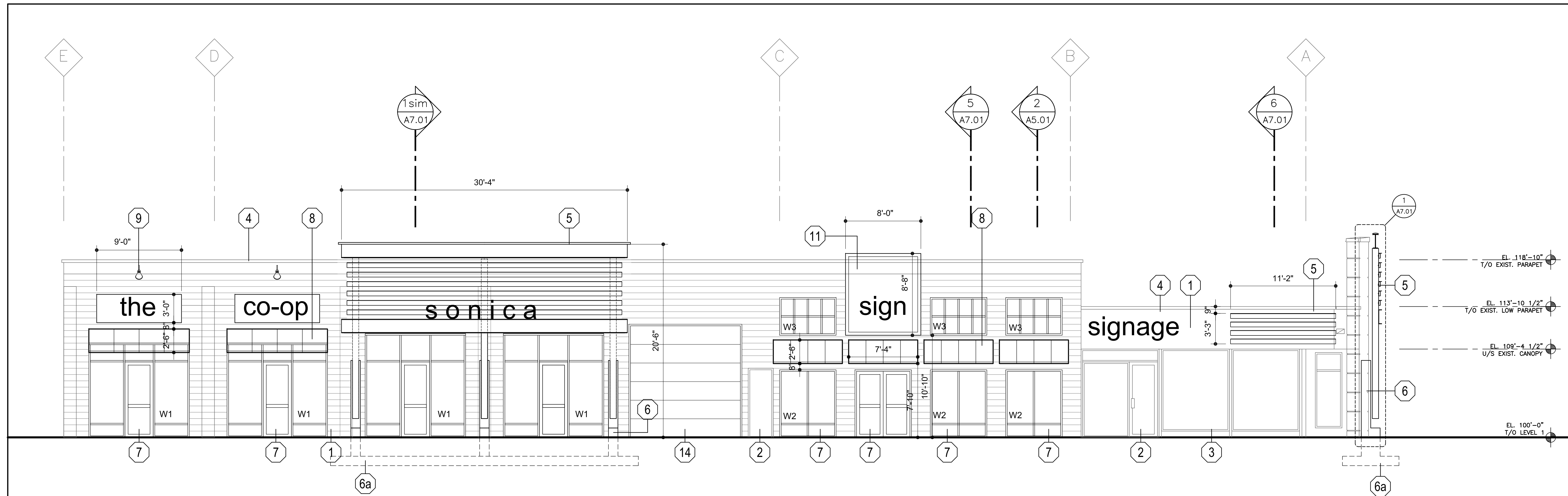
Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM

SCHEDULE
This forms part of application
LUC18-0005
DP18-0096
Planner
Initials
AC

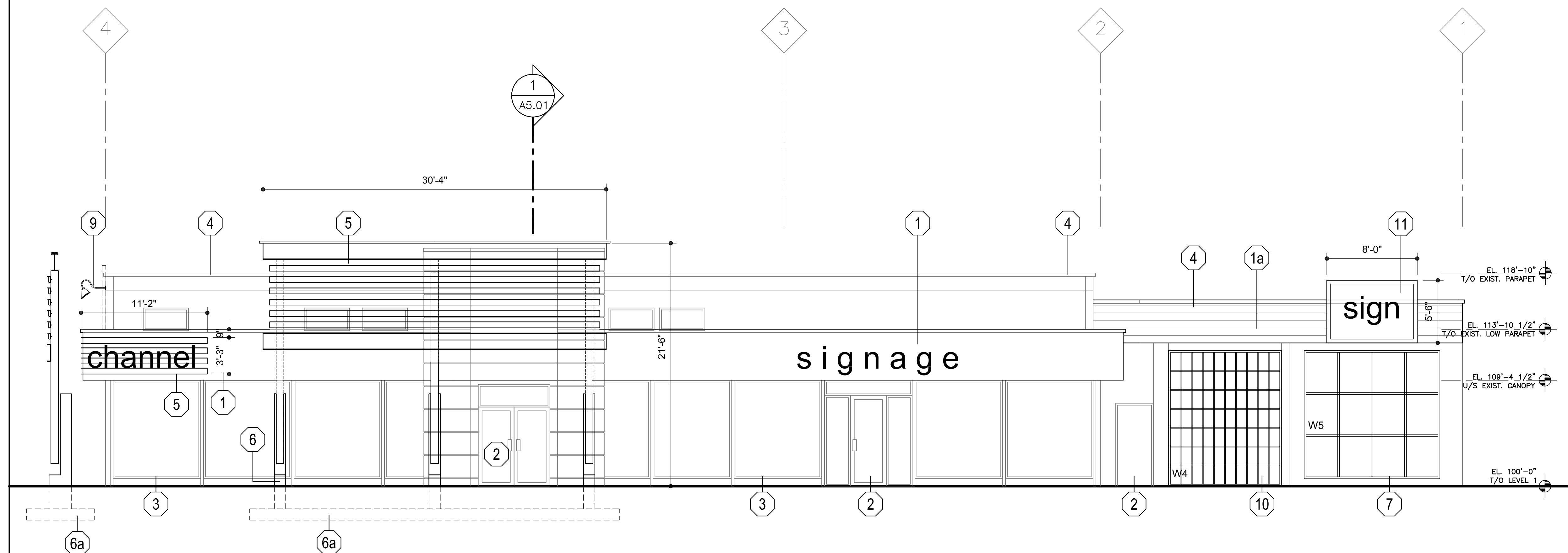
City of Kelowna
COMMUNITY PLANNING

2
A4.01 SOUTH ELEVATION
SCALE: 3/16"=1'0"

2018-04-10
DP



1 EAST ELEVATION
SCALE: 3/16"=1'0"



2 NORTH ELEVATION
SCALE: 3/16"=1'0"

ELEVATION KEY NOTES
ALL COLOURS TO BE CHOSEN BY ARCHITECT FROM APPROVED PRODUCT MANUF.'S STANDRAD LINE OF COLOURS.

- 1 NEW PAINT FINISH ON EXIST. WALLS & FASCIA
- 1a NEW PAINT FINISH OVER EXIST. METAL CLADDING
- 2 EXIST. DOORS TO REMAIN (NEW PAINT FINISHES WHERE APPLICABLE)
- 3 EXIST. WINDOWS TO REMAIN
- 4 NEW FINISHES/ NEW FLASHING CAP WHERE APPLICABLE.
- 5 NEW WOOD/STEEL TRELLIS/ SCREEN
- 6 CONC. PILASTER
- 6a NEW FOUNDATIONS FOR WOOD/STEEL TRELLIS/SCREEN
- 7 NEW ALUM. STORE FRONT WINDOWS & DOORS
- 8 NEW FABRIC AWNINGS (CONFIRM WITH TENANT)
- 9 NEW BLDG / SIGNAGE LIGHTING
- 10 NEW DECORATIVE GLASS SCREEN /DOOR (CONFIRM WITH TENANT)
- 11 NEW ILLUMINATED SIGNAGE
- 12 NEW PAINTED METAL DOOR
- 13 NEW BLOCK INFILL TO MATCH EXIST. WALLS
- 14 NEW O/H DOOR - PAINT FINISH
- 15 NEW SCREEN AROUND NEW PATIOS (CONFIRM WITH TENANT)



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODYD PLAN KAP68674

Drawing Number

A4.03

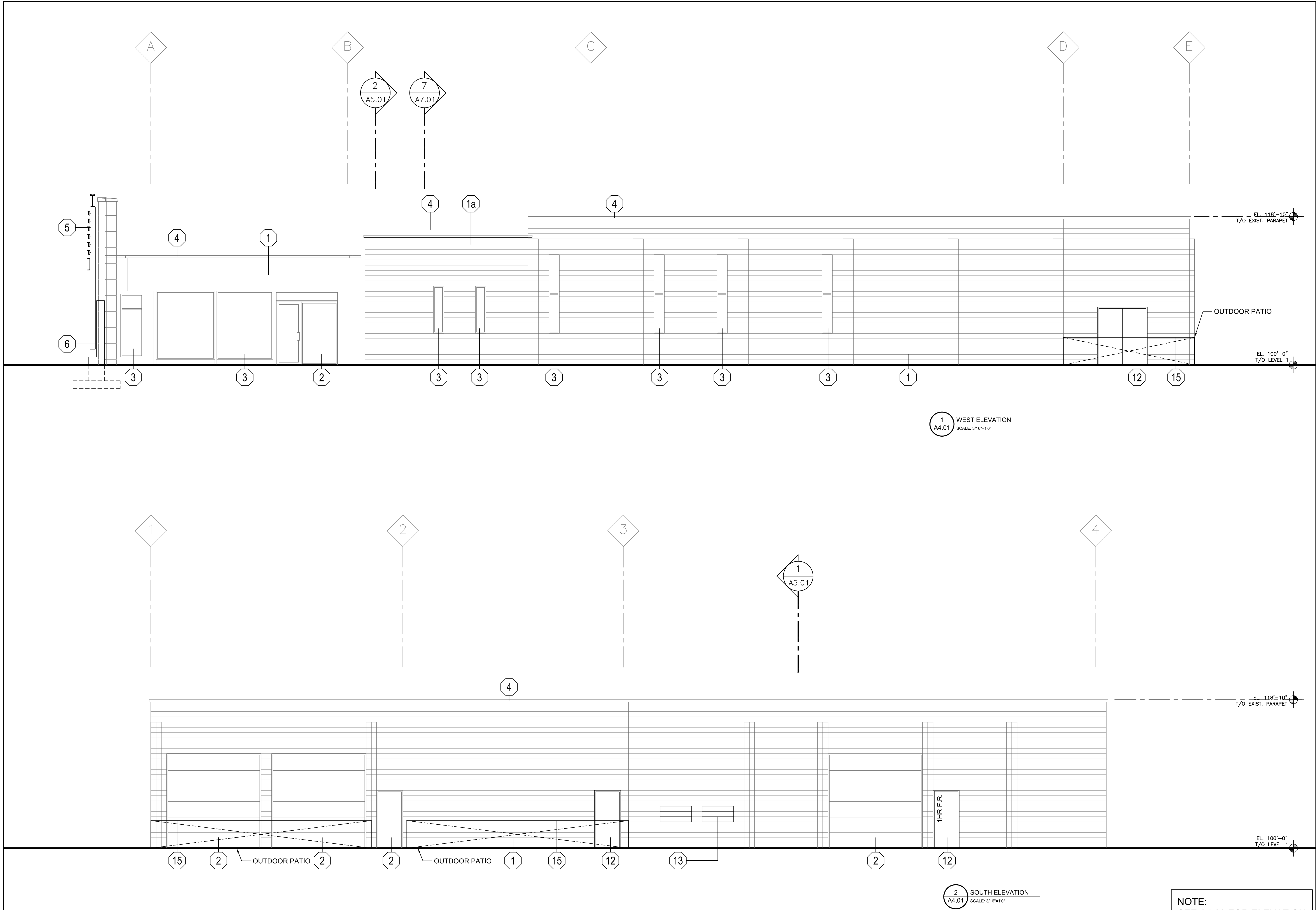
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
EXTERIOR ELEVATIONS

3/16"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	A5 SHOWN
Drawn	ES
Checked	JM

2018-04-10
DP



1 WEST ELEVATION
A4.01 SCALE: 3/16"=1'0"

2 SOUTH ELEVATION
A4.01 SCALE: 3/16"=1'0"

NOTE:
SEE A4.03 FOR ELEVATION
KEY NOTES LEGEND



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODVD PLAN KAP68674

Drawing Number

A4.04

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

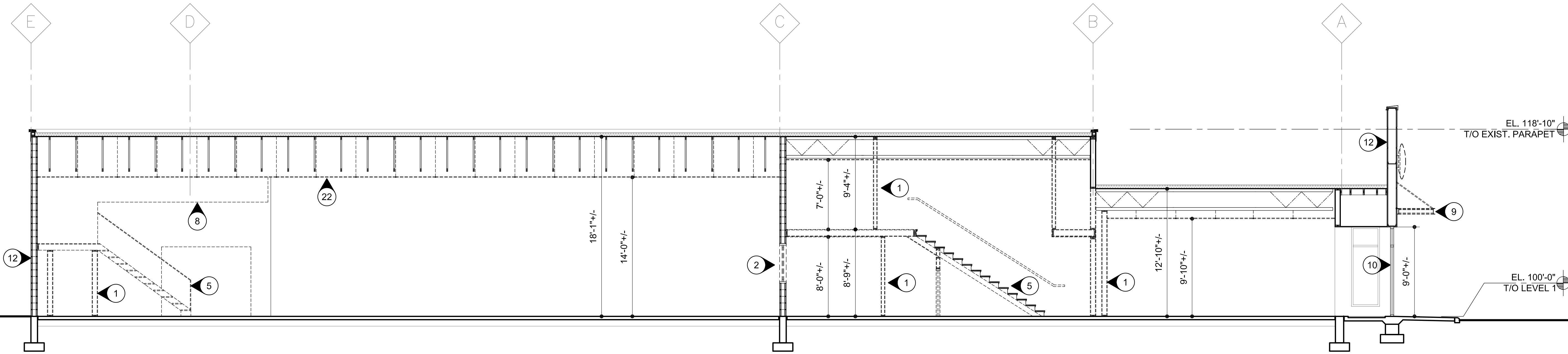
Drawing Title
**EXTERIOR ELEVATIONS
RENOVATION**

3/16"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM

2018-04-10
DP

Note:
See A301 for demolition key note legend.



1
A5.01 BUILDING SECTION
SCALE: 3/16"=1'0"



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODYD PLAN KAP68674

Drawing Number

A5.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

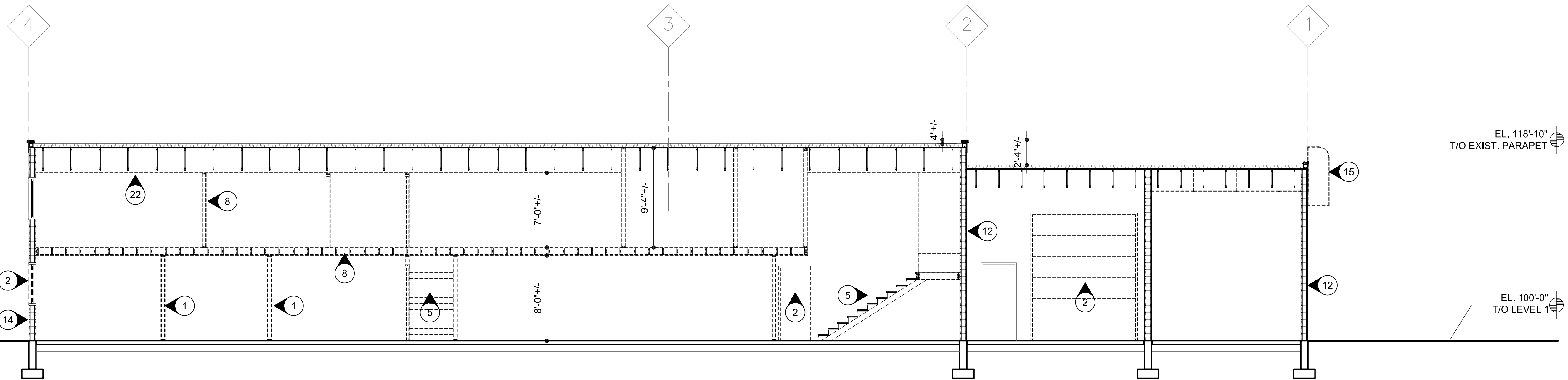
Drawing Title
BUILDING SECTION

DEMOLITION

3/16"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	A5 SHOWN
Drawn	ES
Checked	JM

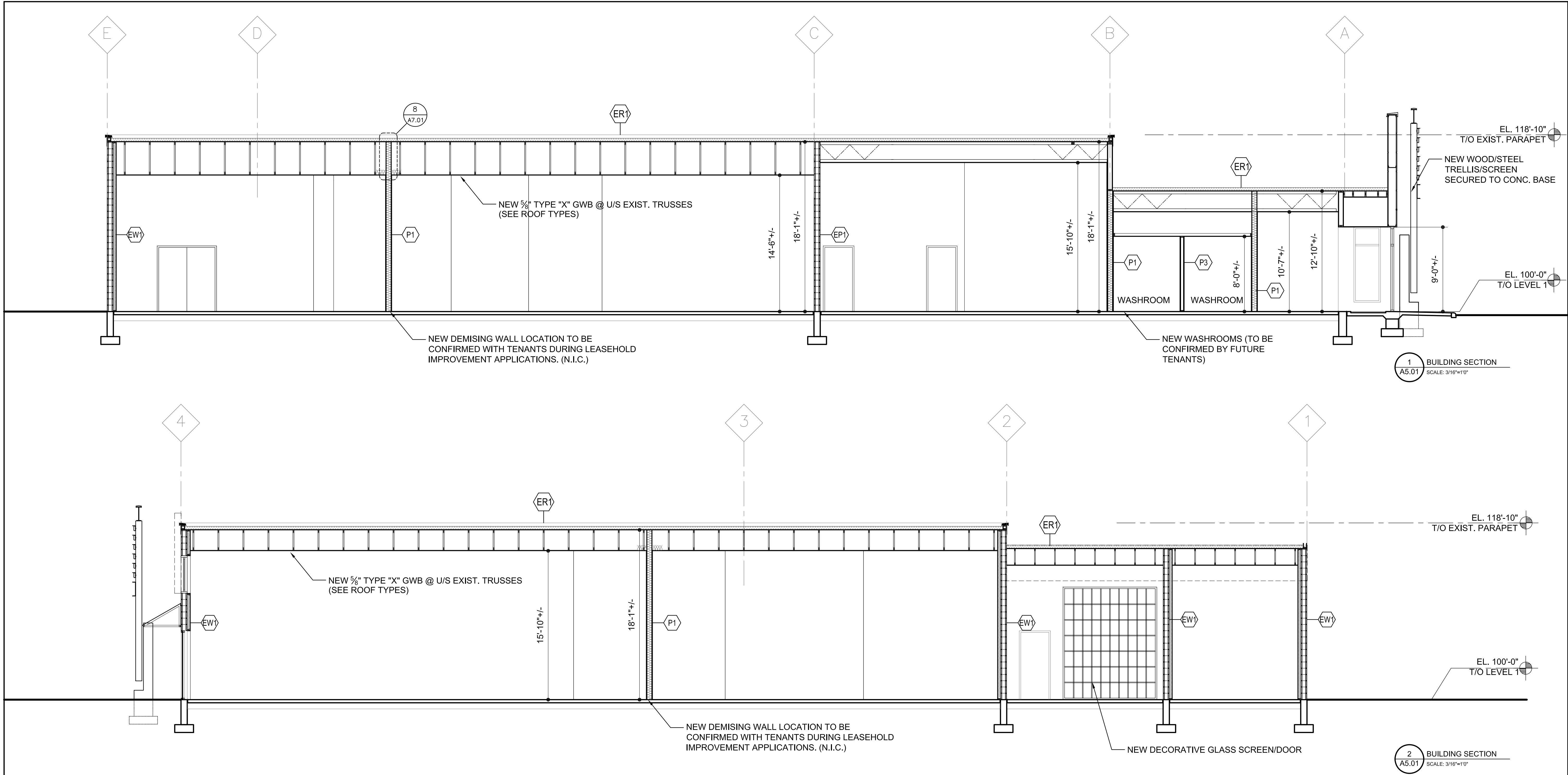
2
A5.01 BUILDING SECTION
SCALE: 3/16"=1'0"



SCHEDULE B
This forms part of application
LUC18-0005
DP18-0096
Planner Initials **AC**

City of Kelowna
COMMUNITY PLANNING

2018-04-10
DP



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No.	Date	Revision
01	2018-04-10	issued DP

Project Title
**EXISTING BUILDING
FACADE UPGRADE**

1717 HARVEY AVE KELOWNA V1Y 6G3
LOT B DL 129 ODYD PLAN KAP68674

Drawing Number

A5.02

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
BUILDING SECTION

RENOVATION

3/16"=1'0"

Date	2018-04-10
Job No.	m+m 17-1786
Scale	AS SHOWN
Drawn	ES
Checked	JM

P:\51 - BC INTERIOR\5117\17M-0803-00 LANDMARK CAMPUS GREENING INITIATIVE\01 - PRODUCTION DRAWINGS\01 - DRAWINGS\02 - CURRENT\511717M-0803_LDP_MKTDSTRCT.DWG



LANDSCAPE PLAN LEGEND:

- | | | | |
|--|------------------|--|-------------------|
| | PROPERTY LINE | | REMOVABLE BOLLARD |
| | BUILDING ENTRY | | SPECIALTY SEATING |
| | BIKE RACK | | TRELLIS |
| | CONCRETE PAVING | | |
| | SPECIALTY PAVING | | |

PLANTING LEGEND:

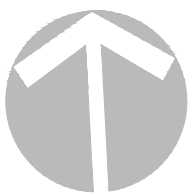
- | | | | |
|--|-------------------------|--|--|
| | PROPOSED DECIDUOUS TREE | | NATIVE GRASS, SHRUB AND PERENNIAL PLANTING |
|--|-------------------------|--|--|

LANDSCAPE DEVELOPMENT DATA:

1. PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE CANADIAN LANDSCAPE STANDARDS (CURRENT EDITION).
2. THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL BUT REFLECTS THE MINIMUM ACCEPTABLE QUALITY AND SIZE.
3. PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY.
4. ALL PLANTERS SHALL HAVE APPROVED MULCH.
5. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN EFFICIENT AUTOMATIC IRRIGATION SYSTEM.
6. THIS DRAWING DEPICTS FORM AND CHARACTER AND IS TO BE USED FOR DEVELOPMENT PERMIT SUBMISSION ONLY. IT IS NOT INTENDED FOR USE AS A CONSTRUCTION DOCUMENT.

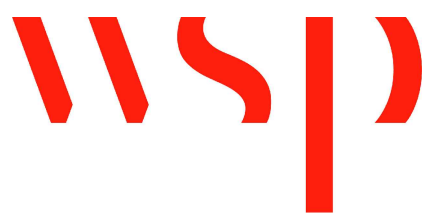


SCHEDULE C
This forms part of application
LUC18-0005
DP18-0096
City of Kelowna
COMMUNITY PLANNING
Planner Initials AC



REVISIONS / ISSUED		
NO.	DATE	DESCRIPTION
2	MAR 13/18	ISSUED FOR DEVELOPMENT PERMIT
1	MAR 06/18	ISSUED FOR REVIEW

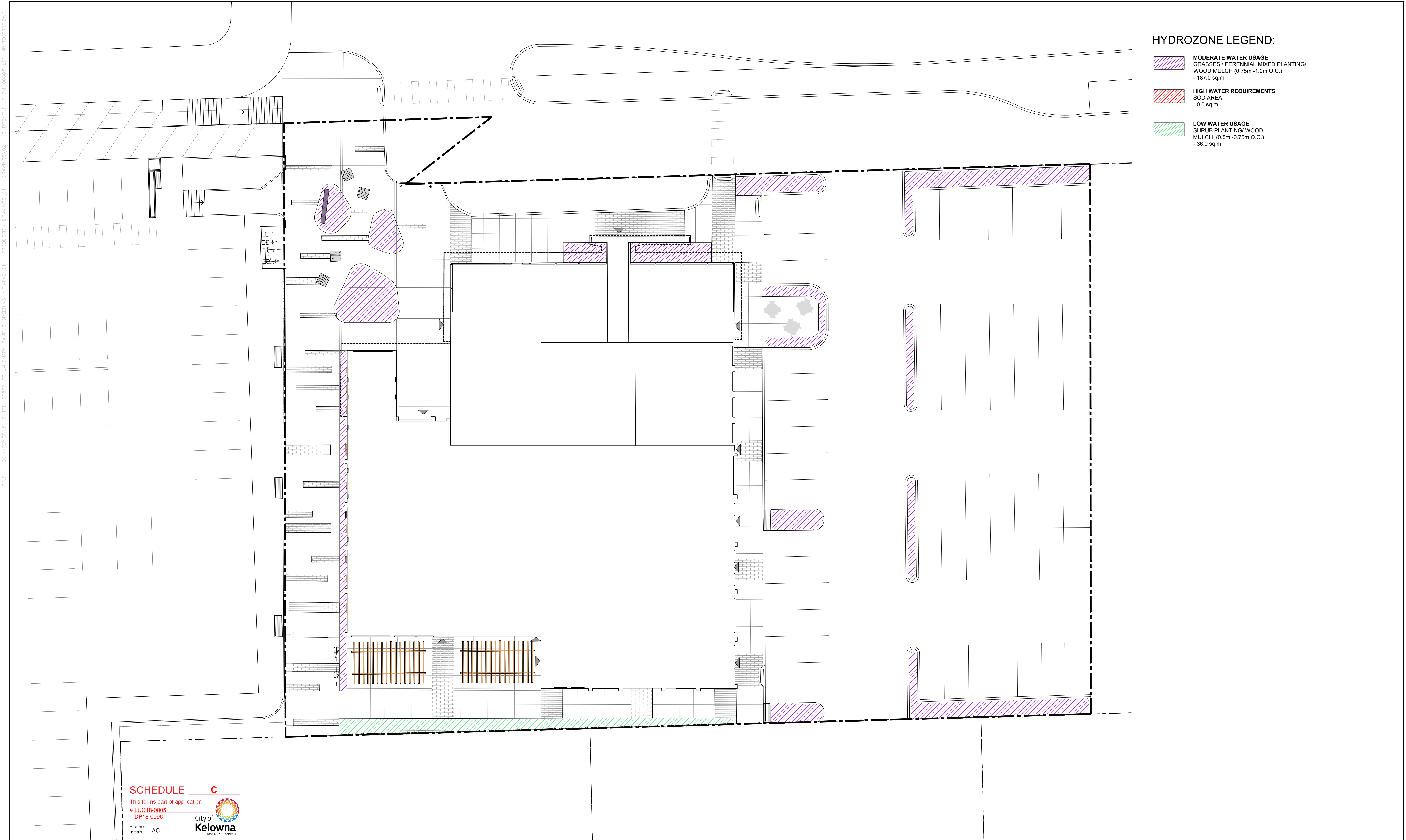
PROJECT
LANDMARK CAMPUS GREENING INITIATIVE
CLIENT
AL STOBBER CONSTRUCTION LTD.
CONSULTANT



LANDSCAPE ARCHITECTURE | URBAN DESIGN | PLANNING | ENGINEERING
540 Leon Ave. Kelowna, BC V1Y 6J6 T: 250.869.1334 F: 250.862.4849 www.wmm.ca

DESIGN BY	RTE
DRAWN BY	CR
CHECKED BY	RF
PROJECT NO.	17M-0803
SCALE	1:150

SHEET TITLE	LANDMARK HARVEY LANDSCAPE PLAN
SHEET NO.	LDP-1



HYDROZONE LEGEND:

MODERATE WATER USAGE
GRASSES / PERENNIAL MIXED PLANTING/
WOOD MULCH (0.75m -1.0m O.C.)
- 187.0 sq.m.

HIGH WATER REQUIREMENTS
SOD AREA
- 0.0 sq.m.

LOW WATER USAGE
SHRUB PLANTING/ WOOD
MULCH (0.5m -0.75m O.C.)
- 36.0 sq.m.

SCHEDULE C
This forms part of application
LUC18-0005
DP18-0096
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

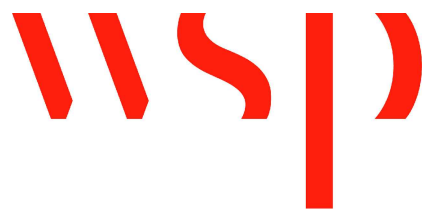


REVISIONS / ISSUED		
2	MAR 13/18	ISSUED FOR DEVELOPMENT PERMIT
1	MAR 06/18	ISSUED FOR REVIEW
NO.	DATE	DESCRIPTION

PROJECT
LANDMARK CAMPUS GREENING INITIATIVE

CLIENT
AL STOBER CONSTRUCTION LTD.

CONSULTANT



LANDSCAPE ARCHITECTURE | URBAN DESIGN | PLANNING | ENGINEERING
540 Leon Ave. Kelowna, BC V1Y 6J6 T: 250.869.1334 F: 250.862.4849 www.wmm.ca

DESIGN BY	RTE
DRAWN BY	CR
CHECKED BY	RF
PROJECT NO.	17M-00803
SCALE	1:150

SHEET TITLE
**LANDMARK HARVEY
HYDROZONE PLAN**

SHEET NO.
LDP- 2

CITY OF KELOWNA
BYLAW NO. 11579
Z17-0027 – 4329 Lakeshore Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A, District Lot 358, ODYD, Plan 31689 located on Lakeshore Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 26th day of March, 2018.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: January 14, 2019

File: 0410-15

To: City Manager

From: Kari O'Rourke, Community Communications Manager

Subject: 2018 Citizen Survey Results

Prepared as supplemental to the presentation by Ipsos Public Affairs

Recommendation:

THAT Council receives, for information, the Report from the Community Communications Manager dated January 14, 2019 with respect to the results of the 2018 Citizen Survey.

Purpose:

To present the results of the 2018 Citizen Survey.

Background:

Collecting and comparing previous survey results allows elected officials, staff and other community stakeholders to understand how citizens' attitudes and priorities are changing, identify new or emerging issues facing the community and assess the progress the City is making in addressing key issues through statistically significant methodology. The outcomes complement the ongoing engagement and conversations with citizens on a variety of initiatives throughout the year. The previous Citizen Survey was completed in September 2017.

Council directed staff at its Regular Meeting on November 6, 2017, to conduct the 2018 Citizens Survey in the fall of 2018 to coincide with the new four-year Council term and that subsequent surveys be scheduled every two (2) years.

The 2018 telephone survey was conducted through cell phone and landline methodology with the final sample size of 300 adult Kelowna residents, split 62 per cent cell phones and 38 per cent landlines. Quotas were established in order to get more representative data both geographically and demographically by establishing age, gender and postal code information. The overall survey results are accurate within + or – 5.7 percentage points, 19 times out of 20. The final data has been weighted to reflect the actual population in Kelowna according to 2016 Census data. Ipsos Public Affairs was

selected to conduct the survey in order to benchmark Kelowna against other BC municipalities as part of its database of municipal norms.

The 2018 survey focused on seven key areas:

1. Quality of Life
2. Issue Agenda
3. Community Safety
4. City Services and Infrastructure
5. Financial Planning
6. Priority Setting
7. Customer Service

Overall results

Results are generally positive and residents remain largely satisfied with the services the City provides.

- Good quality of life
- Safe community
- Satisfied with services
- Good value for tax dollars
- Satisfied with customer service

Overall, perceptions of quality of life remain high at 94 per cent. Where we see a change is in the percentage of citizens saying the quality of life has 'worsened' (36%) than 'improved' (21%); the same is also true when asked about community safety. Noted as a distant third from the top issues facing the community, some citizens feel less safe now as compared to three years ago, a waning from 94 per cent to 87 per cent.

Top community issues

Open-ended responses from respondents mentions the primary issues facing the community is social issues taking the top position once again over transportation, with crime and safety and growth and development as secondary issues.

- Social issues at 51 per cent
- Transportation at 43 per cent
- Crime at 11 per cent
- Growth and development at 10 per cent

It is worth noting that social issues made a statistically significant gain from 16 per cent in the 2015 and 40 per cent in 2017.

Community Safety

Perception of Community Safety remains strong with 87 per cent of residents describing Kelowna as a safe community. Results indicate a slight deterioration of 7 percentage points lower than 2015 and is slightly lower than the municipal norm of 93 per cent.

Increased homelessness, break-in/thefts and increase in crime were the top mentions by residents who responded that community safety has worsened.

Top investment priorities

The paired choice analysis identifies priorities for City investment. In consideration of social issues taking the top position in the 2017 survey, 'Address social issues such as homelessness, mental health and addiction' was an item added to the suite of investment choices and was selected as the top investment priority chosen 78 per cent of the time. Other priorities include traffic flow management (68%), drinking water (64%) and encouraging a diverse supply of housing (62%).

The City of Kelowna's water utility provides drinking water to over half of residents; the majority of the remaining drinking water supply is provided by five independent irrigation districts and 25 small water utilities.

When asked about investing capital dollars into building new or renewing existing infrastructure, respondents were split with renewing at 58 per cent and building new at 40 per cent. However, recent results indicate an appetite to see new infrastructure investment.

Value for taxes

Value for taxes is consistent with the previous year's results demonstrating 79 per cent of respondents think the overall services and programs are very good to fairly good value and options to increase taxes to enhance or to maintain services at current levels was reported at 55 per cent.

Complete results of the 2018 Citizen Survey are posted on kelowna.ca.

Internal Circulation:

Acting Director of Corporate Strategic Services

Submitted by:

K. O'Rourke, Community Communications Manager

Approved for inclusion:





2018 Citizen Survey

PREPARED FOR THE CITY OF KELOWNA BY:
Ipsos Public Affairs

PRESENTED BY:
CATHERINE KNAUS, DIRECTOR

OBJECTIVES

- Gauge public satisfaction with municipal programs and services and gain insight into citizens' service priorities

METHODOLOGY

- Random and representative telephone survey conducted with 300 adult Kelowna residents
- Dual frame cellphone/landline sampling (62% cellphones, 38% landlines)
- Conducted November 5-18, 2018
- Final data weighted by gender/age and neighbourhood according to 2016 Census data
- MOE: $\pm 5.7\%$, 19 times out of 20
- Tracking and normative comparisons included where appropriate

Key Findings



- Overall, citizens continue to demonstrate mostly positive views of the community and City although slightly lower than previous years.
- While perceptions of overall quality of life remain high, there is growing negative momentum to the direction that quality of life is taking.
- Social issues are a growing concern and continue to top the public issue agenda. Addressing social issues such as homelessness, mental health, and addiction is citizens' leading priority for municipal investment.
- Transportation issues persist – emphasis is on traffic congestion and flow.
- While Kelowna continues to be seen as a safe community overall, crime is a growing top-of-mind issue and residents feel less safe now as compared to three years ago.
- Overall satisfaction with City services remains high although has been gradually trending downward over the past several years.
- Key financial metrics hold steady.
- Residents prioritize existing infrastructure over new infrastructure although there is appetite for both.
- The City continues to provide good customer service overall, with staff's courteousness standing out as a service highlight. However, there is still room for improvement.

QUALITY OF LIFE

Qualities or Characteristics that Make a City a Good Place to Live

(Coded Open-Ends, Multiple Responses Allowed)



Main mentions only

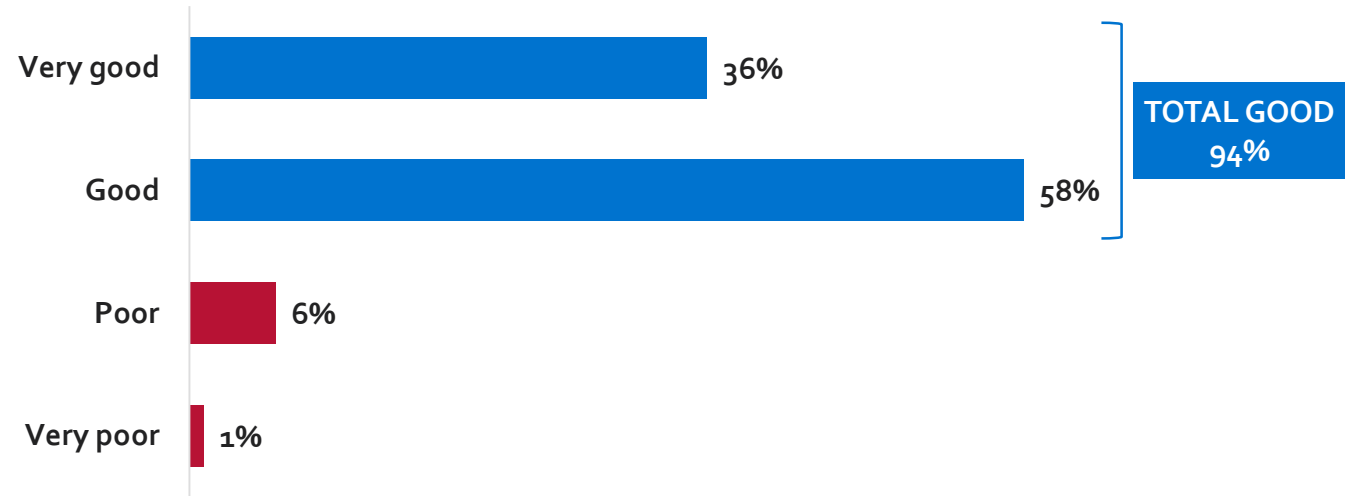
2017 Top Mentions (n=300)	
Good recreational facilities/opportunities/activities	14%
Low crime rate/safe	14%
Convenient location/accessible to everything	12%
Employment/job opportunities (incl. well paying jobs)	11%
Good weather/climate	11%

Q2. There are a number of reasons why people choose to live in one city or area over another. Assuming family and weather are not factors, what qualities or characteristics make a city a good place to live? That is, what qualities or characteristics would you use to describe your ideal city? Anything else?

Base: All respondents (n=300)

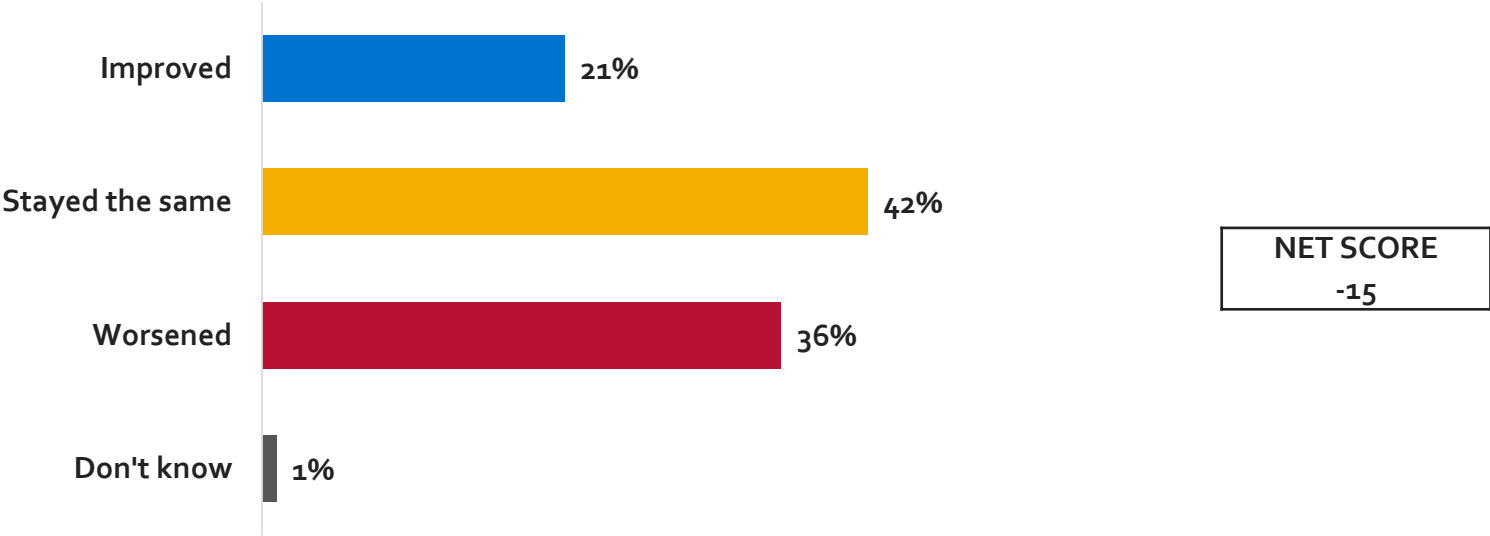
QUALITY OF LIFE

Overall Quality of Life



	2012 (n=300)	2015 (n=301)	2017 (n=300)	2018 (n=300)	NORM
TOTAL GOOD	96%	95%	94%	94%	97%
Very Good	36%	40%	40%	36%	47%

Change in Quality of Life Past Three Years



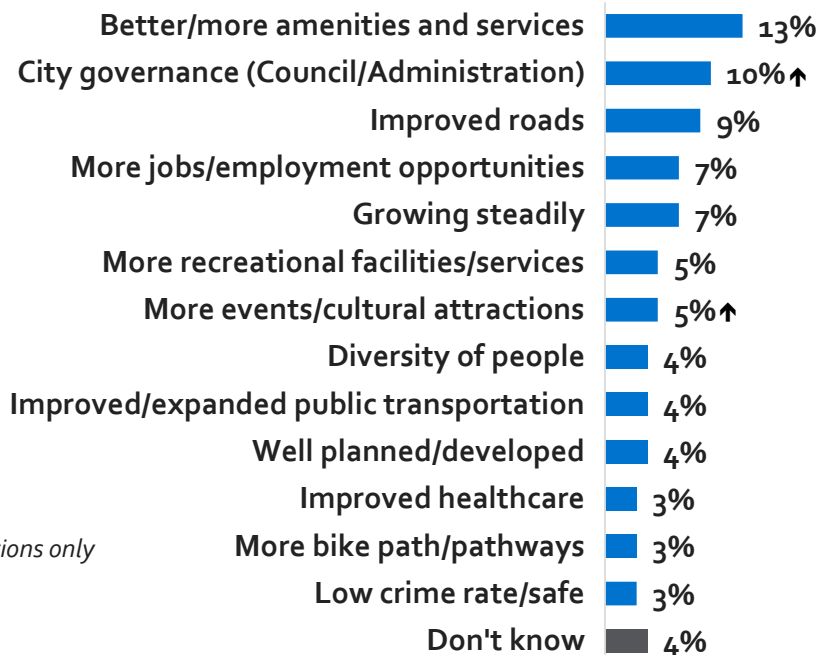
	2012 (n=300)	2015 (n=301)	2017 (n=300)	2018 (n=300)	NORM
NET SCORE	-5	+12	-11	-15	+2

Q4. And, do you feel that the quality of life in the City of Kelowna in the past three years has improved, stayed the same, or worsened?
Base: All respondents (n=300)

QUALITY OF LIFE

Reasons Quality of Life has Improved

(Among those saying the quality of life has improved) (Coded Open-Ends)



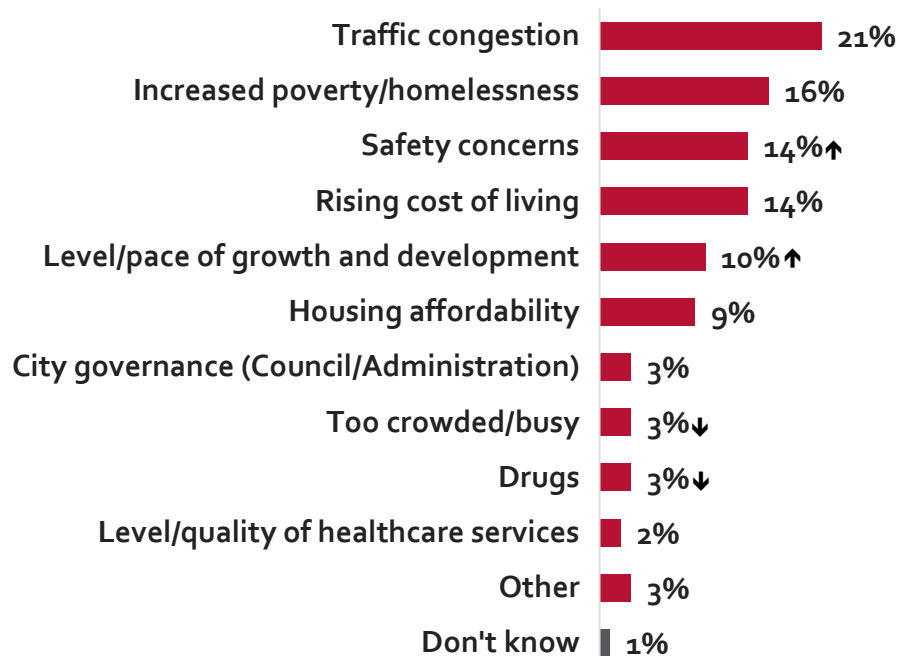
Main mentions only

2017 Top Mentions (n=65)	
Improved roads	11%
Better/more amenities and services	10%
More bike paths/pathways	8%
More businesses	6%
Growing steadily	6%
Improved economy	6%

QUALITY OF LIFE

Reasons Quality of Life has Worsened

(Among those saying the quality of life has worsened) (Coded Open-Ends)



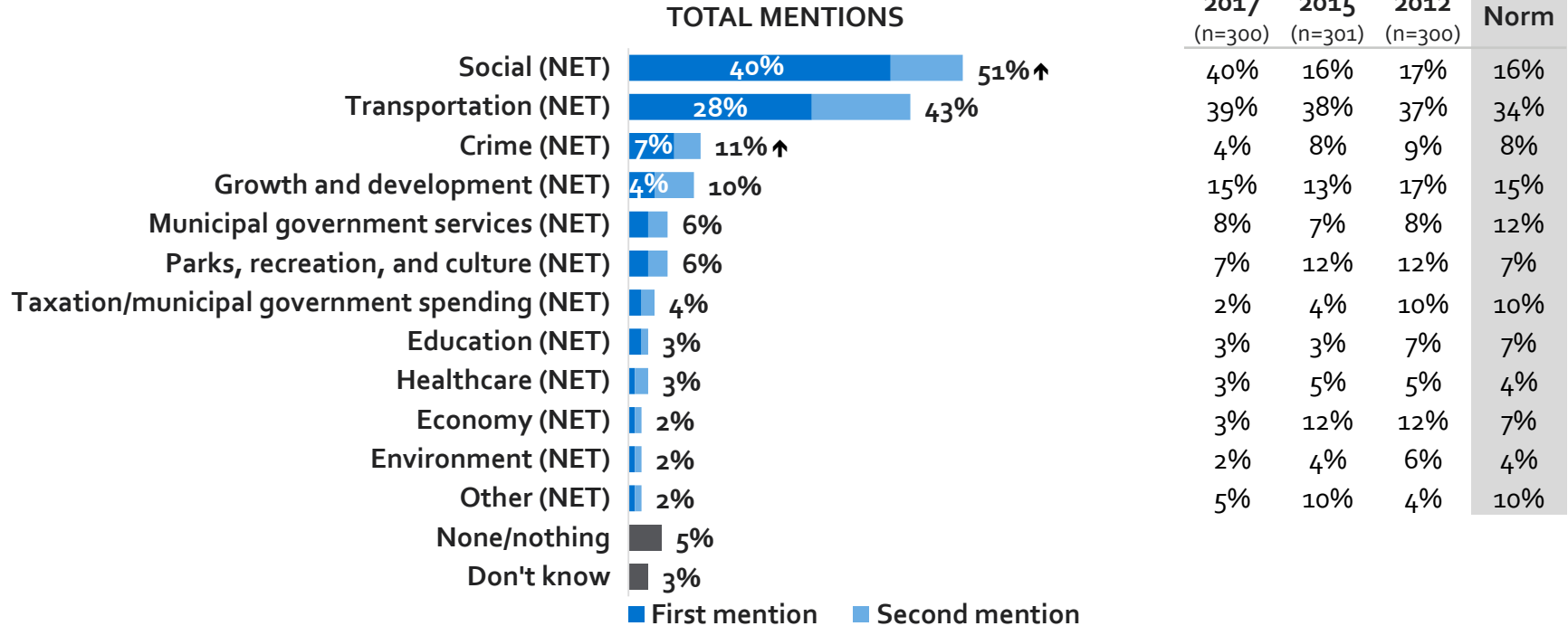
2017 Top Mentions (n=97)	
Rising cost of living	18%
Traffic congestion	14%
Drugs	14%
Too crowded/busy	13%
Housing affordability	12%
Increased poverty/homelessness	11%

ISSUE AGENDA

ISSUE AGENDA

Important Community Issues

(Coded Open-Ends, Multiple Responses Allowed)



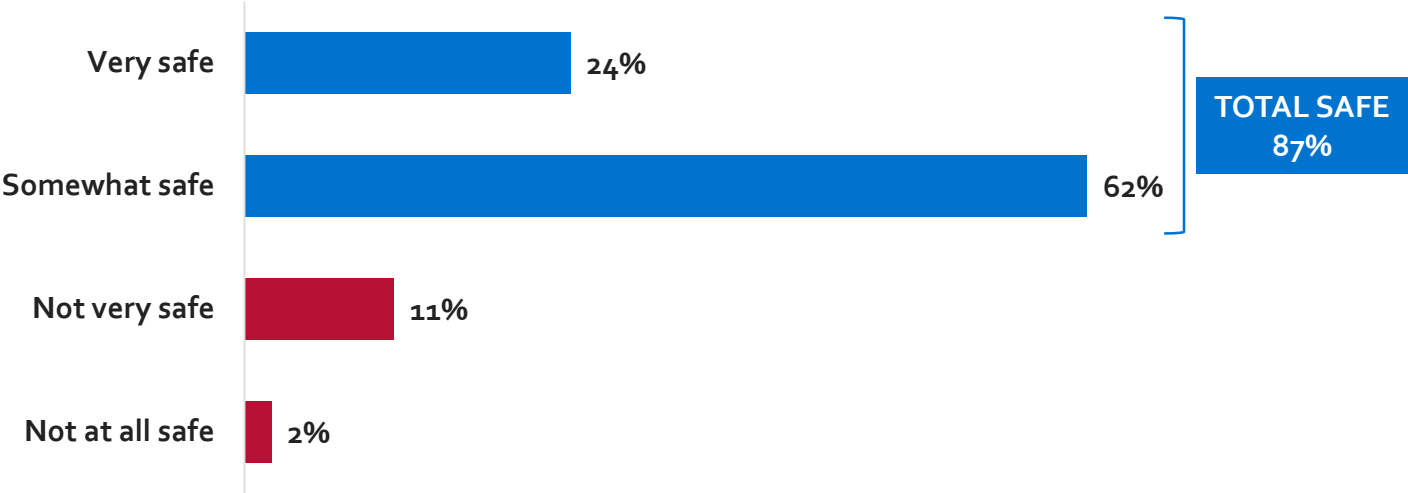
Q1. In your view, as a resident of the City of Kelowna, what is the most important issue facing your community, that is the one issue you feel should receive the greatest attention from local leaders? Are there any other important local issues?

Base: All respondents (n=300)

COMMUNITY SAFETY

COMMUNITY SAFETY

Overall Community Safety

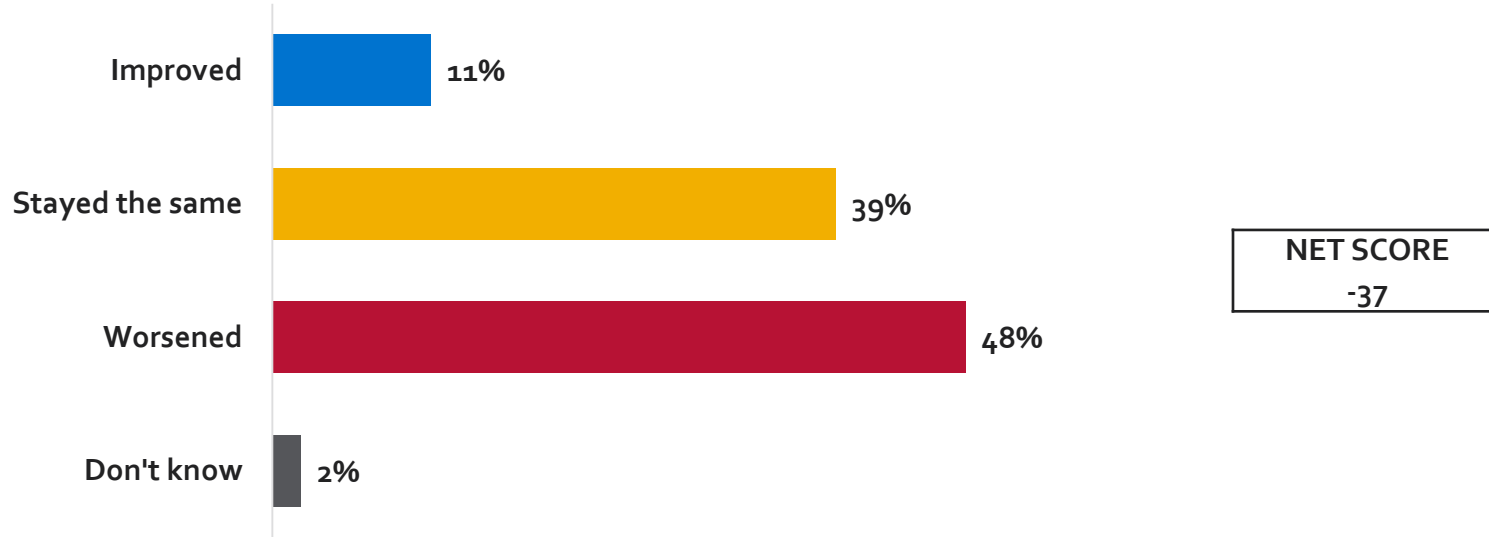


	2015 (n=301)	2017 (n=300)	2018 (n=300)	NORM
TOTAL SAFE	94%	90%	87%	93%
Very Safe	32%	29%	24%	31%

Q17. Overall, would you describe the City of Kelowna as a very safe, somewhat safe, not very safe, or not at all safe community?

Base: All respondents (n=300)

Change in Community Safety Past Three Years



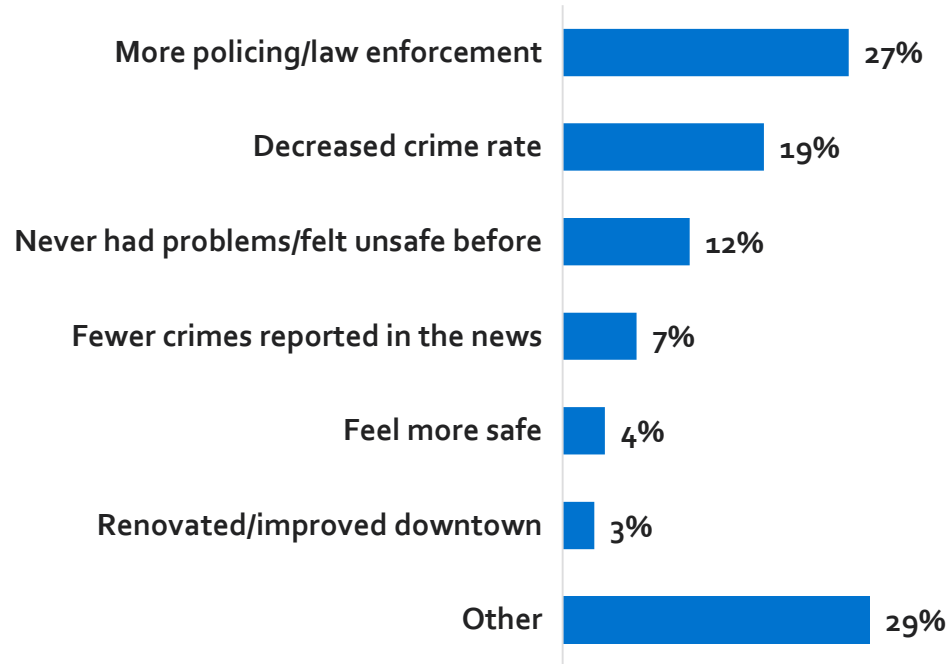
	2015 (n=301)	2017 (n=300)	2018 (n=300)
NET SCORE	+2	-26	-37↓

Q18. Do you feel community safety in Kelowna has improved, stayed the same, or worsened over the past three years?

Base: All respondents (n=300)

Reasons Community Safety has Improved

(Among those saying community safety has improved) (Coded Open-Ends)

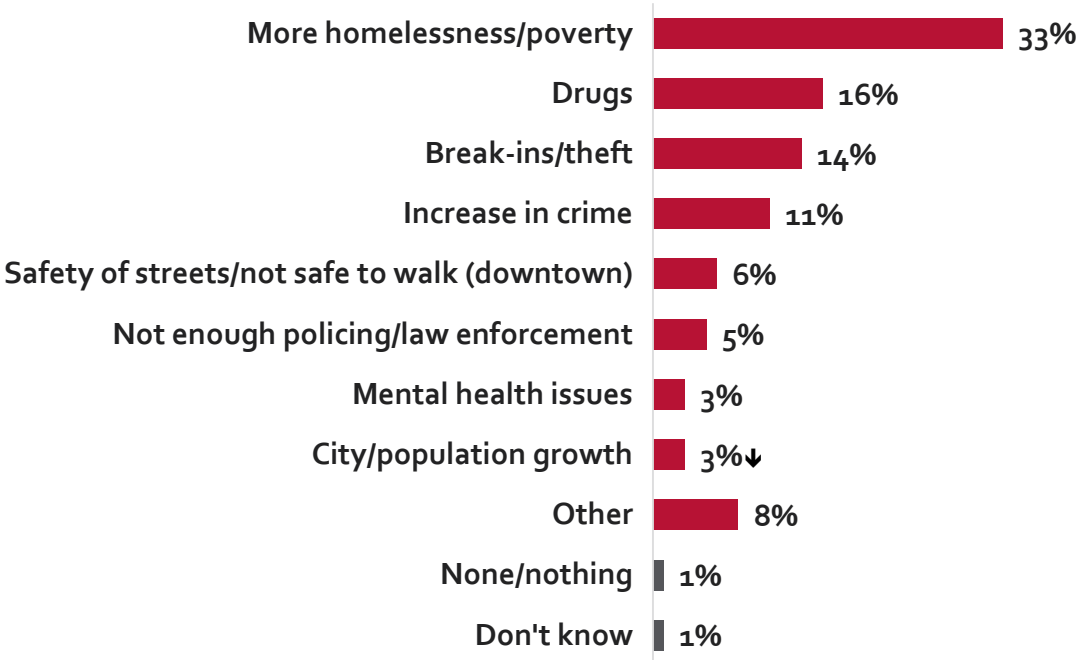


2017 Top Mentions (n=31)	
More policing/law enforcement	32%
Feel more safe	16%
Decreased crime rate	13%
Renovated/improved downtown	12%



Reasons Community Safety has Worsened

(Among those saying community safety has worsened) (Coded Open-Ends)

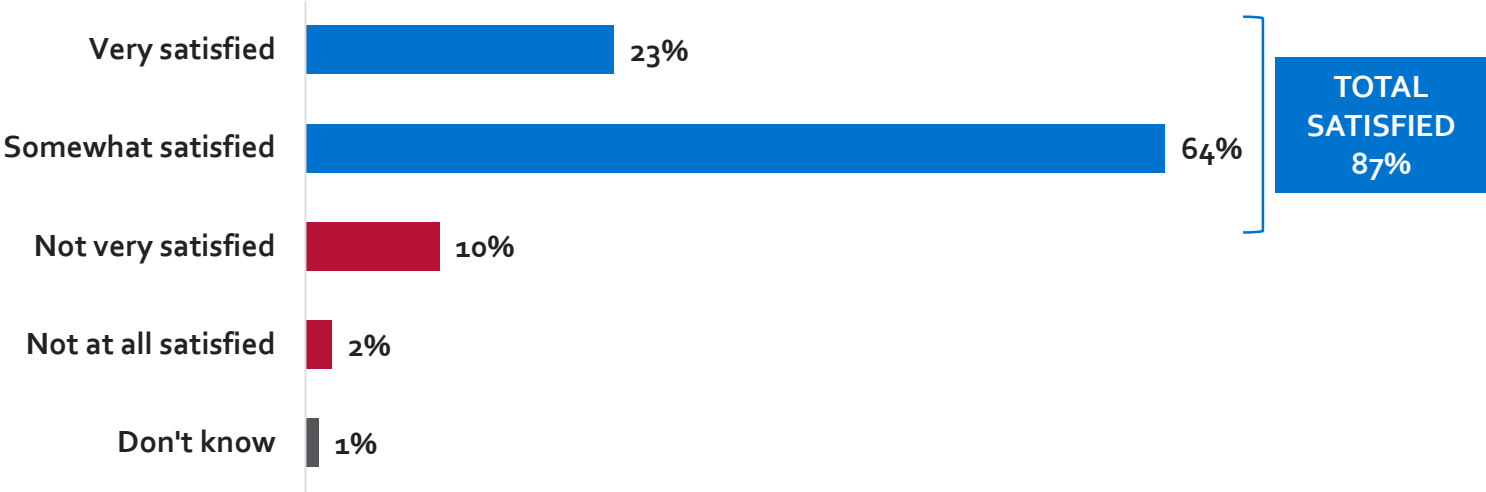


2017 Top Mentions	
(n=111)	
More homelessness/poverty	24%
Drugs	17%
Break-ins/theft	15%
Increase in crime	13%
City/population growth	11%

CITY SERVICES AND INFRASTRUCTURE

CITY SERVICES AND INFRASTRUCTURE

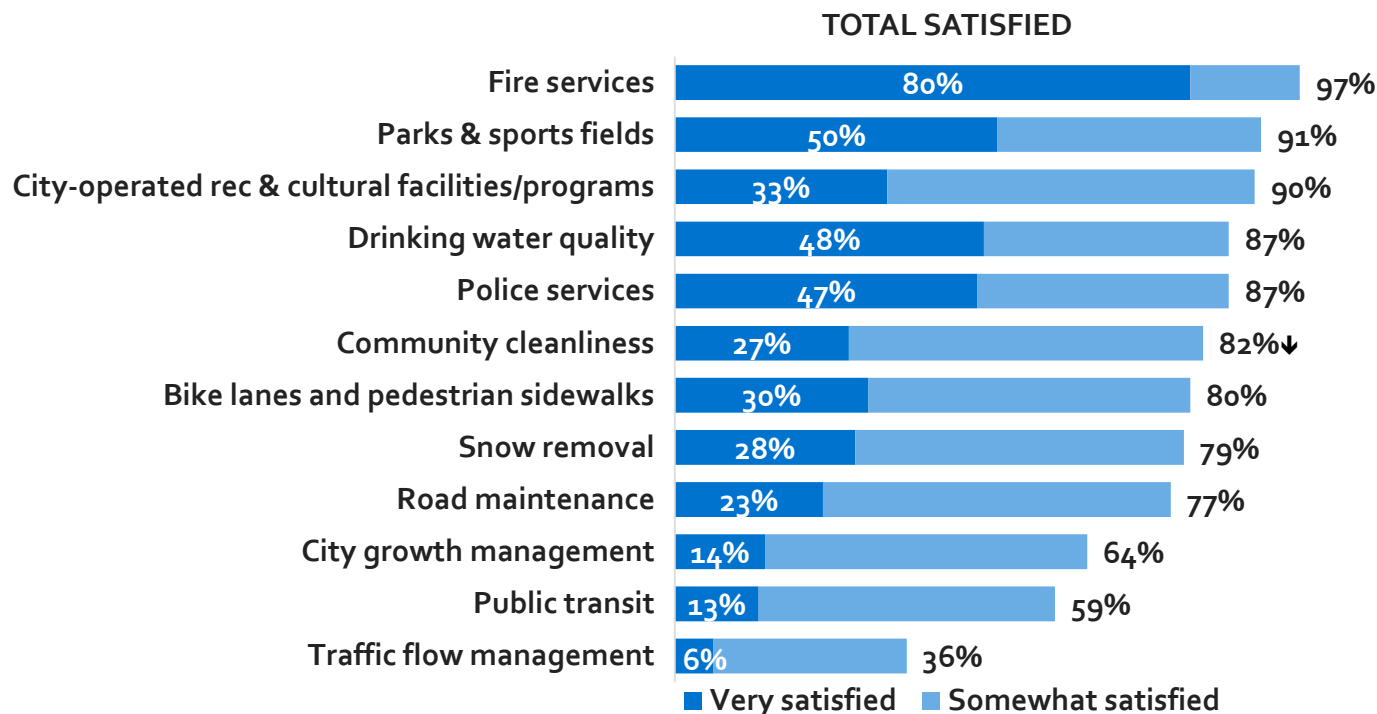
Overall Satisfaction with City Services



	2012 (n=300)	2015 (n=301)	2017 (n=300)	2018 (n=300)	NORM
TOTAL SATISFIED	94%	94%	90%	87%	93%
Very Satisfied	23%	29%	26%	23%	34%

CITY SERVICES AND INFRASTRUCTURE

Satisfaction with Specific City Services



2017 (n=300)	2015 (n=301)	2012 (n=300)	Norm
95%	96%	97%	94%
93%*	92%*	95%*	93%*
91%*	90%*	91%*	89%*
88%	82%	n/a	n/a
85%	89%	88%	92%
92%	93%	n/a	n/a
74%	73%	83%	n/a
n/a	n/a	n/a	71%
78%	81%	78%	76%
65%	n/a	n/a	n/a
60%	68%	69%	52%
41%	n/a	n/a	n/a

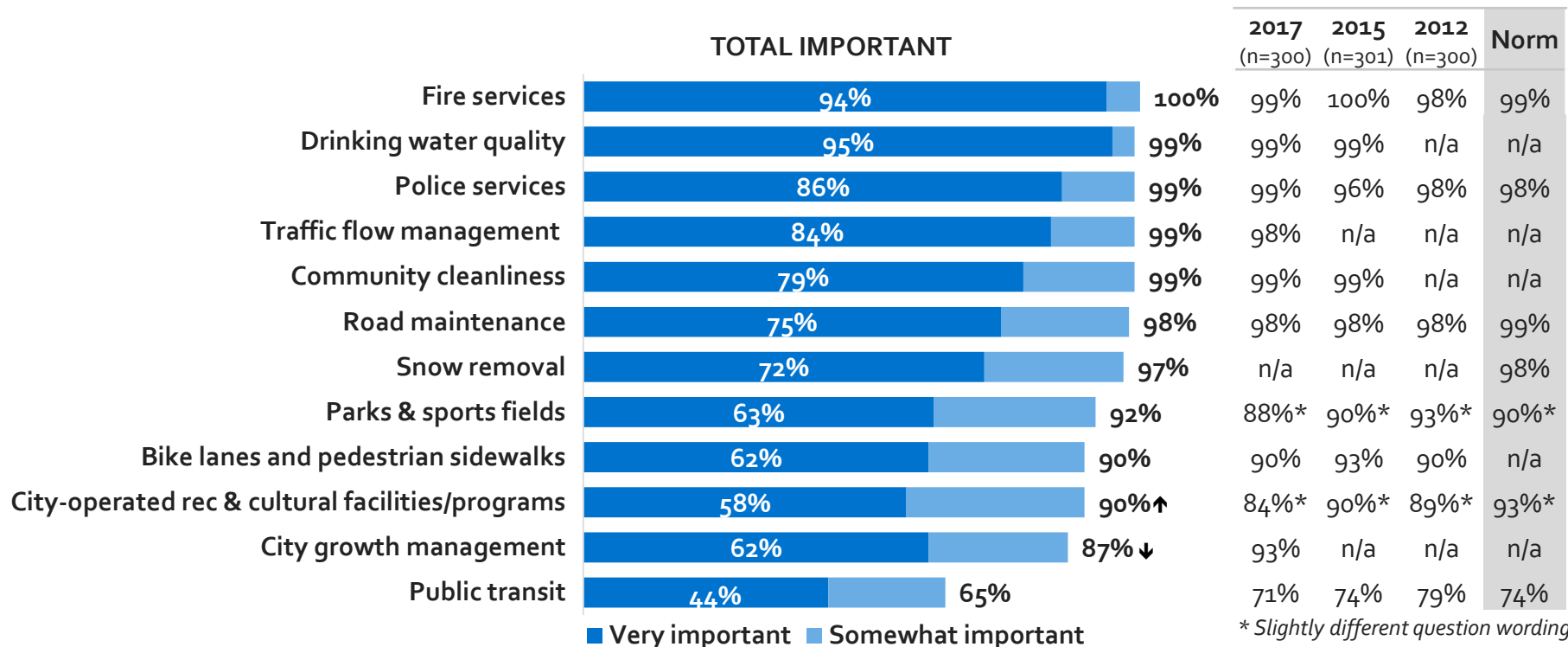
* Slightly different question wording

Q8. And now how satisfied are you with...? Would you say very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

Base: All respondents (n=300)

CITY SERVICES AND INFRASTRUCTURE

Importance of Specific City Services

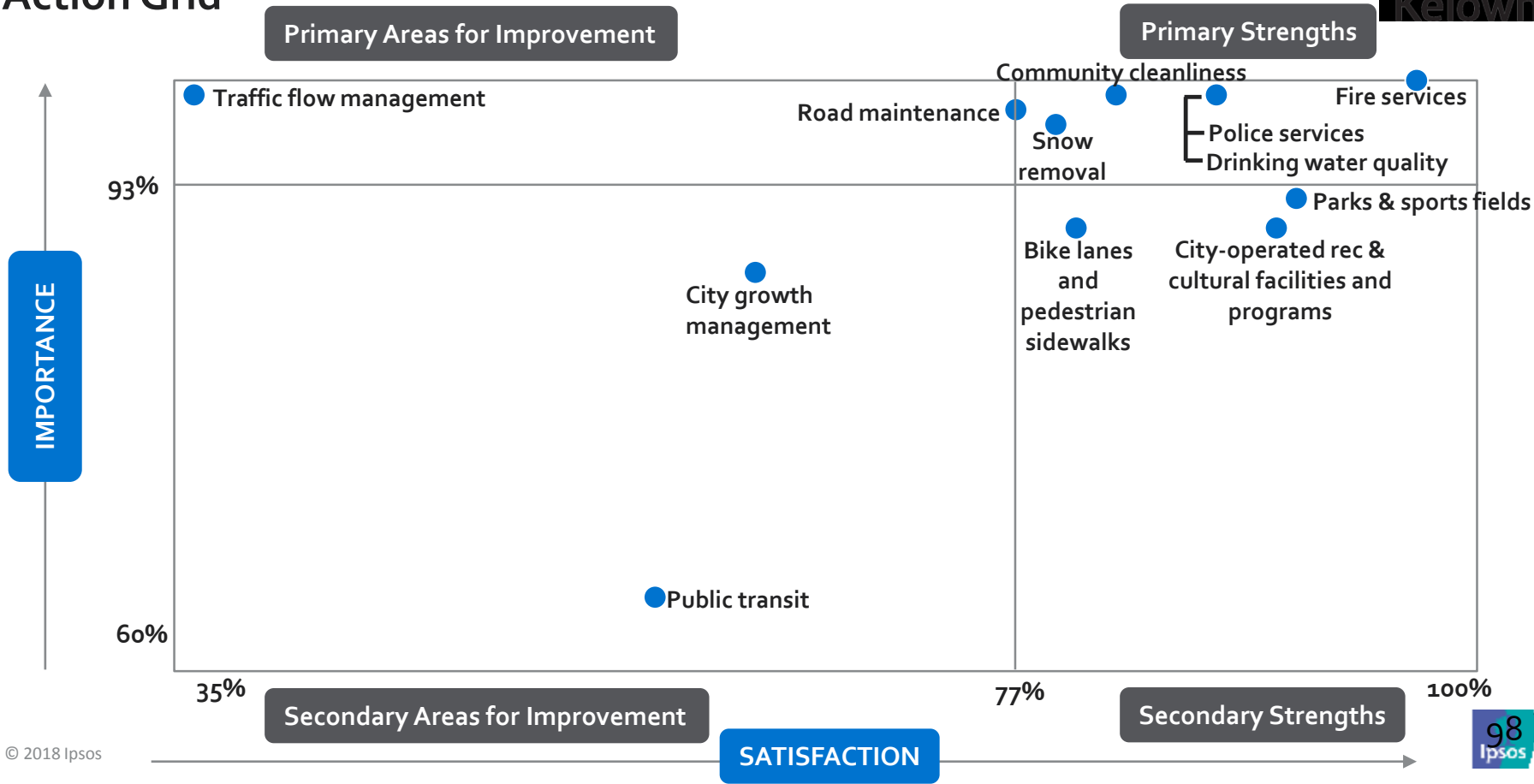


Q7. How important is...to you personally on a scale of very important, somewhat important, not very important, or not at all important?

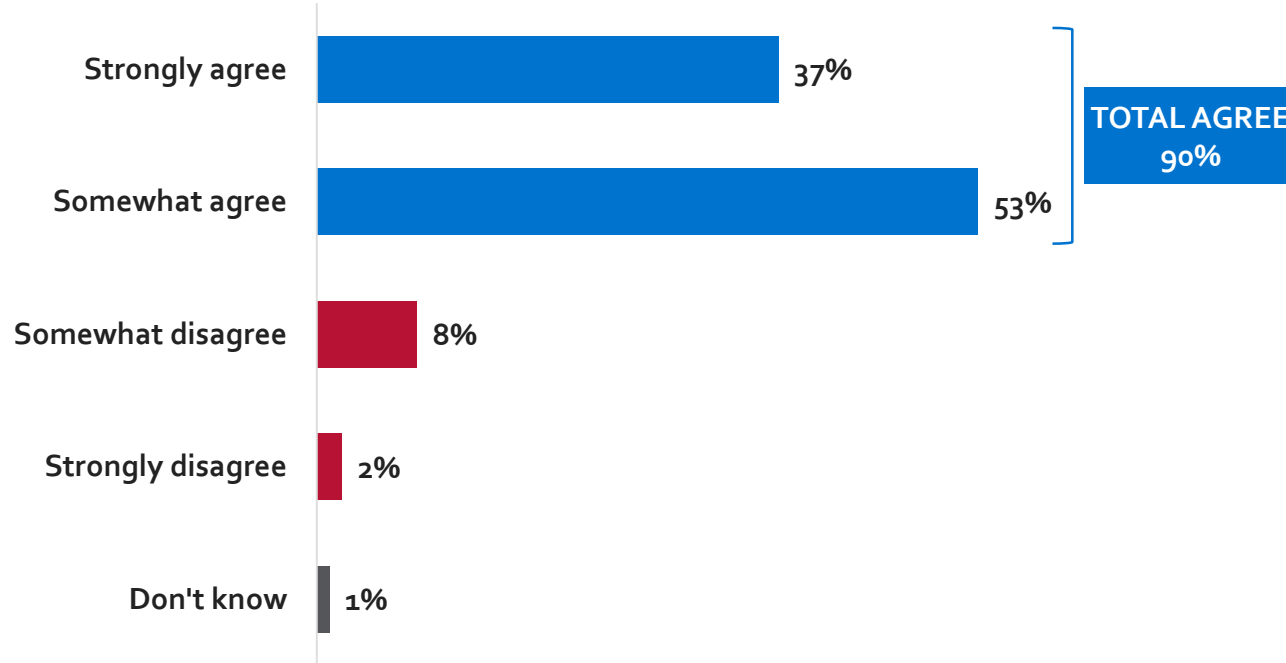
Base: All respondents (n=300)

CITY SERVICES AND INFRASTRUCTURE

Action Grid



Perceptions of City Inclusiveness and Acceptance

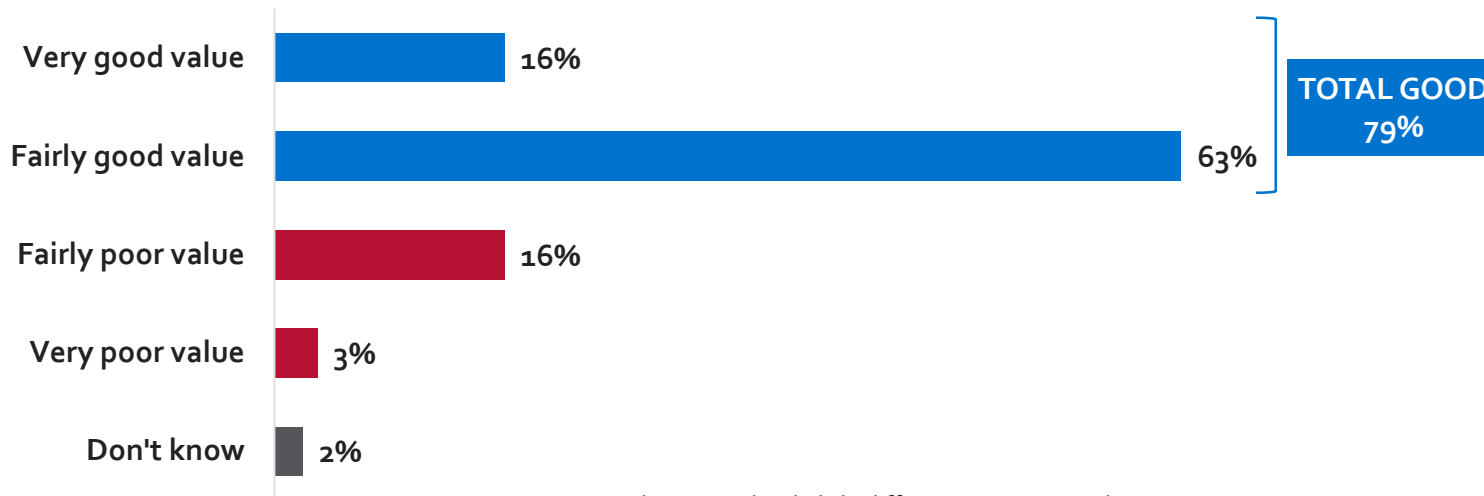


Q9a. Please tell me whether you agree or disagree with the following statement? The City of Kelowna municipal government fosters a city that is inclusive and accepting of all through its services and programs.

Base: All respondents (n=300)

FINANCIAL PLANNING

Value for Taxes



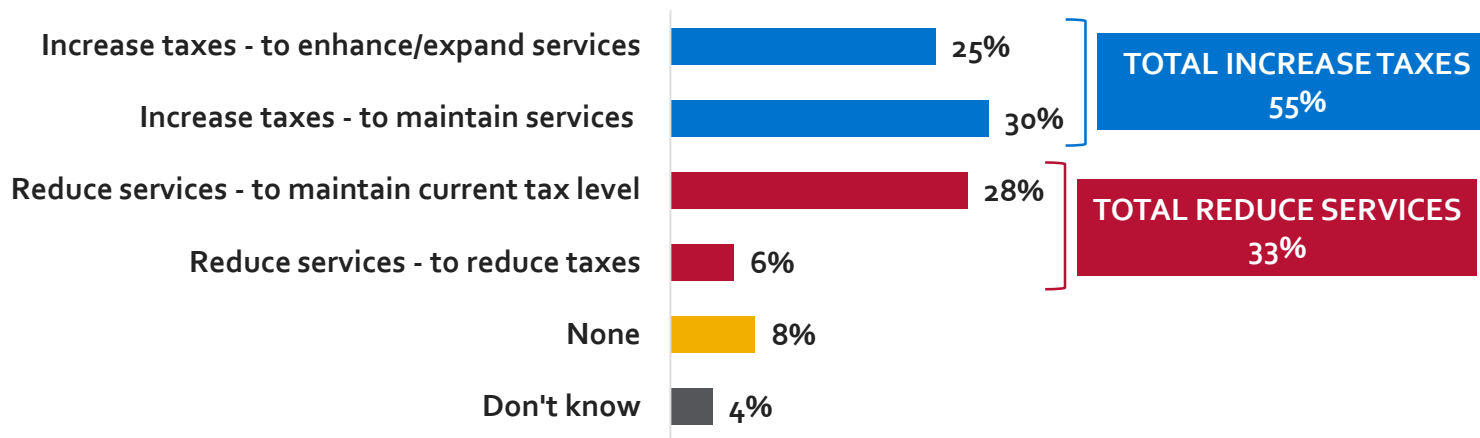
* 2012, 2015, and 2017 used a slightly different question wording

	2012* (n=300)	2015* (n=301)	2017* (n=300)	2018 (n=300)	NORM
TOTAL GOOD VALUE	81%	84%	84%	79%	83%
Very Good Value	16%	23%	18%	16%	21%

Q9. Your property tax dollars are divided between the City and the Province, with 58% of your total tax bill going towards municipal programs and services. Thinking about all the programs and services you receive from the City of Kelowna, how would you rate the overall value for the taxes you pay?

Base: All respondents (n=300)

Balancing Taxation and Service Delivery Levels



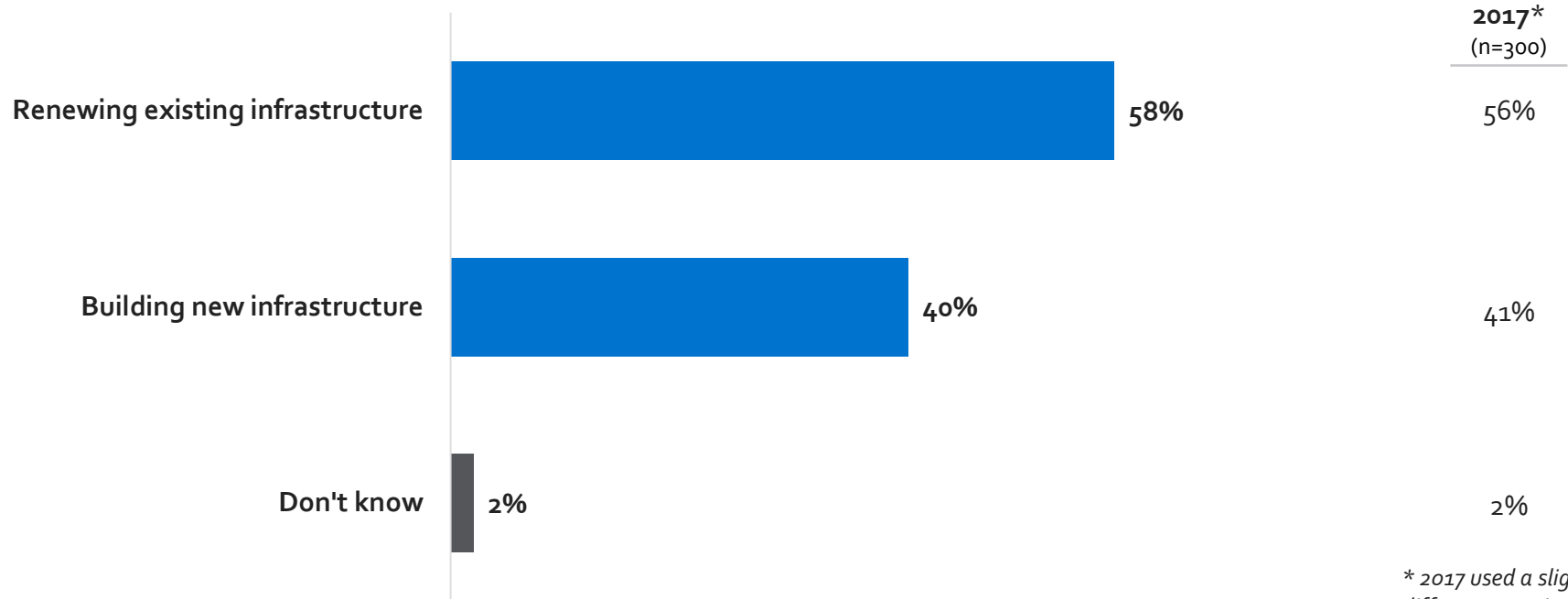
	2012 (n=300)	2015 (n=301)	2017 (n=300)	2018 (n=300)	NORM
TOTAL INCREASE TAXES	57%	56%	62%	55%	51%
TOTAL REDUCE SERVICES	34%	31%	30%	33%	35%

Q10. Municipal property taxes are one source of revenue used to pay for services provided by the City of Kelowna. Due to the increased cost of maintaining current service levels and infrastructure, the City must balance taxation and service delivery levels. To deal with this situation, which one of the following four options would you most like the City of Kelowna to pursue?

Base: All respondents (n=300)

PRIORITY SETTING

Renewing versus Building Infrastructure

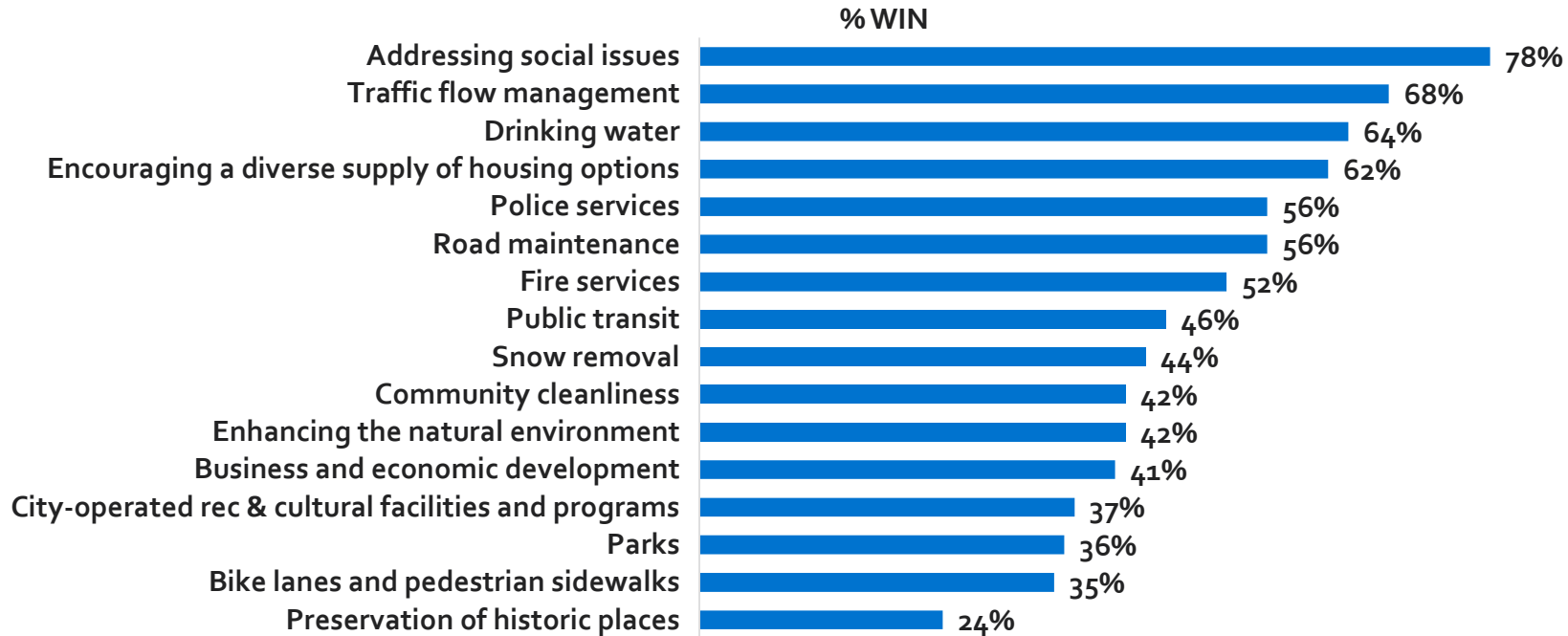


** 2017 used a slightly different question wording*

Q11. Each year, the City is challenged with allocating limited capital dollars for roads, parks, utilities, buildings and IT infrastructure. In your opinion, which of the following should be the greater priority for investment for the City in 2019?

Priorities for Investment Over the Next Four Years

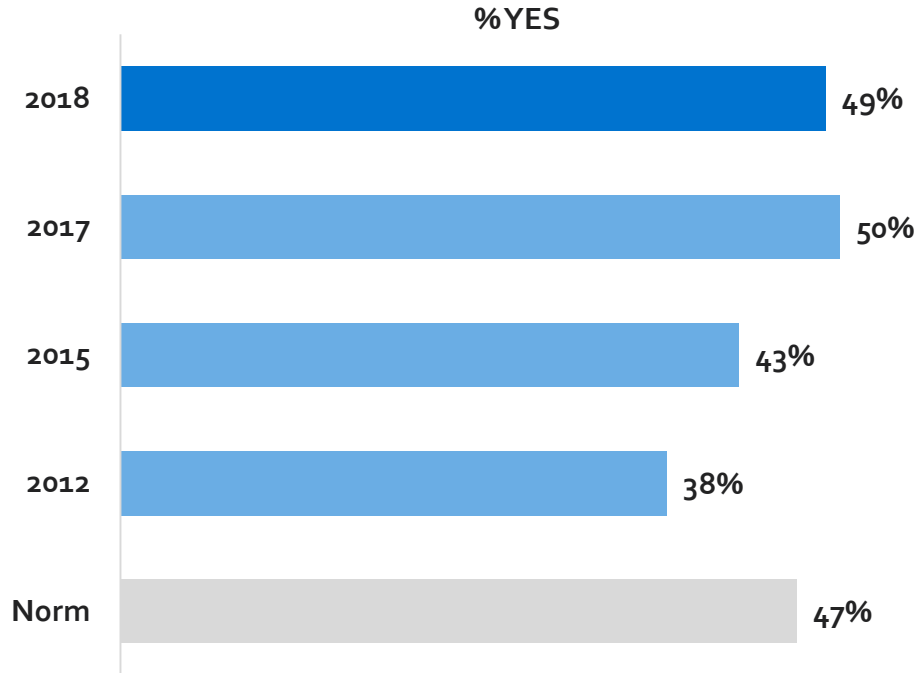
(Paired Choice Analysis)



Q12. The City of Kelowna has many different options for things it can invest in over the next four years. I'm now going to read you different pairs of priorities. For each pair, please tell me which item you think should be the greater priority for investment over the next four years.

CUSTOMER SERVICE

Contact with City Last 12 Months

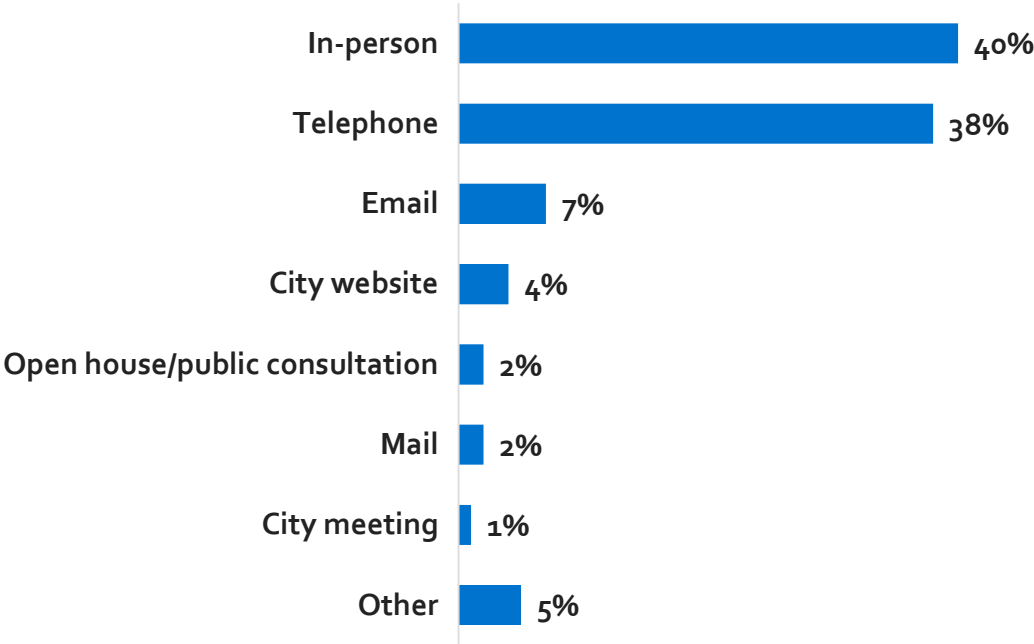


Q14. In the last 12 months, have you personally contacted or dealt with the City of Kelowna or one of its employees?

© 2018 Ipsos Base: All respondents (n=300)

Contact Method

(Among those saying they contacted the City in the last 12 months) (Coded Open-Ends)



2017 Top Mentions (n=150)	
Telephone	38%
In-person	37%
Email	10%
City website	6%

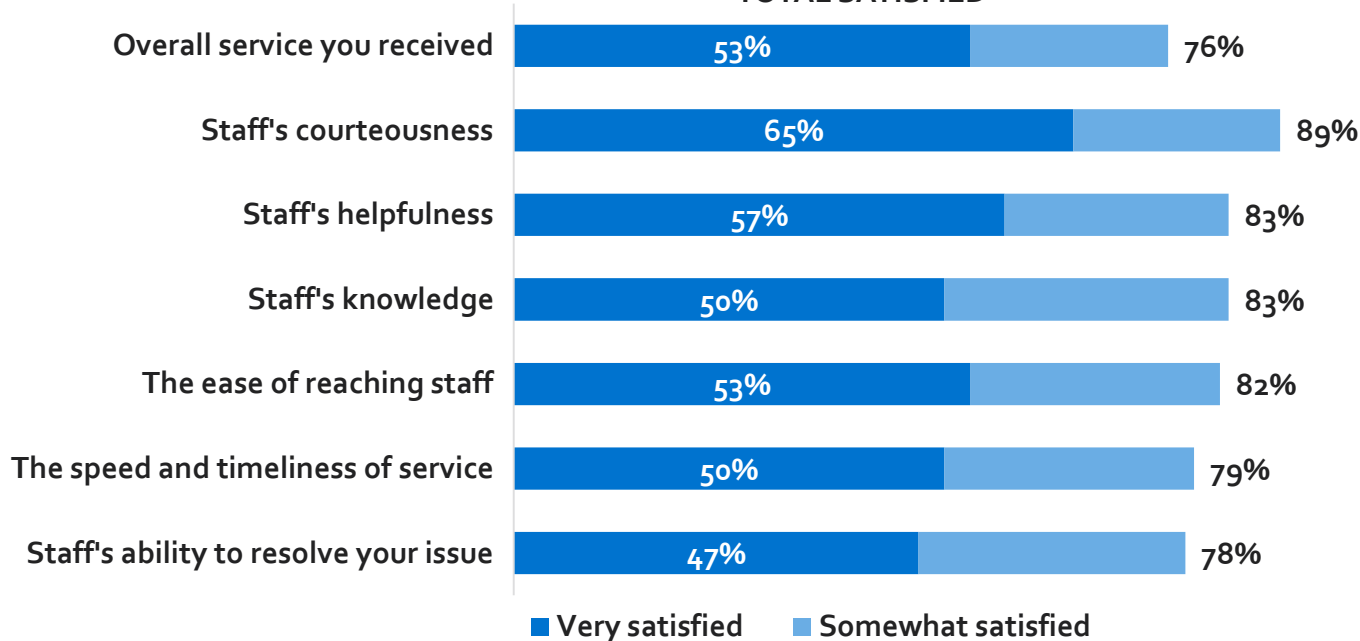
CUSTOMER SERVICE

Satisfaction with Customer Service

(Among those saying they contacted the City in the last 12 months)



TOTAL SATISFIED



2017 (n=150)	2015 (n=136)	2012 (n=117)	Norm
78%	81%	81%	81%
93%	97%	95%	93%
83%	87%	83%	86%
84%	86%	85%	85%
86%	88%	90%	86%
83%	82%	84%	83%
78%	79%	77%	76%

Q16. How satisfied are you with the...? Would you say very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

QUESTIONS?

WEIGHTED SAMPLE CHARACTERISTICS

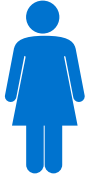
Weighted Sample Characteristics



GENDER

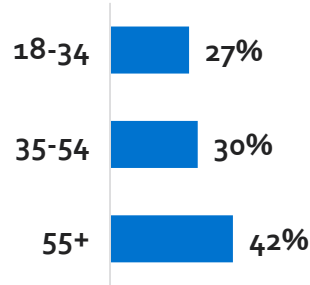


48%
Male

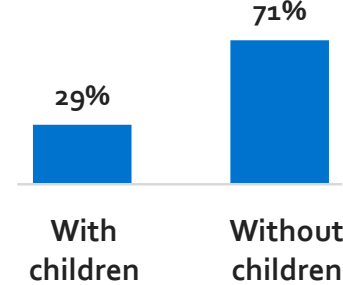


52%
Female

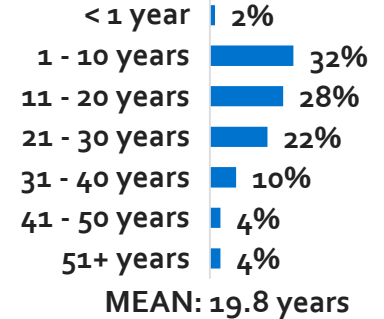
AGE



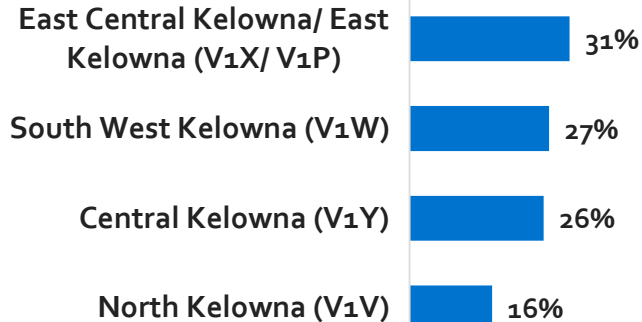
CHILDREN IN HH



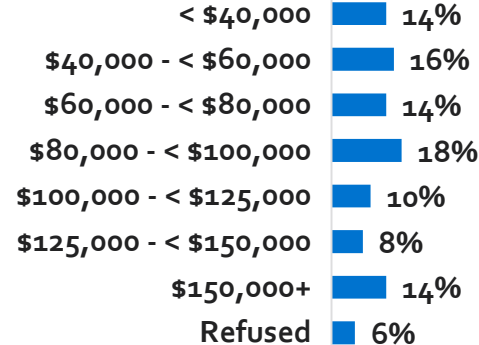
YEARS LIVING IN KELOWNA



AREA OF CITY



HH INCOME



Report to Council



Date: January 14, 2019
File: 0710-01
To: City Manager
From: Tom Clark, Community Recreation Coordinator
Subject: Community Child Care Planning & Needs Assessment Grant Application

Recommendation:

THAT Council receives, for information, the report from the Community & Neighbourhood Services Manager dated January 14, 2019 with respect to the Union of BC Municipalities grant for the Community Child Care Planning Program.

AND THAT Council directs staff to submit a grant application for a Community Child Care Planning & Needs Assessment as the primary applicant in a collaborative submission with the City of West Kelowna, District of Lake Country and District of Peachland for a grant funding request of \$100,000, which the City of Kelowna would be responsible to manage on behalf of the co-applicants.

Purpose:

To provide Council with information on a grant funding opportunity and a recommendation to proceed with a joint application for \$100,000 with the District of Lake Country, the City of West Kelowna and the District of Peachland.

Background:

On September 11th, 2018 the BC Ministry of Children and Family Development announced two new funding programs to support local governments to better understand local child care needs and to develop new child care spaces in their communities. One of the funding programs, named the Community Child Care Planning program will be administered by the Union of BC Municipalities. There is \$2.85 million earmarked for this program, with eligible projects able to receive up to \$25,000 per local municipality or regional district included in the application. Funded projects will collect information regarding the child care needs of the community; create an inventory of existing child care spaces; identify space creation targets over the next 10 years; and identify actions that can be taken to meet those space creation needs.

This funding is only available for local governments in BC to apply for child care planning activities in order to develop a community child care space creation action plan. This puts the onus on local government to assess the needs of the community in order to plan responsibly for future needs.

The City of Kelowna delivers licensed child care in the form of Afterschool Care at Bankhead Elementary and Watson Road Elementary School as well as Licensed Preschool and before school care at Watson Road Elementary School. The Active Living and Culture department is also involved in children's programming across the City, so this assessment can help better understand children's needs in our community in order for the City to be more intentional in future planning.

The information gathered will be shared with the BC Ministry of Children and Family Development to inform future space creation investments through programs such as the Child Care BC New Spaces Fund, and the Community Child Care Space Creation Program, which both have up to \$1 million available in future project funding. The collection of this information will help local governments better understand the child care needs regionally and in their community, and make informed decisions on future child care planning. This project will also help to understand the specific needs of underserved populations in the Central Okanagan, and identify actionable steps to address them.

Collaborative Project

It has been noted that collecting data on the entire Central Okanagan would be very valuable in terms of future planning because there are already so many crossovers in child care between communities. For example, families from outlying communities may use child care in Kelowna or vice versa because Licensed child care spaces are full or unavailable in their community, or do not meet their specific need. This project would help improve the understanding of the full scope of care across the Central Okanagan, and produce beneficial strategies for actions to address the needs.

Representatives from the City of West Kelowna, District of Lake Country and District of Peachland have expressed their support on a joint application to complete a child care planning and needs assessment. Through regional collaboration, a comprehensive understanding of child care needs across the Okanagan can be assessed providing valuable information for short, mid and long range planning. Each local government is required to provide council resolutions to accompany the grant application. Staff members from local governments will collaborate on the project, with budget from the grant allocated towards consulting and public engagement costs.

In addition to other local government collaboration, the Child Care Council of Central Okanagan has been identified as a key community partner. The Child Care Council of Central Okanagan includes child care owner/operator/managers, post-secondary educators, as well as Early Childhood Educators and parent representatives from the Central Okanagan. Stakeholders from child care facilities and community groups across the region will participate in surveys and community research as well.

Each municipality is eligible to apply for up to \$25,000 in funding; with four municipalities collaborating, the regional request will be for \$100,000. As the primary applicant for the project, the City of Kelowna accepts the responsibility to apply for, receive and manage the grant funding on the other local governments' behalf. The primary applicant is responsible for completion of the project as approved, meeting reporting requirements and maintaining proper fiscal management, with UBCM reserving the right to audit records.

Outcomes

The project consists of four main components:

1. Community child care space inventory: to gain a comprehensive overview of the current spaces available for child care.
2. Community stakeholder engagement workshops: to further assess the needs in the region and gain information for implementing the child care survey.
3. Child care survey for child care providers and parents: to build more context for the needs of the communities with an emphasis on underserved populations. Questions will be oriented around community needs, such as convenience of location, hours, space availability, special requirements and co-location opportunities. The trends identified from these surveys will highlight whether the number and types of child care spaces are sufficient and which locations and populations are in most need.
4. Community child care space creation action plan: interpreting trends in the data in order to create action plans for each local government to meet the needs assessed. A review of local plans, policies and bylaws will identify any barriers to the creation of licensed care spaces in the community and actions that can encourage growth.

Next Steps

In order to submit the grant application by the January 18th deadline, a council resolution supporting the City of Kelowna as the primary applicant for the grant is required. Co-applicants will also provide resolutions from their respective councils as well.

Applicants will be advised of the status of their application within 90 days of the application deadline. If the funding application is approved, staff will convene a steering committee with the local government co-applicants and key community partners. A Request for Proposal will be issued to secure the services necessary to conduct the research and reporting.

Internal Circulation:

Divisional Director, Active Living & Culture
Communications Advisor
Grants & Special Projects Manager
Sustainability Coordinator
Payroll and Internal Controls Manager

Financial/Budgetary Considerations: \$100,000 grant is requested to UBCM on behalf of four municipalities. There is no matching component to the grant and therefore no financial impact to the City. The City will be accountable for the distribution and reporting of the grant monies received.

External Agency/Public Comments: Council resolutions to co-apply with the City are expected from the District of Lake Country, the City of West Kelowna and the District of Peachland. A letter of support is expected from the Child Care Council of the Central Okanagan.

Existing Policy:

- **Council Policy 360 Social Policy** - Child Care Collaboration: Collaborate with community, government and agencies for the provision of child care in the city.
- **Community for All Action Plan** – Create a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

Communications Comments:

Alternate Recommendation:

Submitted by: M. Siggers, Community & Neighbourhood Services Manager

Approved for inclusion: J. Gabriel; Divisional Director, Active Living & Culture

Attachments: Presentation – Community Child Care Planning and Needs Assessment

cc:

Divisional Director, Financial Services

Divisional Director, Corporate Strategic Services

Divisional Director, Community Planning & Strategic Investments



Community Child Care Planning and Needs Assessment Grant Application

January 14, 2019



Child Care in Kelowna

- ▶ Active Living & Culture Department is involved in:
 - ▶ Licensed Childcare
 - ▶ Afterschool at Bankhead & Watson Road Elementary
 - ▶ Preschool & Before-school at Watson Road Elementary
 - ▶ Children's Programming across the City
 - ▶ Sports, Art, Dance, Music, Language, and General Interest
- ▶ Other community agencies
 - ▶ OBGC, YMCA, daycare centres, day homes



Grant Opportunity

- ▶ BC Ministry of Children & Family Development
 - ▶ Community Child Care Planning Program
 - ▶ Union of BC Municipalities
 - ▶ Eligible projects able to receive up to \$25,000 per local municipality/regional district for the purpose of child care planning



Ministry of
Children and Family
Development



Project Information

- ▶ The project will identify the following:
 - ▶ Regional child care needs and trends
 - ▶ Inventory of existing child care spaces
 - ▶ Space creation targets
 - ▶ Action items to meet space creation needs
- ▶ This will act as a guide for future child care planning for local governments and stakeholders

Regional Picture

- ▶ Families utilize child care across the Central Okanagan
 - ▶ Limited child care spaces
 - ▶ May not meet their specific needs
 - ▶ Convenient location/timing of care
 - ▶ Co-located with other services benefitting children & families
 - ▶ Underserved populations
 - ▶ Low-income families
 - ▶ Young parents
 - ▶ Minority cultures/language groups
 - ▶ Children with extra support needs

Collaborative Project

- ▶ City of Kelowna – Primary Applicant
 - ▶ Co-applicants:
 - ▶ City of West Kelowna
 - ▶ District of Lake Country
 - ▶ District of Peachland
 - ▶ \$100,000 funding request for Child Care Planning & Needs Assessment across the Central Okanagan



Collaborative Project

▶ Partners

- ▶ Child Care Council of Central Okanagan
 - ▶ Child care owners/operators/managers
 - ▶ Post-secondary professional educators
 - ▶ Early Childhood Educators
 - ▶ Parent representatives

▶ Community Stakeholders

- ▶ Child care facilities
- ▶ Community organizations

Outcomes

1. Community child care space inventory
 - ▶ Number and type of spaces available across the region
2. Community stakeholder engagement workshops
3. Child care survey
 - ▶ For child care providers and parents
 - ▶ Questions around community needs, with an emphasis on underserved populations
4. Community child care space creation action plan
 - ▶ Interpreting trends in the data
 - ▶ Review of local plans, policies and bylaws
 - ▶ Actions to meet the needs assessed

Next steps

- ▶ Application deadline: January 18th
- ▶ Will be notified of application status within 90 days
- ▶ Steering committee:
 - ▶ Co-applicants & community partners
- ▶ Request for Proposal
 - ▶ Consulting services to conduct research, analysis and reporting



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: January 14, 2019
File: 0220-02
To: City Manager
From: Infrastructure Engineering Manager
Subject: Asset Management System Project – Grant Funding

Recommendation:

THAT Council receives for information the report from the Infrastructure Engineering Manager dated January 14, 2019 regarding the Asset Management System Project - Grant Funding;

AND THAT the 2018 Financial Plan be amended to reflect the \$675k grant funding received through the Gas Tax Strategic Priorities Fund to support of the Asset Management System Project;

AND FURTHER THAT Council endorse the expanded scope of the Asset Management Project as detailed in the report from the Infrastructure Engineering Manager dated January 14, 2019 regarding the Asset Management System Project - Grant Funding.

Purpose:

To amend the 2018 Financial Plan to include the \$675,000 grant for the Asset Management System Project.

Background:

Council approved budget of \$1.5 million in 2017 for purchase and implementation of a corporate asset management system (AMS). The AMS will replace the current operations tracking software (TRM), provide maintenance tracking on City-owned assets, record asset condition, and predict asset renewal timing. The AMS will help lower asset life cycle costs through better preventative maintenance and improve efficiency of asset renewal and replacement of the City's infrastructure assets estimated at \$2.8billion.

The AMS will be integrated and implemented across all infrastructure service areas including water, storm drainage, wastewater, fleet, solid waste, parks, buildings and facilities, real estate, transportation and transit.

The first phase of the project is complete with the following service areas going live in January 2019:

- Fleet Services,
- Water Supply & Pumpstations,
- Water Quality & Customer Care,
- Wastewater Facility, and

- Lease Management.

The City's other service areas will be implemented in 2019 – 2020.

In 2018 the City applied for and received a grant in the amount of \$675,000 through the Gas Tax Strategic Priorities Fund (SPF) administered by UBCM for the AMS project.

A budget amendment is needed to bring the \$675,000 into the 2018 budget for the Asset Management System project. The \$675,000 is requested to be added to \$1.5 million that was previously budgeted. The additional funds will be used to expand the scope of the AMS project to include other service areas (ex. Lease Management and Fire Hydrant Permits), purchase system hardware to support field operations (ex. additional workstations and iPads for field staff to access and enter information and data), update corporate GIS asset register and business processes, expand asset management functionality and prepare post project report for UBCM and AMBC. The benefit from adding this grant funding to the AMS project will be realized through lower asset life cycle costs and improved maintenance, renewal and replacement efficiency.

Financial/Budgetary Considerations:

The 2019 Financial Plan will be amended to reflect the \$675k grant funding received through the Gas Tax Strategic Priorities Fund and these funds will be added to the Asset Management System project (3301).

Internal Circulation:

Divisional Director, Infrastructure
Budget Supervisor
Infrastructure Administration Manager

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by:

Joel Shaw, P.Eng
Infrastructure Engineering Manager

Approved for inclusion:



Alan Newcombe, Divisional Director, Infrastructure

Attachment 1 – Asset Management System Grant Funding Presentation

cc: Divisional Director, Infrastructure

Divisional Director, Financial Services



Asset Management System – Grant Funding



Agenda

- ▶ Asset Management System
- ▶ Strategic Priorities Fund
- ▶ Budget Amendment

Asset Management System

- ▶ City owns and operates more than 30,000 infrastructure assets.
- ▶ Replacement value of \$2.8 billion.
- ▶ AMS will replace existing systems, track maintenance and condition and forecast and coordinate asset renewal.
- ▶ AMS will lower asset life cycle costs and improve asset renewal efficiency.

AMS Project

- ▶ Implemented across all infrastructure service areas including:
 - ▶ water,
 - ▶ storm drainage,
 - ▶ wastewater,
 - ▶ fleet,
 - ▶ solid waste,
 - ▶ parks,
 - ▶ buildings and facilities,
 - ▶ real estate,
 - ▶ transportation and transit.
- ▶ First Phase of the project is complete with several service areas going live on January 1, 2019.
- ▶ Other service areas will be implemented in 2019 -2020.
- ▶ Original budget \$1.5 million.

Strategic Priorities Fund (SPF)

- ▶ Part of the Federal Gas Tax Fund and administered through UBCM.
- ▶ Available to all local governments outside GVRD
- ▶ Application based program.
- ▶ Supports infrastructure and capacity building projects.

SPF Grant Award

- ▶ City applied for and received grant in the amount of \$675,000.
- ▶ Funding to be used for the implementation of an integrated AMS across all infrastructure service areas.
- ▶ Funding also to support project report to be made available to UBCM, AMBC and other communities.

Budget Amendment

- ▶ Grant funding to be added to original budget of \$1.5 million to:
 - ▶ Expand the scope to include other service areas,
 - ▶ Purchase system hardware to support field staff access to system and data,
 - ▶ Update corporate GIS asset register,
 - ▶ Expand asset management functionality,
 - ▶ Prepare post project report for UBCM and AMBC.
- ▶ Benefits include lower asset life cycle costs and improve maintenance and renewal efficiency.
- ▶ Small improvements make a big difference when managing \$2.8 billion in infrastructure.



Questions?

Report to Council



Date: January 14, 2019
File: 1820-15
To: City Manager
From: Utility Planning Manager
Subject: Major System Flood Risk Assessment Budget Transfer

Recommendation:

THAT Council receives for information, the report from the Utility Planning Manager dated January 14, 2019, with respect to the Major System Flood Risk Assessment Budget;

AND THAT Council authorizes a 2018 Financial Plan budget amendment to re-allocate \$200,000 of funding from the Major System Flood Risk Assessment Project to a new Area Based Management Planning Project;

AND FURTHER THAT the 2018 Financial Plan be amended to include the award of the \$250,000 grant funding obtained through the National Disaster Mitigation Program to the Major System Flood Risk Assessment Project as outlined in this report from the Utility Planning Manager dated January 14, 2019, with respect to the Major System Flood Risk Assessment Budget.

Purpose:

To approve budget amendments to increase the budget of the Major Flood Risk Assessment Study to reflect a successful grant application for \$250,000 in addition to work already initiated in 2018 and repurpose remaining funds in support of a new Area Based Management Plan.

Background:

In 2018, Council approved a One-Time budget request for \$250,000 from taxation to conduct a Major Flood Risk Assessment Study looking at the three major creeks flowing through the City from a capacity perspective as well as review the impact of high lake levels on the City's foreshore.

The Risk Assessment work is part of a series of flood risk necessary to access future flood mitigation funding. The City and Regional District of Central Okanagan have now accumulated the necessary initial data and processes to initiate the project, and a Request for Proposals is now complete. The risk assessment study will be completed in 2019.

The City was later successful in obtaining 100% funding (\$250,000) for a large portion of this study through the National Disaster Mitigation Program (NDMP). Not all components initiated by the City in early 2018 were considered eligible expenditures under the program, including the establishment of stream levels sensors and measurement protocols on Mill and Scotty Creeks, requiring \$50,000 of City funding to cover expenses consistent with City watershed planning work.

Staff request that the remaining \$200,000 of the original \$250,000 Major Systems Flood Risk Assessment budget from taxation be re-allocated to the new Area Based Management Planning project to be used to start the next steps and follow-up tasks to the original Major System Flood Risk Assessment Project. The work will include initiating preliminary designs of major storm projects which will be the basis for future major funding applications for stormwater management and climate change. The works will include engaging with stakeholders and initiating communications protocols and processes.

With the \$250,000 grant from NDMP, the project budget for the Major System Flood Risk Assessment Project will remain the same for work to be completed in 2019.

Internal Circulation:

Infrastructure Engineering Manager
Budget Supervisor
Infrastructure Administration Manager

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by:

Rod MacLean, P. Eng., Utilities Planning Manager

Approved for inclusion:



A. Newcombe, P. Eng., Divisional Director, Infrastructure

cc: Divisional Director, Infrastructure
Divisional Director, Financial Service

Report to Council



Date: January 14, 2019
File: 0710-40
To: City Manager
From: Ross Soward, Planner Specialist
Subject: Rental Housing Grant Recommendation for 2019

Recommendation:

THAT Council receives, for information, the report from the Planner Specialist, dated January 14, 2019 regarding a rental housing grant recommendation for 2019;

AND THAT Council approves the 2019 Rental Housing Grants as identified in the report from the Planner Specialist, dated January 14, 2019, in accordance with the Housing Opportunities Reserve Fund Bylaw No. 8593 and Council Policy No. 335.

Purpose:

To consider approval of five projects for rental housing grants in 2019, subject to final budget approval.

Background:

Over the last four years, Canada Mortgage and Housing Corporation (CMHC), has identified Kelowna as one of the most competitive rental housing markets in Canada, reporting vacancy rates below 1 per cent from 2014 to 2017. Over the last three years, the housing and development sector has responded to the strong demand for rental housing with historic levels of rental housing construction. As of fall 2018, CMHC reported a sizeable increase in the vacancy rate from 0.2 per cent to 1.9 per cent. However, it is worth noting that two and three bedroom units are still in very high demand with 0.9 and 1.4 per cent vacancy rates respectively, highlighting that much of the increase in vacancy rates was the result of a large increase in the number of one bedroom units added to the market. To ensure a healthy rental housing market, additional supply is needed across all unit types to meet the growing demand for rental housing in Kelowna. Looking to 2019-2020, the BC Housing Market Outlook projects Kelowna's vacancy rate will continue to rise to above 2 per cent based on the large number of rental housing projects that were under construction as of fall 2018.

To create a more resilient housing system for years to come and to address the City's pressing housing needs, the City of Kelowna developed the *Healthy Housing Strategy* in 2017. An annual target of 400 purpose-built rental units was established to meet the need for future rental housing. The target reflects the importance of encouraging a base level of new rental housing each year to keep pace with Kelowna's growing population and to make up for the deficit of rental housing that arose from reduced investment in rental housing from 2007-2015. As part of the *Healthy Housing Strategy*, the "wheelhouse" identified that a significant portion of the purpose-built rental units should also be in the form of affordable / subsidized rental housing to provide housing affordability for the growing tenant population in Kelowna.

To be eligible for the rental housing grants, a housing agreement must be signed to secure the rental dwellings for a minimum of ten years. After ten years, a request can be made to release the notice of the housing agreement. To discharge a housing agreement Council approval is required as well as a subsequent repayment of the grant funding to the City for the Housing Opportunities Reserve Fund (s. 4.4 and 4.5 of the Housing Opportunities Reserve Fund By-law 8593).

Requesting a release of the housing agreement is not likely for provincially subsidized non-profit rental housing. However, as vacancy rates decrease some landlords may pursue requests for stratification of purpose-built rental buildings that would require council approval. Letters outlining this process are sent to grant recipients and the letters would specify the repayment of the grant is required if the housing agreement is lifted.

The 2019 intake of applications demonstrates the continued response from the non-profit housing sector to address the demand for affordable rental housing units in Kelowna and increased support from BC Housing. Notably, four of the six applications recommended for rental housing grants will provide affordable rental units (subsidized).

The properties being recommended to receive rental housing grants for 2019, are:

1. \$49,984 for 1759 Highway 33 East
2. \$32,833 for 1145 Pacific Avenue
3. \$36,753 for 1044-1074 Cawston Avenue
4. \$21,562 for 1149-1187 Sutherland Avenue
5. \$31,362 for 2080 Benvoulin Court
6. \$147,503 for 333 Drysdale Boulevard

The grants are intended to offset the cost of developing rental housing and are to be applied against the DCC fees for each project. Based on the rental applications received and the preliminary DCC estimates, the grants are covering (on average) 6 per cent of eligible DCCs for the projects below. Subject to final Council approval, the grants and DCC estimates are summarized in the table below.

Project	Units Supported	Recommended Grant	Estimated DCC	Type of Units
1759 Highway 33 East	49	\$49,984	\$1,059,825	Affordable rental
1145 Pacific Ave	31	\$32,833	\$438,602	Market rental
1044-74 Cawston Ave	40	\$36,753	\$484,319	Affordable rental
1149-87 Sutherland Ave	36	\$21,562	\$632,448	Affordable rental

2080 Benvoulin Court	64	\$31,362	\$572,522	Affordable rental
333 Drysdale Boulevard	175	\$147, 503	\$2,456,185	Market rental
Total	395	\$320,000	\$5,643,901	

Grant recipients will be notified by letter of the amount of the grant and advised that they need to include a copy of the letter with their building permit application in order to receive a DCC credit, on the DCC's payable at building permit stage, equal to the amount of the grant.

In addition to rental housing grants, application can also be made for a 10-year revitalization tax exemption on new purpose-built rental projects. Applications must be consistent with the OCP and the vacancy rate must be at 3 per cent or less to apply. Staff anticipate several of the grant applicants will also be applying for the rental housing tax exemptions.

Internal Circulation:

Divisional Director, Community Planning and Real Estate
 Department Manager, Policy and Planning
 Manager, Long Range Policy and Planning
 Manager, Urban Planning
 Department Manager, Community Planning
 Budget Supervisor, Financial Services

Legal/Statutory Authority:

Local Government Act, Section 877. (1) (a) 933.1 (1)

Legal/Statutory Procedural Requirements:

Housing Opportunities Reserve Fund By-law No. 8593

Existing Policy:

2030 Official Community Plan

Objective 10.3 Support the creation of affordable and safe rental, non-market and /or special needs housing

Policies 10.3.1, 10.3.2, 10.3.3 & 10.3.4

Council Policy no. 355 – Rental Housing Grants

Financial/Budgetary Considerations:

Budgeted funds (subject to final approval) allow for a contribution \$1,960 per three-bedroom unit, \$980 per two-bedroom unit and \$490 per one-bedroom unit for 395 rental units.

Available funds are as follows:

Housing Opportunities Reserve Fund (HORF) – annual budget allocation: \$140,000
Annual Budget Allocation to Rental Grants to provide partial relief from DCCs \$180,000

Total Funds Available

\$320,000

Submitted by:

Ross Soward, Planner Specialist

Approved for inclusion:



J. Moore, Manager of Long Range Policy Planning

cc:

Divisional Director, Community Planning and Real Estate

Manager, Long Range Policy and Planning

Manager, Urban Planning

Department Manager, Community Planning

Director, Financial Services



Rental Housing Grants

2019 Funding Recommendations
Policy & Planning Department



Kelowna's Rental Housing Market

Primary Rental Market

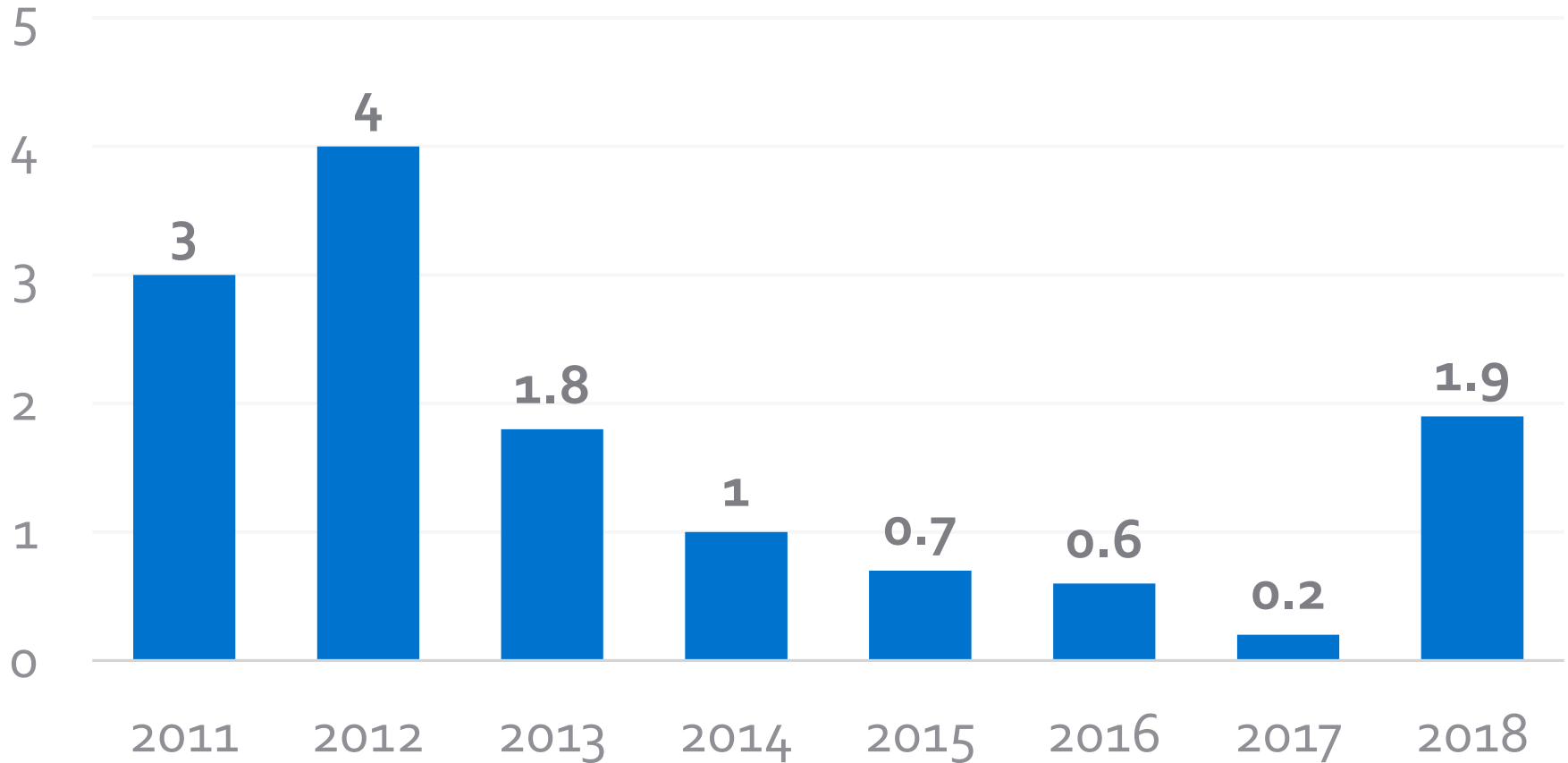
- Market rentals
- Affordable rentals
- Supportive housing

Secondary Rental Market

- Carriage houses
- Secondary suites
- Rental condo units

Primary Rental Housing Data

Kelowna CMA Vacancy Rate



Source: CMHC Rental Market Reports – Kelowna CMA

Primary Rental Market Data

- ▶ Healthy supply of smaller units (singles, students etc)
- ▶ High demand for larger units (couples, families etc)
- ▶ Population growth moderated in 2018

Vacancy for 1 Bedroom Units

- 2018 - 3.5%
- 2017 - 0.2%

Vacancy for 2 Bedroom Units

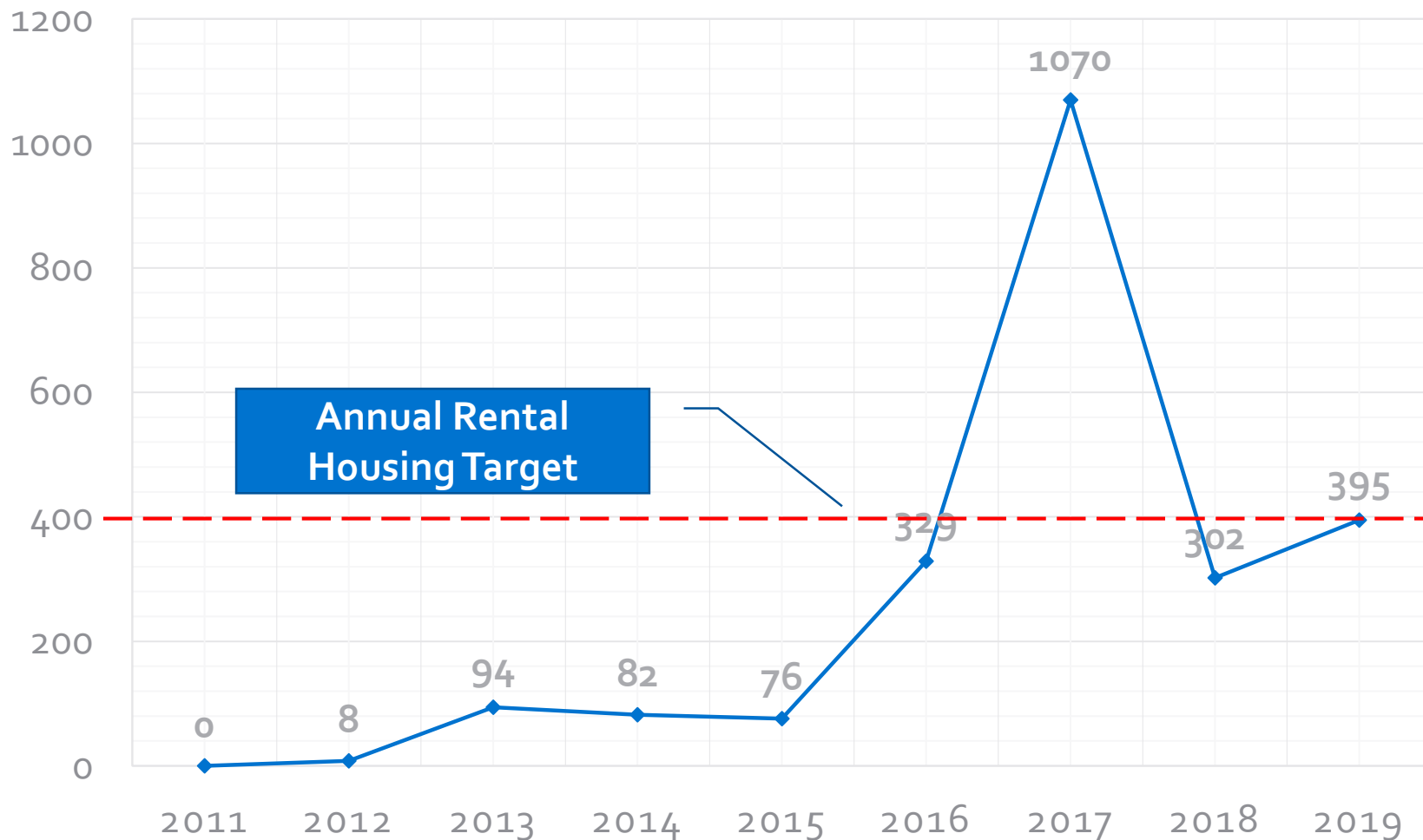
- 2018 - 0.9%
- 2017 - 0.2%

Vacancy for 3 Bedroom Units

- 2018 = 1.4%
- 2017 - 0.0%

Source: CMHC Rental Market Reports – Kelowna CMA

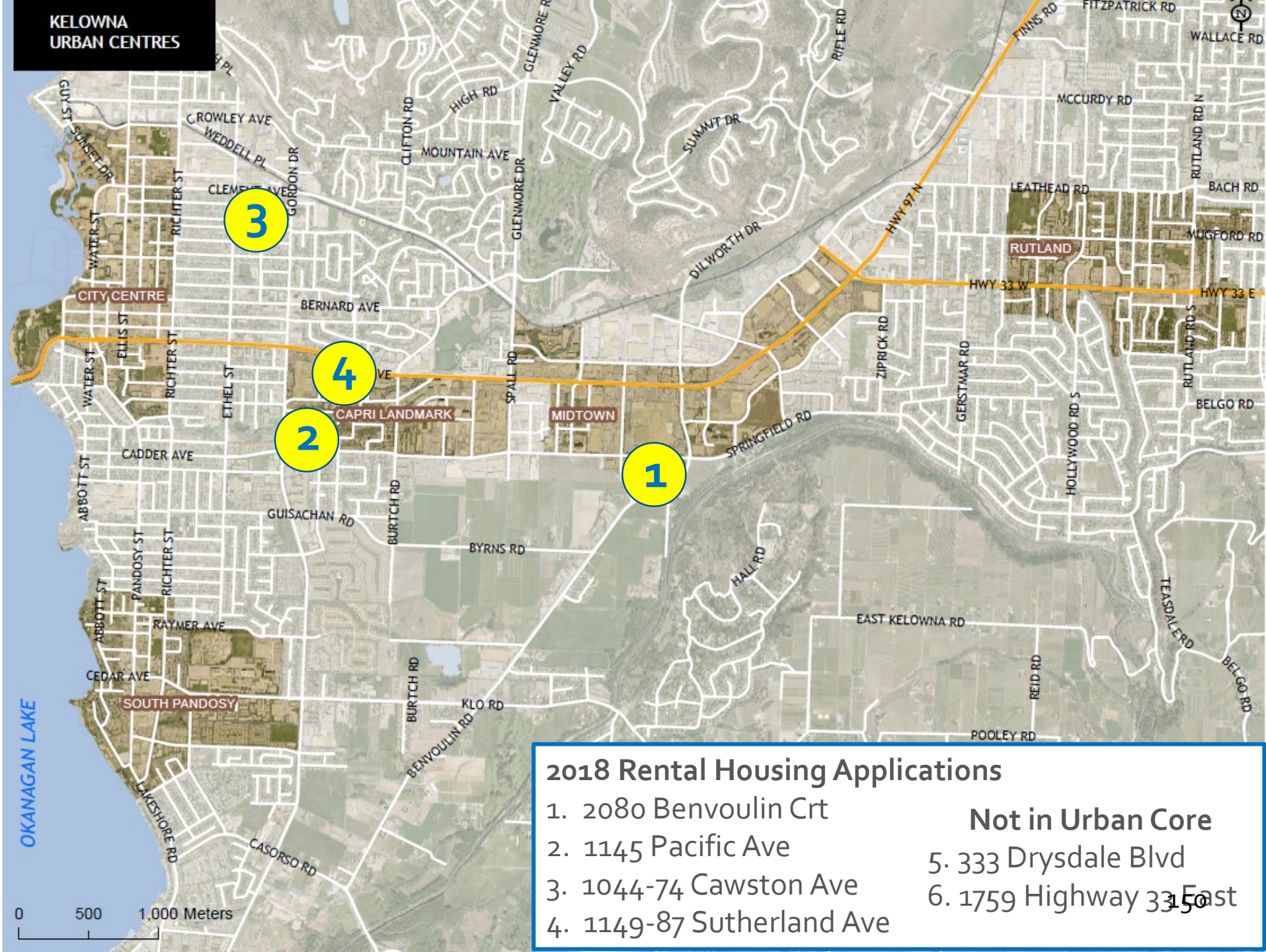
Rental Housing Program Intake



2019 Application Intake

- ▶ Achieved *Healthy Housing* target of 400 units
- ▶ 189 of units are affordable rental (BC Housing)
- ▶ Half of projects incorporating family friendly units
- ▶ Four projects located centrally in the Urban Core

KELOWNA URBAN CENTRES



2018 Rental Housing Applications

1. 2080 Benvoulin Crt
2. 1145 Pacific Ave
3. 1044-74 Cawston Ave
4. 1149-87 Sutherland Ave

Not in Urban Core

5. 333 Drysdale Blvd
6. 1759 Highway 33 East

2019 Grant Applicants

Project	Number of Units	Type of Project
1759 Highway 33 East	49	Affordable Rental
1145 Pacific Ave	31	Market Rental
1044-74 Cawston Ave.	40	Affordable Rental
1149-87 Sutherland Ave	36	Affordable Rental
2080 Benvoulin Crt	64	Affordable Rental
333 Drysdale Boulevard	175	Market Rental

- ▶ Total funds available for 2018 is \$320,000 disbursed among 395 units
- ▶ Grant amount per unit type : \$1,960 /3+ bdr, \$980 /2 bdr, & \$490 /1 bdr

Recommended Grant Amounts

Project	Number of Units	Recommended Grant
1759 Highway 33 East	49	\$49,984
1145 Pacific Ave	31	\$32,833
1044-74 Cawston Ave	40	\$36,753
1149-87 Sutherland Ave	36	\$21,562
2080 Benvoulin Crt	64	\$31,362
333 Drysdale Blvd	175	\$147, 503

- ▶ \$320,000 in funding available for 2019 grants disbursed among 395 units
- ▶ Grant amount per unit type : \$1,960 /3+ bdr, \$980 /2 bdr, & \$490 /1 bdr

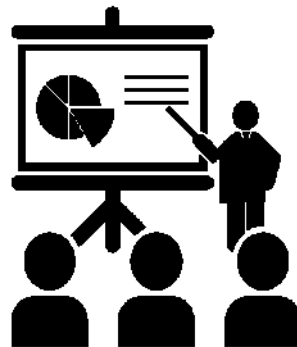
Next Steps & Timeline

- ▶ Letters to successful applicants (subject to council approval)
- ▶ Secure Housing Agreements
- ▶ Credit on DCC payment with building permit
- ▶ Next intake Fall 2019 (program to be reviewed in 2019)

Applications
Received



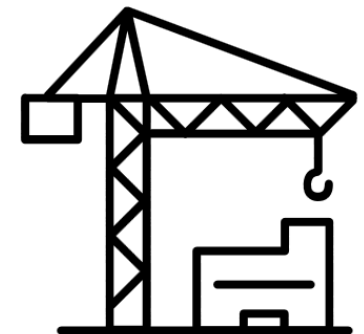
Council Approves
Grant Amounts



DCC Credits at
Building Permit



Construction Of
New Rental Units



Conclusions

- ▶ New primary rental supply improving vacancy rates
 - ▶ Over a thousand rental units under construction
- ▶ Secondary rental market may improve in 2019
 - ▶ Provincial legislation & short-term rental regulations
- ▶ High demand for affordable rental housing
 - ▶ Market rental rates are unaffordable for many residents
 - ▶ City is looking to take on a greater role in land acquisition
- ▶ On-going supply needed to ensure healthy rental market
- ▶ Rental program incentives to be updated in 2019

Report to Council



Date: January 14, 2019
File: 1405-06
To: City Manager
From: Transit and Programs Manager
Subject: Transit Future Action Plan and September 2019 Service Expansion Priorities

Recommendation:

THAT Council, receives, for information, the Report from the Transit and Programs Manager dated January 14, 2019 with respect to the Transit Future Action Plan and September 2019 service expansion priorities;

AND THAT Council endorse the Transit Future Action Plan as attached to the report of the Transit and Programs Manager dated January 14, 2019;

AND FURTHER THAT Council direct staff to proceed with public engagement on the specific transit optimization priorities planned for September of 2019 as outlined in this report.

Purpose:

To present Council with the final Transit Future Action Plan for endorsement; and receive authorization to proceed with public consultation on 2019 service optimization proposals.

Background:

Transit Future Action Plan

The Transit Future Action Plan (TFAP), included as Appendix to this report, provides an update to the Central Okanagan Transit Future Plan (TFP) completed in 2011 serving to refine transit priorities and guide transit decision making over the next 5 years. The TFAP process is cyclical providing updates to service priorities throughout the region every 5 years. The Changes that have occurred since the completion of the original TFP have enabled the Kelowna Regional Transit System to increase ridership since 2011 by 9% to 5,240,000 annual rides and over 193,000 annual service hours.

The transit and infrastructure priorities identified within the TFAP are based on review of existing transit services, changes in land uses and land use plans, and feedback from key stakeholders and the public. Priorities in the Plan are separated by jurisdiction and by timeline, with short (1-3 years),

medium (3-5 years) and longer term (5+ years) options. In addition to detailing future service investments, the TFAP outlines the hierarchical approach to service improvements with priority placed upon ensuring the existing transit system is performing effectively prior to investment in transit service to new areas.

The following short and medium-term service implementation priorities are the key recommendations of the plan.

Short Term Service Implementation Priorities (1 - 3 years)
<ul style="list-style-type: none"> • Invest in Frequent and Rapid Routes • Lower Mission and South Pandosy Service Restructure • Invest in Local Routes
Medium Term Service Implementation Priorities (3 - 5 years)
<ul style="list-style-type: none"> • Rutland Network Restructure • Invest in Frequent and Rapid Routes • Invest in Existing Local Routes • Consider Opportunities to Expand Transit to New Coverage Areas
Short Term Infrastructure Implementation Priorities (1 - 3 years)
<ul style="list-style-type: none"> • Future Operations and Maintenance Facility
Medium Term Infrastructure Implementation Priorities (3 - 5 years)
<ul style="list-style-type: none"> • Midtown Exchange project

Each year as part of the BC Transit led Transit Improvement Program (TIP) process, a three-year expansion initiative proposal is brought to Council for consideration. The Transit Future Action Plan Implementation Priorities form the base for this annual process.

The Transit Future Action Plan process included development of detailed Service Standards and Performance Guidelines which will be brought forward to Council in 2019.

September 2019 – Proposed Service Options and Optimization

In August 2018, the City of Kelowna confirmed commitment to expansion initiatives over the 2019 to 2022 horizon by signing a Memorandum of Understanding (MOU) formalizing the process of securing expansion funding. In early 2019, these expansion requests will be included in BC Transit's draft Service Plan to the Province to seek the matching funding required for operating costs. Following confirmation of the provincial budget, the City of Kelowna will be informed of allowable funding by BC Transit, which will initiate a phase of public engagement and the development of a Service Change Plan.

The Fall 2019 Expansion Options Letter Report prepared by BC Transit and included as Appendix to this report, details the service expansion options and supporting rationale for September 2019.

Based on a review customer complaints and operator feedback, some of the largest challenges currently facing the Kelowna Regional Transit System include service reliability and passenger loads on Routes 8 and 97, with reported challenges associated with Route 8 growing over time. Additionally, with the rerouting of Route 4 along Academy Way in Fall 2018, there have been recent increases to

ridership and recurring incidents of pass ups heading back to Academy Way from UBCO in the afternoons.

In order to address these challenges and to continue growing ridership within the Kelowna Region, the following service options are suggested for the City of Kelowna for Fall 2019:

Proposed service options
<ul style="list-style-type: none"> Route 8 University/OK College midday weekday and Sunday expansion Local transit service for Academy Way Potential rerouting of the 4 UBCO/Pandosy Express into Rutland
Proposed route optimization
<ul style="list-style-type: none"> Route #13 Quail Ridge Route #15 Crawford

On route #13, right-sizing the service vehicle would improve capacity facilitating the reduction of service frequency to hourly with savings re-allocated to improving Academy Hill service. Service was increased to 30-minute frequency a couple years ago to address overloads which were occurring as a result of use of light duty buses on the route however, the hourly passenger loads on the Route 13 never gets higher than what could be accommodated by a mid-sized bus.

On route #15 service reductions are proposed on select trips where ridership is extremely low and resources could be reallocated with minimal impact to the community. Route 15 is the second lowest performing route within Kelowna despite routing changes made in 2012 which extended the route to Mission Recreation Park.

The service changes proposed on routes 13 and 15 trigger public engagement and as such, Council's approval to proceed is sought in this regard.

Proposed timeline:	
Feb 2019	Public engagement on proposed September 2019 service optimization plans
March 2019	Service Change Plan presented to Council
Sept 2019	Implementation of 2019 service expansion and optimization

Internal Circulation:

Divisional Director, Infrastructure
Integrated Transportation Department Manager
Divisional Director, Financial Services
Communications Advisor, Community Engagement

Financial/Budgetary Considerations: The recommended Fall 2019 Conventional Transit service recommendations are accommodated within the 2019 transit operating budget request approved by Council in December 2018. An 1,800-hour service expansion first presented within the BC Transit TIPS Expansion MOU was endorsed by Council in August of 2018.

External Agency/Public Comments: BC Transit has reviewed and approved the report provided supporting documents as attachments.

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Existing Policy
Personnel Implications
Communications Comments
Alternate Recommendation

Submitted by:



J. Dombowsky, Transit and Programs Manager

Reviewed & approved by: R. Villarreal, Department Manager, Integrated Transportation

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 – Transit Future Action Plan
Attachment 2 – Fall 2019 Expansion Options Letter Report
Attachment 3 - Transit Future Action Plan
Attachment 4 – Transit Service Expansion Options Presentation

cc: Divisional Director, Financial Services
Divisional Director, Corporate Strategic Services
Divisional Director, Infrastructure
C. Fudge, Regional Transit Manager, BC Transit
M. Boyd, Planning Manager, BC Transit



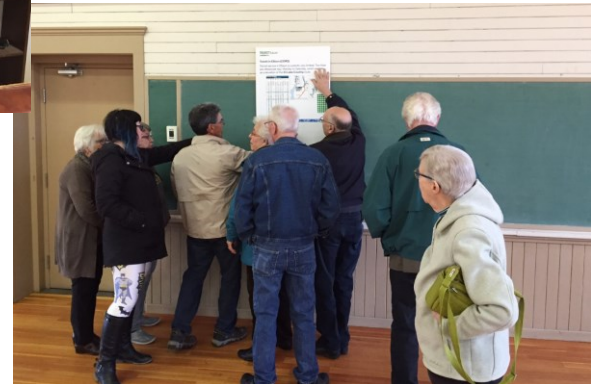
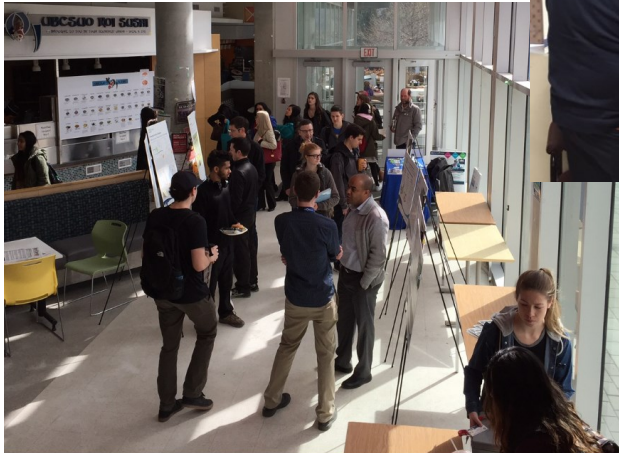
Transit Future Action Plan

JANUARY 14, 2019

Outline

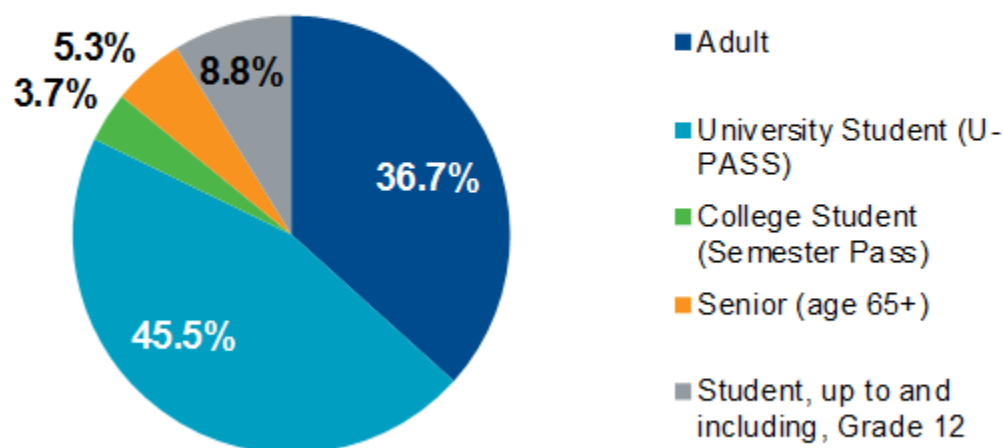
- Transit System Overview
- Transit Future Action Plan overview
- Engagement results
- Proposed service and infrastructure priorities
- Next steps

2017 Engagement

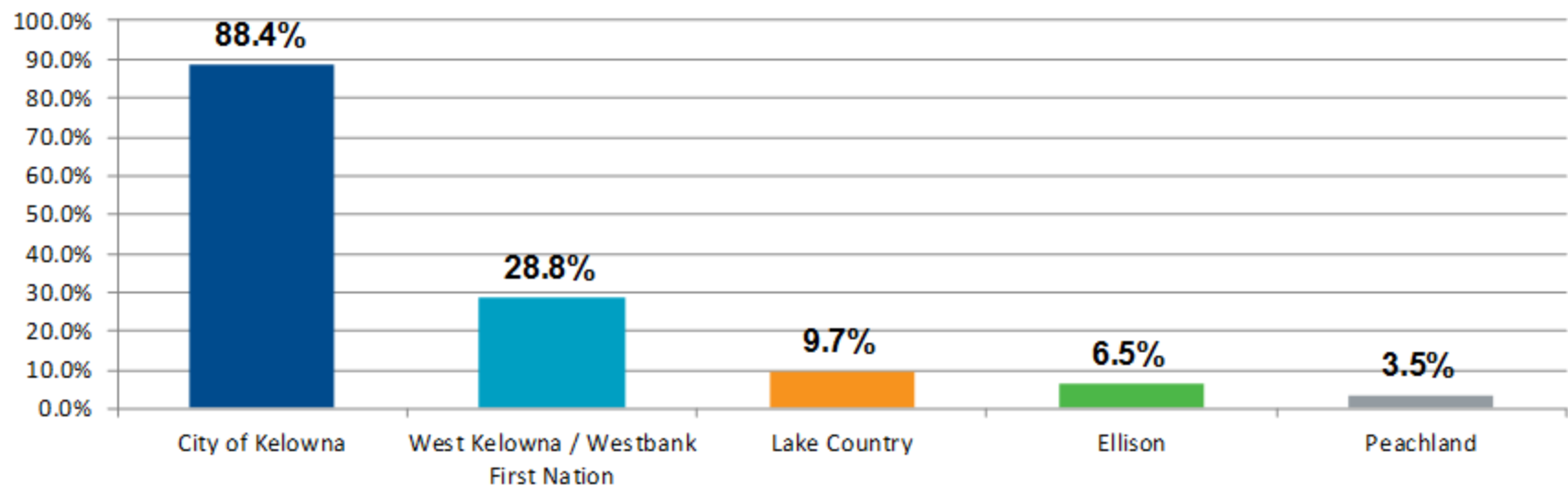


Engagement Quick Facts	
Open House Attendees	310
Online Survey Respondents	976
Total Participants	1,286

Fare Category of Respondents



Where do you primarily use transit?



Proposed Changes Over The Next 5+ Years

Short Term Service Implementation Priorities (1 - 3 years)	Completed?
• Invest in Frequent and Rapid Routes	No
• John Hindle Drive Connection	Yes
• Introduce Service to Academy Way	Yes
• Rutland Exchange Realignment	Partially
• Upper & Lower Mission Service Restructure	No
• Invest in Local Routes	No
Medium Term Service Implementation Priorities (3 - 5 years)	
• Rutland Network Restructure	No
• Invest in Frequent and Rapid Routes	No
• Invest in Existing Local Routes	No
• Consider Opportunities to Expand Transit to New Coverage Areas	No
Longer-Term Service Implementation Priorities (5+ years)	
• Expanded Service to the Airport	No
• Introduce Service to the Landmark District	No
• Continued Investment in Frequent and Rapid Routes	No
• Extend Service to Growing Coverage Areas	No



Ongoing Service Options

- Continue to Maintain Service Reliability
- Consider Opportunities for Service Optimization
- Improve Custom Transit



Short-Term Service Proposal

Rutland Exchange Realignment

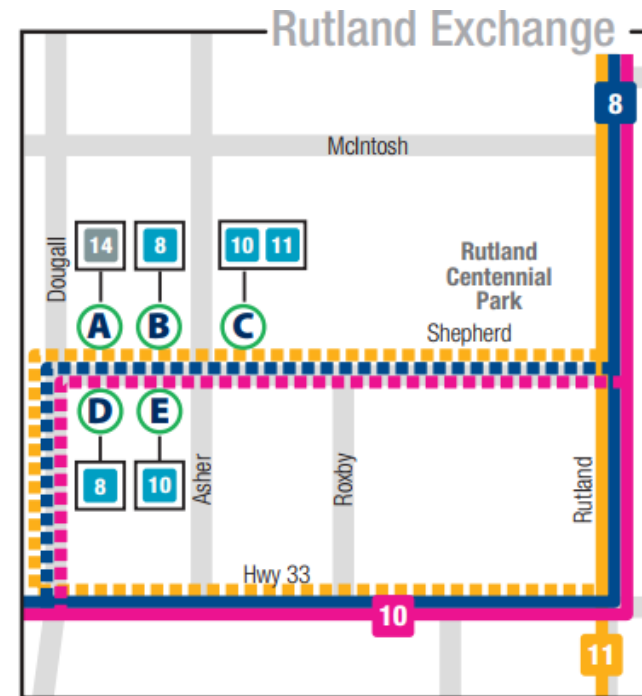
Proposal to bring the following routes into the Rutland Exchange:

8 University/OK College

10 North Rutland/Downtown

11 Rutland

Routes 8 and 10 already integrated into exchange (November 2018). Expansion required to bring Route 11 into the exchange.



- Current 8 UBCO/OK College
- Proposed Route 8
- Current Route 10
- Proposed Route 10
- Current 11 Rutland
- Proposed Route 11

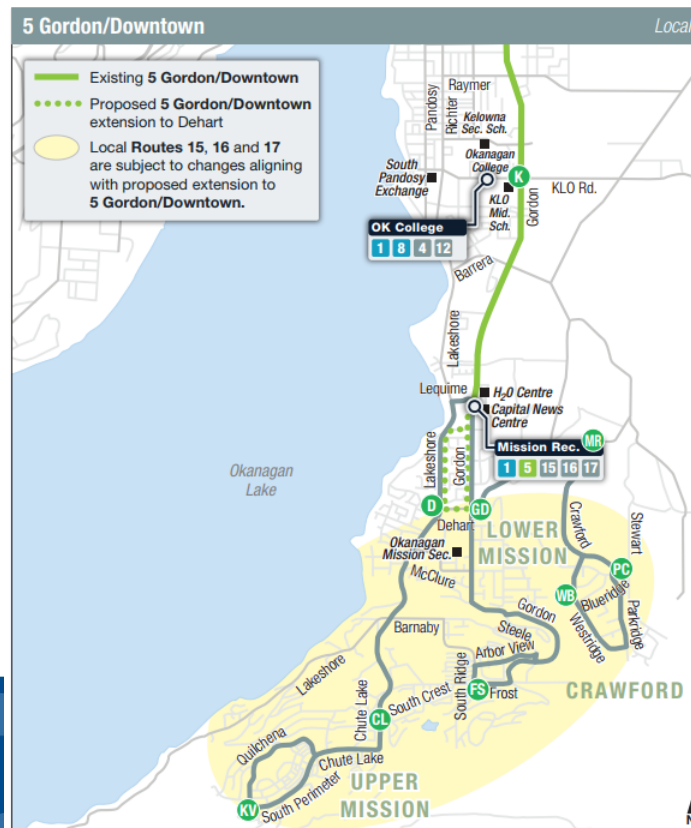
Short-Term Service Proposal

Upper and Lower Mission Service Restructure

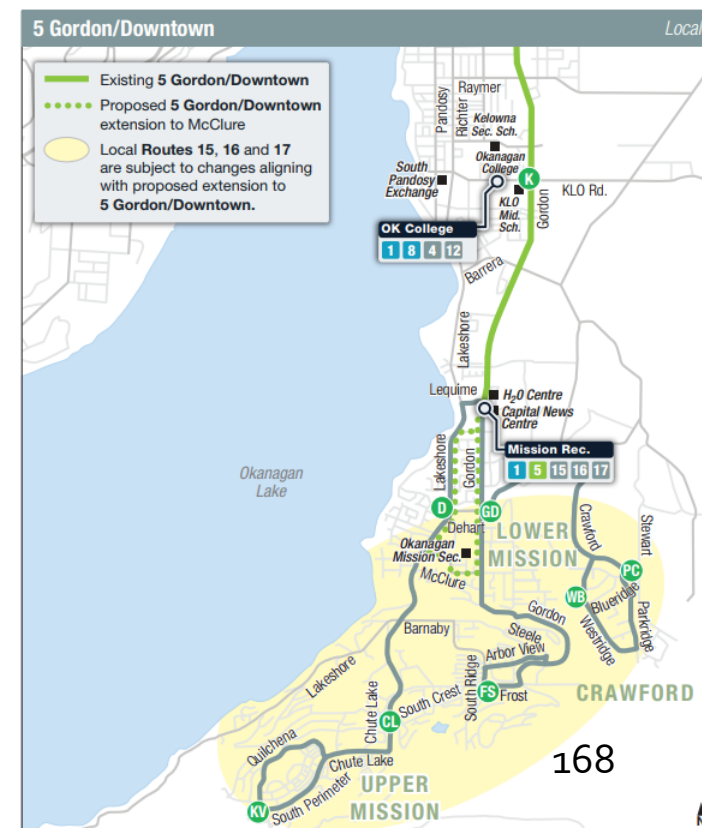
Proposal to extend the Route 5 Gordon to Dehart or McClure Road in Lower Mission and review local network in Upper Mission:

- Reduces transfer requirement in lower mission and more direct transit connections to Okanagan Mission Secondary School.

Option 1 – to Dehart



Option 2 – to McClure



Short-Term Service Proposal

Other Proposals

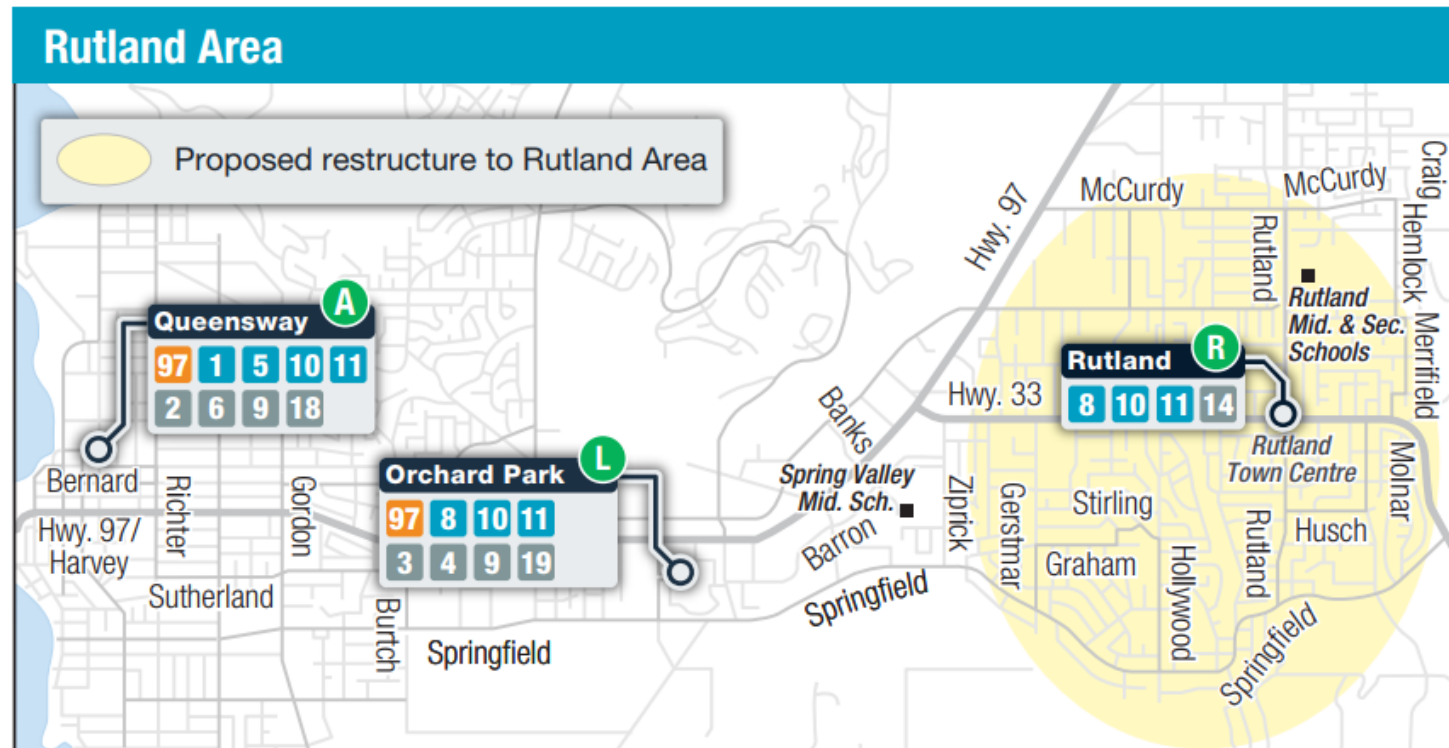
- Invest in Frequent and Rapid Routes
 - Will generate the largest benefits in terms of ridership growth
- Invest in Existing Local Routes
 - Identified as a priority in public engagement



Medium-Term Service Proposal

Rutland Network Restructure

Streamline transit service and better align service levels according to density and ridership potential.



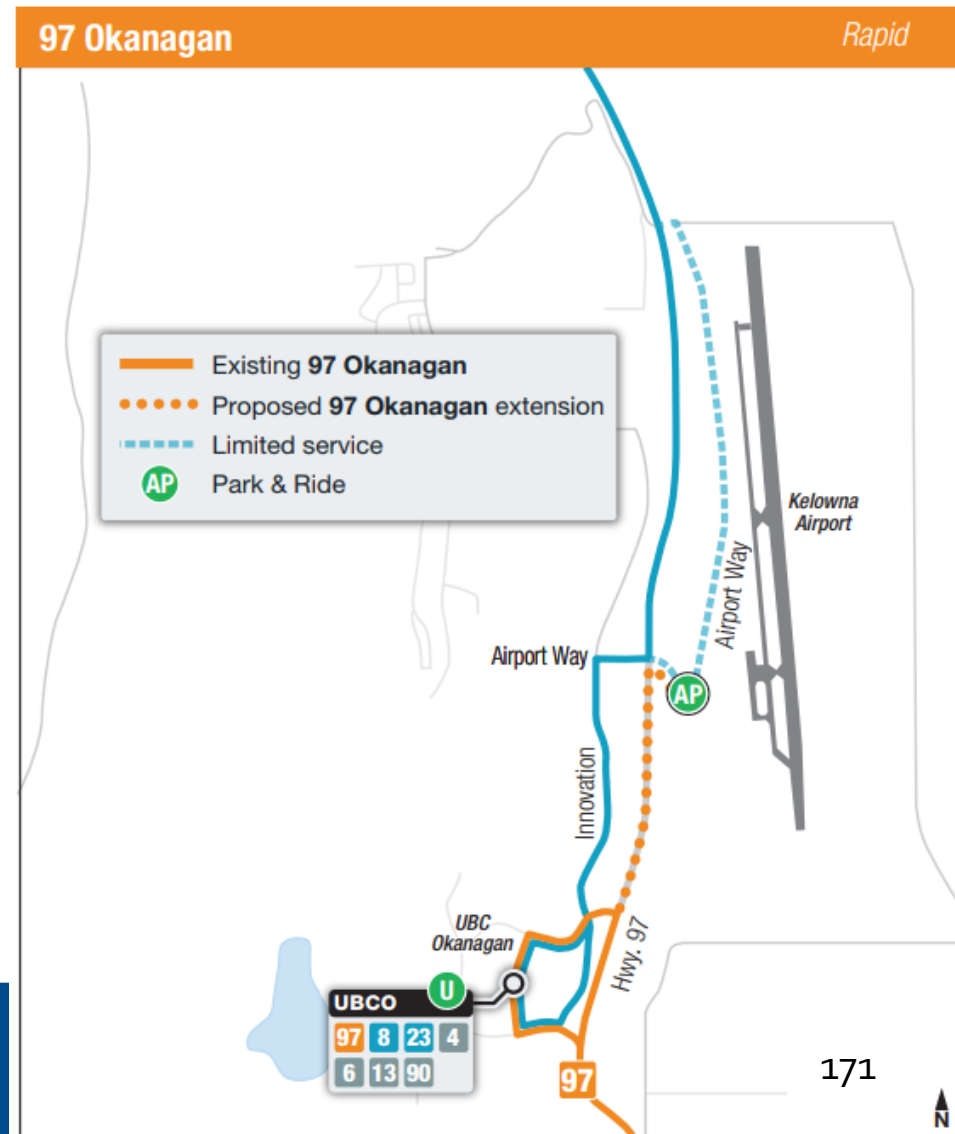
Longer-Term Service Proposal

Expanded Service to the Airport

Kelowna Regional Airport is growing rapidly

- Improved transit access to the Airport also identified as a key community priority

Extending RapidBus would provide a one-seat travel option for many transit riders from Kelowna and the Westside.

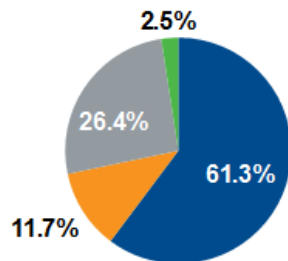


Longer-Term Service Proposal

Introduce Service to the Landmark District

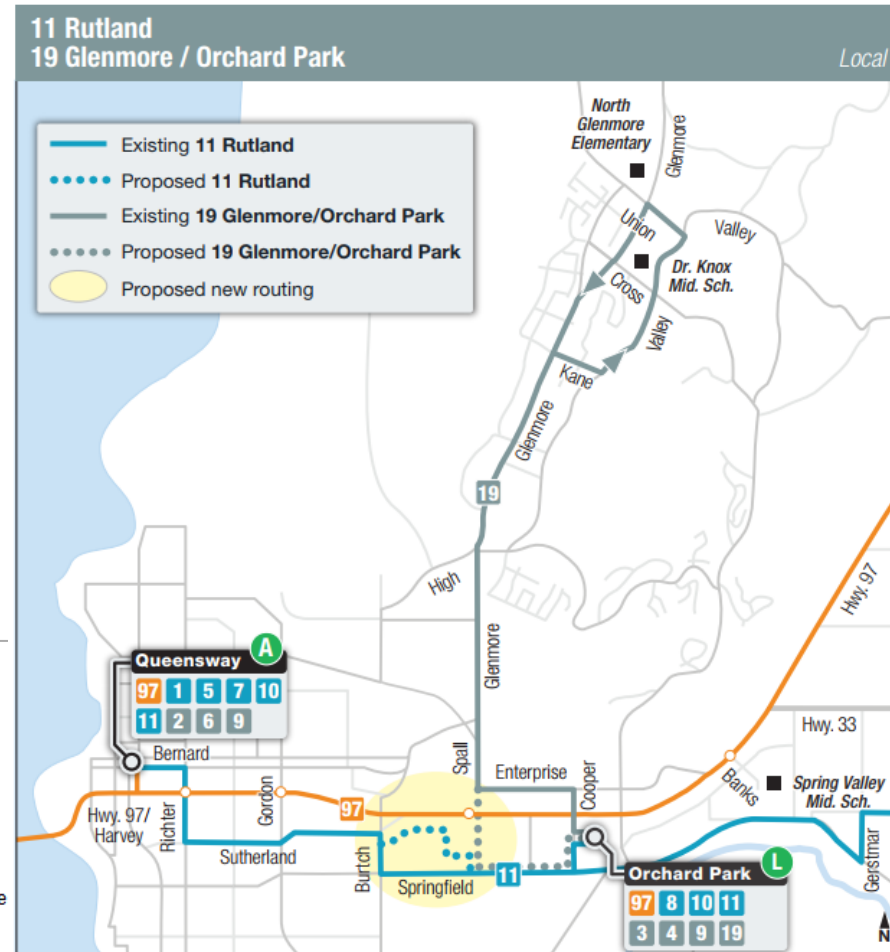
Proposal to reroute
11 Rutland through
Landmark District

Do you support the proposed change to route
11 Rutland
through the Landmark District?



- Support the re-structure
- Does not support the change
- Does not impact me
- Responses not related to the question

Figure 10: Support for 11 Rutland proposal



Kelowna Infrastructure Options

Short Term Infrastructure Implementation Priorities (1 - 3 years)	Completed?
• Rutland Exchange (Phase 3)	Yes
• Future Operations and Maintenance Facility	No
Medium Term Infrastructure Implementation Priorities (3 - 5 years)	
• Midtown Exchange project	No
• Park & Rides	No
Longer-Term Infrastructure Implementation Priorities (5+ years)	
• Midtown Corridor Improvements	No
• Airport RapidBus Infrastructure Improvements	No



Medium-Term Infrastructure Proposal

Midtown Exchange Project

- Existing Orchard Park Exchange is at capacity and located on private property
- One-third of transit trips in region pass through this location
- Preliminary concepts developed for new 12 bay, on-street exchange on Cooper Road, but further analysis will explore other exchange options.

Estimated Resources: \$5.9 to \$6.5 million



Longer-Term Infrastructure Proposal

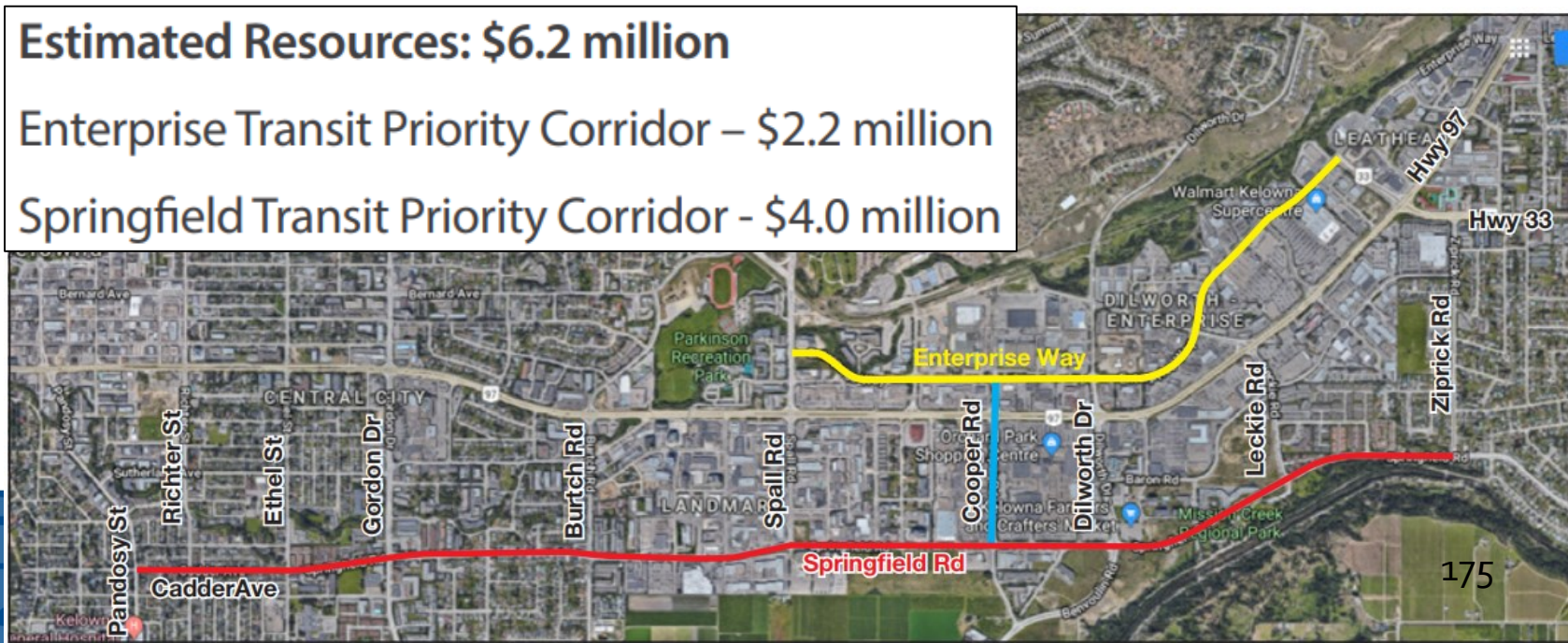
Midtown Corridor Improvements

- One third of transit trips pass along Enterprise Way and Springfield Road.
- Growing congestion is eroding service reliability and increasing service cost
- Transit priority improvements identified for these corridors including:
 - Transit signal priority
 - Queue jumper lanes
 - Improved bus stop infrastructure

Estimated Resources: \$6.2 million

Enterprise Transit Priority Corridor – \$2.2 million

Springfield Transit Priority Corridor - \$4.0 million



Action Plan Process – Next Steps

- Finalization of the Transit Future Action Plan in Spring 2019

Thank You



December 6, 2018

Jerry Dombowsky
 Transit and Programs Manager
 City of Kelowna
 1435 Water Street
 Kelowna, BC, V1Y 1J4

RE: Fall 2019 Expansion Options Letter Report

1.0 PURPOSE

To provide the City of Kelowna City Council with service expansion options and supporting rationale for September 2019.

2.0 BACKGROUND TO SERVICE EXPANSION REQUEST

In 2018, the City of Kelowna identified the following local expansion priorities for September 2019.

- Improvements to the core network based on results from the Transit Future Action Plan
- Improved transit connections and service reliability to the Rutland Town Centre and potential for additional Academy Way service

As identified in the table below, the total estimated resources required for these expansions include 1,800 additional annual service hours and one expansion bus.

PROPOSED EXPANSION INITIATIVES						
AOA Period	In Service Date	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2019/20	Sep-19	1,300	1	\$26,662	\$185,265	\$89,108
		Description	Based on results from the Transit Future Action Plan: Improvements to the core network.			
2019/20	Sep-19	500	0	\$10,255	\$57,247	\$20,264
		Description	Improved transit connections and service reliability to the Rutland Town Centre and potential for additional Academy Way service.			

In August 2018, the City of Kelowna confirmed commitment to these expansion initiatives by signing a Memorandum of Understanding (MOU) formalizing the process of securing expansion funding. In early 2019, these expansion requests will be included in BC Transit's draft Service Plan to the Province to seek the matching funding required for operating costs. Following confirmation of the provincial budget, the City of Kelowna will be informed of allowable funding by BC Transit, which will initiate a phase of public engagement and the development of a Service Change Plan.

Based on a review customer complaints and operator feedback, some of the largest challenges currently facing the Kelowna Regional Transit System include service reliability and passenger loads on Routes 8 and 97, with reported challenges associated with Route 8 growing over time. Additionally, with the rerouting of Route 4 along

Academy Way in Fall 2018, there have been recent increases to ridership and recurring incidents of full busses passing up passengers heading back to Academy Way from UBCO in the afternoons.

In order to address these challenges and to continue growing ridership within the Kelowna Region, the following service options are suggested for the City of Kelowna for Fall 2019:

- Route 8 University/OK College midday weekday and Sunday expansion
- Local transit service for Academy Way
- Service optimization on Routes 13 and 15
- Reroute the 4 UBCO/Pandosy Express into Rutland

3.0 SYSTEM OVERVIEW

The Kelowna Regional Conventional Transit System consists of twenty-nine routes as shown in Figure 1. The Rapid Transit Route is denoted in orange, the Frequent Transit Routes in blue, and the Local Transit Routes in grey.

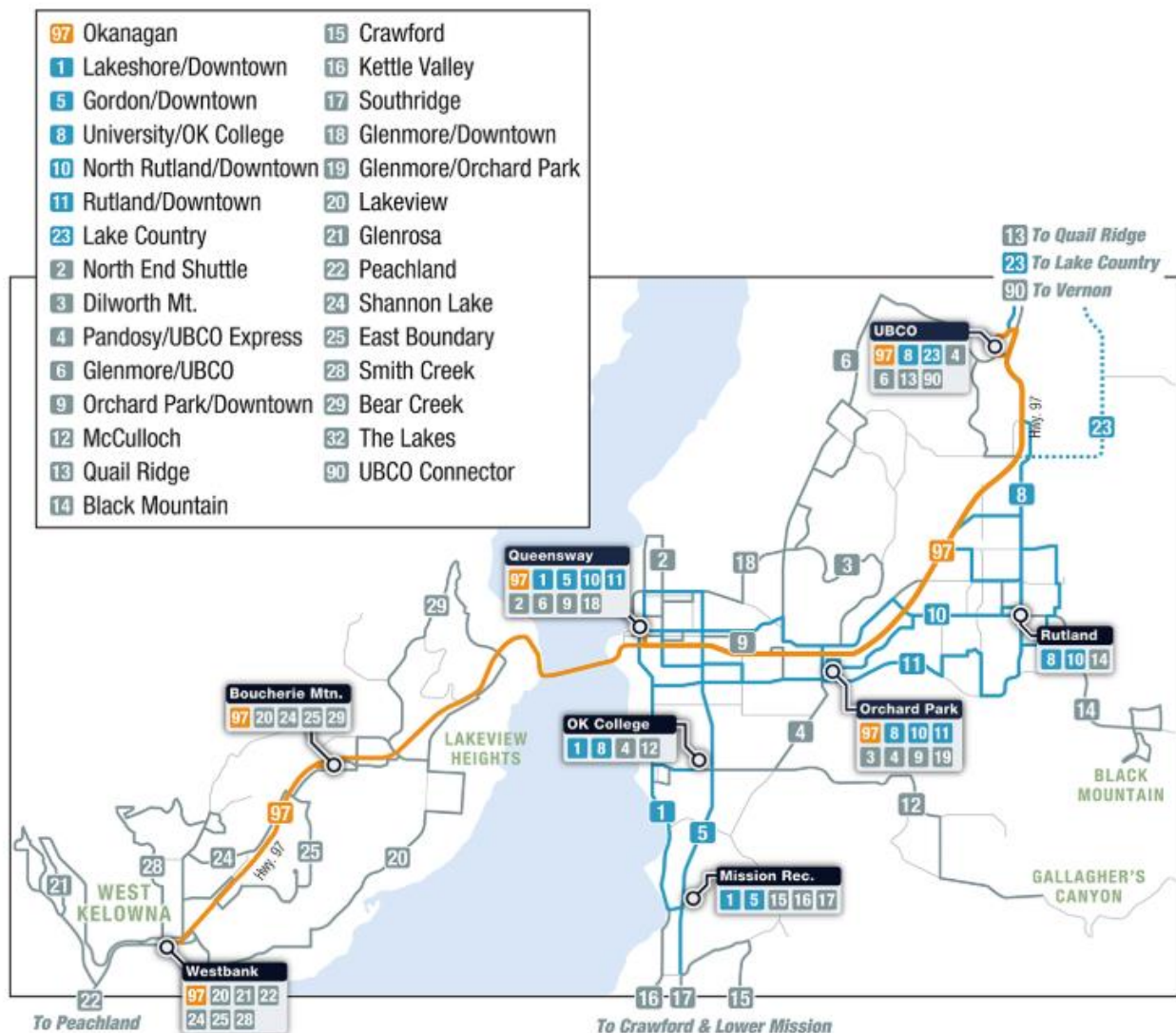


Figure 1: Kelowna Regional Transit System

4.0 EXISTING CHALLENGES

Some of the largest challenges currently facing the Kelowna Regional Transit System include service reliability and passenger loads on Routes 8 and 97, with reported challenges associated with Route 8 growing over time. Additionally, with the rerouting of Route 4 along Academy Way in Fall 2018, there have been recent increases to ridership and recurring incidents of full busses passing up passengers heading back to Academy Way from UBCO in the afternoons.

This section reviews some performance information to validate this customer and operator feedback, and to provide background and context for the service expansion proposals for Fall 2019.

General Trends

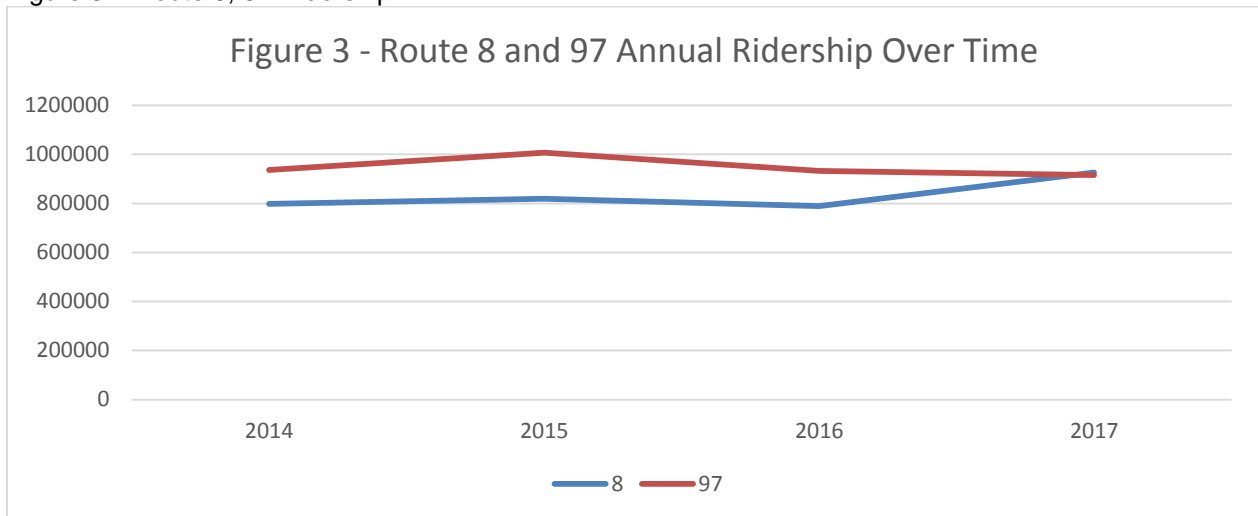
Routes 8 and 97 are currently the top performers within the Kelowna Regional Transit System in terms of ridership, both for total ridership and rides per service hour (Figure 2). Ridership has been remaining consistent on the Route 97 over the past two years, but growing substantially on the Route 8. As of 2017, annual ridership on the Route 8 surpassed the Route 97 (Figure 3). Additionally, the Route 8 operates only approximately 80% of the service hours that the Route 97 does, so the rides per service hour are noticeably higher on the Route 8 than the 97. Consequently, Route 8 has been targeted as one of the key routes for investment in Fall 2019, with service options also associated with optimizing underperforming services in order to better serve Academy Way.

Figure 2 – Proportion of Total Ridership by Route (2017)



Annual ridership = 5,240,000

Figure 3 – Route 8, 97 Ridership



5.0 SERVICE OPTIONS – September 2019

Collectively, the following proposals are focused on addressing the two most pressing needs in the system including meeting growing demand on route 8 University/OK College and resolving overloads on the segment of route 4 Pandosy Express operating between UBCO up to Academy Hill. Beyond the 1,800 annual service hours of expansion available for 2019, service optimization is also proposed on the Routes 13 Quail Ridge and 15 Crawford.

The specific service proposals include the following:

- Route 8 University/OK College midday weekday and Sunday expansion
- Local transit service for Academy Way
- Service optimization on Routes 13 and 15
- Reroute the 4 UBCO/Pandosy Express into Rutland.

Option 1: Expand Route 8 University/OK College weekday midday service from 30 minute to 20 minute frequency

Midday weekday ridership on the Route 8 is roughly 245 rides each hour with only two trips provided in each direction per hour, which works out to approximately 62 rides per trip. For context, the midday ridership on Route 8 surpasses the peak ridership on Route 10, despite Route 10 having almost double the number of trips in the peaks. See Appendix A for details about the midday weekday ridership on the Route 8.

Resource Requirements: 2,500 annual hours

Option 2: Expand Sunday service on Route 8 University/OK College by 8 trips

Current ridership data shows that Sunday service on the Route 8 University/OK College is regularly reaching an average of 125 rides each hour, with only one trip in each direction provided each hour. Consequently, the Route 8 currently experiences greater ridership per trip on Sundays than in peak periods on weekdays. These statistics mirror customer and operator comments about pass ups occurring on Sundays on Route 8. See Appendix A for additional ridership details on the Route 8.

Resource Requirements: 800 annual hours

Option 3: Route 4 UBCO/Pandosy Express through Rutland

This service option seeks to reroute the existing 4 UBCO/Pandosy Express from Highway 97 through Rutland. Given the substantial cost associated with holistically improving peak weekday service on the Route 8 University/OK College, this option seeks to strategically address some of the growing peak ridership demand within the Rutland area currently causing passenger load and service reliability issues on the Route 8.

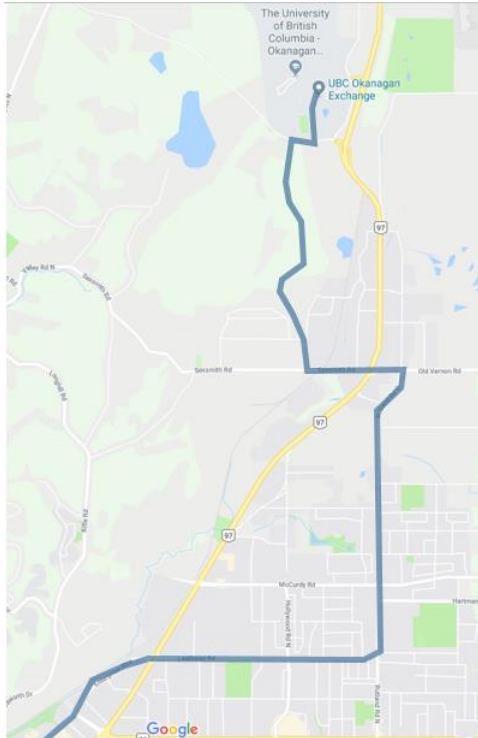


Figure 4: Proposed Route 4 Routing through Rutland

Resource Requirements: 450 annual hours

Option 4: Local Academy Way Service

This option considers a new service to Academy Hill between UBCO Exchange and the Reid's corner area (Sexsmith at Hwy 97) to supplement existing service provided by Route 4 UBCO/Pandosy Express. Route 4 is repeatedly experiencing pass-ups on inbound trips resulting from heaving loads of students travelling up the Academy Way hill from campus. The result is that riders bound for the city are being left behind while buses run with reduced loads after students disembark up the hill.

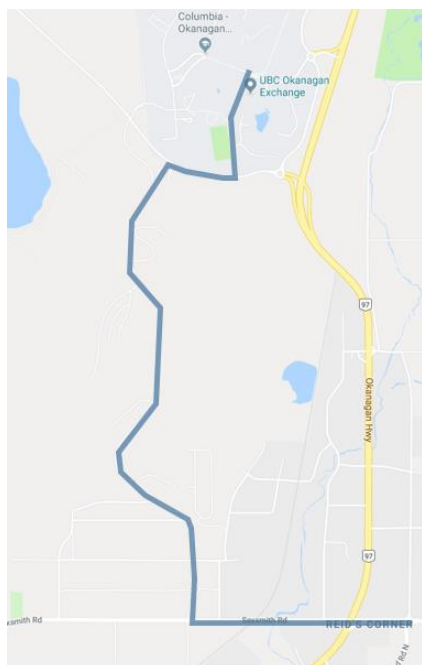


Figure 5: Proposed Academy Way Local Route

Resource Requirements: 950 annual hours

This option could be combined with the service optimization on Route 13 Quail Ridge (Option 5) to minimize the service hour cost.

Option 5: Route 13 Quail Ridge Optimization

Right-size the service vehicle to improve capacity facilitating the reduction of service frequency to hourly with savings re-allocated to improving Academy Hill service. Service was increased to 30-minute frequency a couple years ago to address overloads which were occurring as a result of use of light duty buses on the route.

The hourly passenger loads on the Route 13 (Appendix A) never gets higher than what could be accommodated by a 27.5' Vicinity. Consequently, this service could be feasibly reduced if a medium-duty vehicle were assigned to operate this service. See Appendix A for additional ridership details on the Route 13.

Resource Requirements: -850 annual hours

Option 6: Route 15 Crawford Optimization

This option includes service reductions on select trips where ridership is extremely low and resources could be reallocated with minimal impact to the community. See Appendix A for additional ridership details on the Route 15.

Resource Requirements: -550 annual hours

6.0 Next Steps

September 2019 Expansion

The table below describes a detailed timeline for the September 2019 Kelowna Regional Transit Service Expansion. Given that service optimization on Routes 13 and 15 are recommended as possible service options, BC Transit recommends that public engagement take place in February 2019 to get feedback from the community on the proposals first.

Month	Actions & Deliverables
January 2019	<ul style="list-style-type: none">• Update presentation to Council• Council approval to work with City of Kelowna staff to conduct public engagement around these proposed service options
February 2019	<ul style="list-style-type: none">• Public engagement
March 2019	<ul style="list-style-type: none">• Draft Service Change Plan and get approval from Council
September 2019	<ul style="list-style-type: none">• Implement 2019 service expansion

7.0 RECOMMENDATIONS

It is recommended that the City of Kelowna:

- Receive this report as information and provide comment; and
- Approve City of Kelowna staff to work with BC Transit to conduct public engagement on the service options included within this report.

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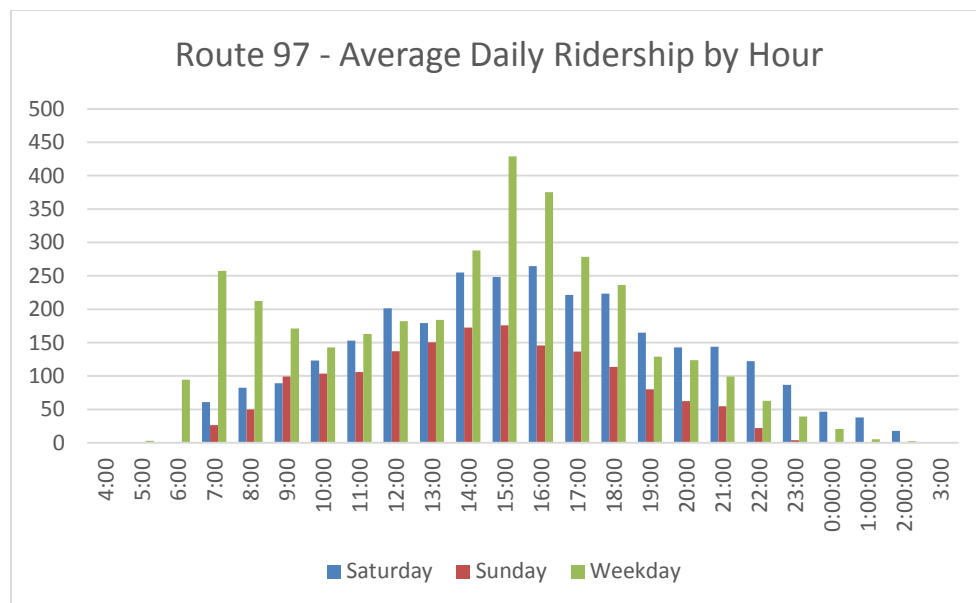
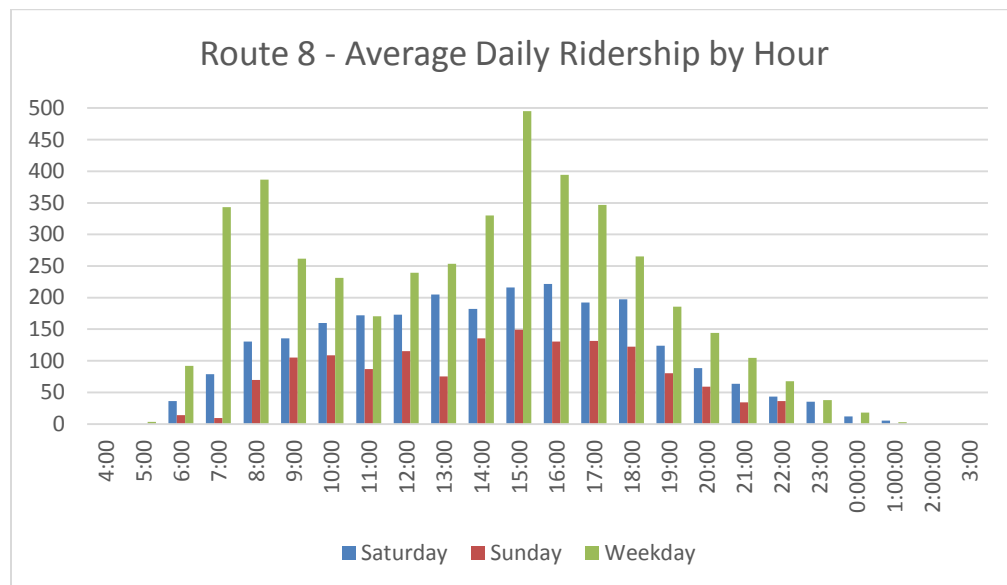
Appendix A

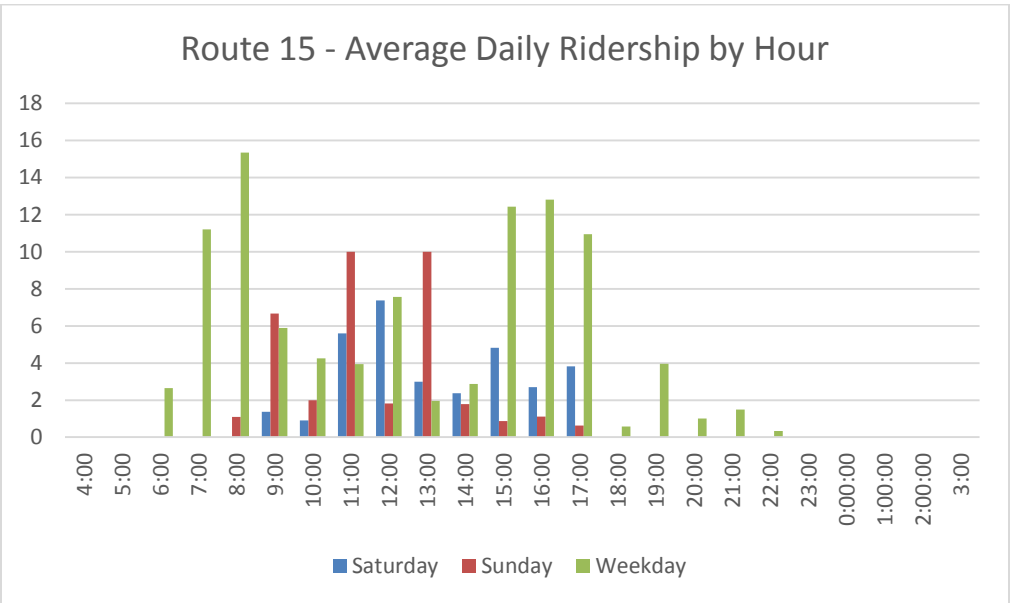
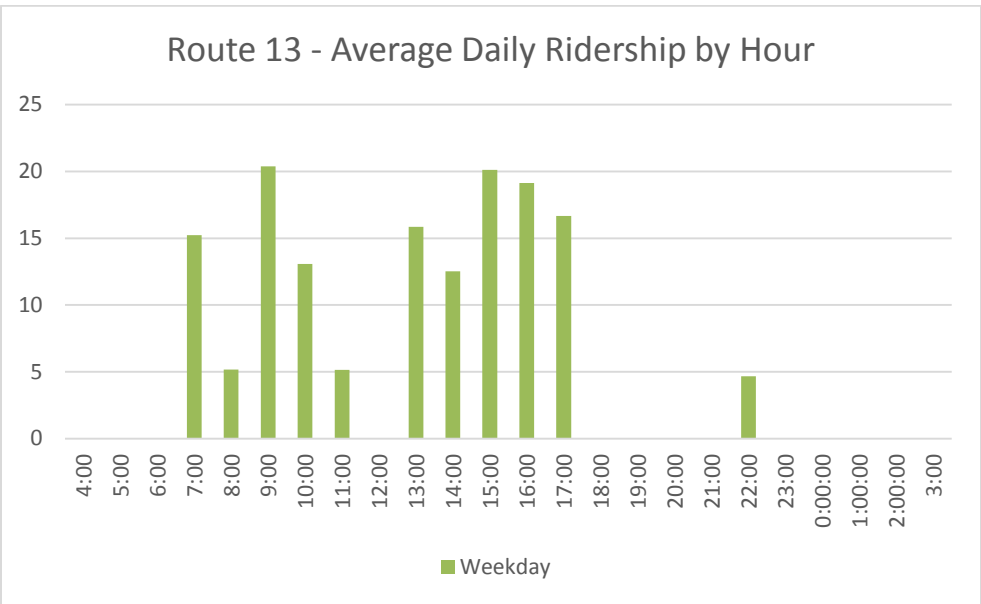
Route 8 Ridership Details

Midday ridership on the Route 8 on weekdays is roughly 245 rides each hour with only two trips in each direction per hour, which works out to approximately 62 rides per trip. For context, the midday ridership on Route 8 surpasses the peak ridership on Route 10, despite Route 10 having almost double the number of trips in the peaks.

Further, the Route 8 is seeing almost 400 rides each hour in the peaks (with the exception of 3pm-4pm at around 500), while operating approximately 4 trips in each direction per hour. So, although the rides per trip are lower in the peaks than the midday on the Route 8, additional service is still needed on weekday peaks to address passenger load and service reliability challenges as well.

The data further shows that Sunday service on the Route 8 is regularly reaching 125 rides per hour, while only providing one trip in each direction each hour. That is equivalent to the midday weekday rides per trip on the Route 8.





TRANSIT *future*

▶ **actionplan**



CENTRAL OKANAGAN REGION | March 2018

City of Kelowna
City of West Kelowna
District of Lake Country

Westbank First Nation
District of Peachland
Regional District of
Central Okanagan



Acknowledgements

This plan was made possible by participation from provincial and local governments, key stakeholders and the public. BC Transit would like to thank staff from:

The City of Kelowna

City of West Kelowna

The District of Lake Country

Westbank First Nation

The District of Peachland

The Regional District of the Central Okanagan

The Ministry of Transportation and Infrastructure

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Executive Summary

Transit has tremendous potential to contribute to strong, more sustainable communities. The need to realize this potential in the Central Okanagan is increasingly important because of factors including climate change, population growth, increasing traffic congestion and an aging demographic.

The 2018 Central Okanagan Transit Future Action Plan provides an update to the Central Okanagan Transit Future Plan, which was completed in 2012. The changes that have occurred since 2012 enabled the Central Okanagan Regional Conventional Transit System to increase ridership by 9 per cent to 5,240,000 annual rides and over 193,000 annual service hours. The development of the Central Okanagan Transit Future Action Plan was highly collaborative and included BC Transit, the Central Okanagan Regional District, the local governments of the City of Kelowna, District of Lake Country, City of West Kelowna, Westbank First Nation and the District of Peachland, transit system staff, the public, and representatives from a wide array of stakeholder organizations. Its creation included two phases of public engagement.

The transit service and infrastructure priorities identified within this Transit Future Action Plan are based on a review of existing transit services, changing land uses and land use plans, and feedback from key stakeholders and the public. These priorities have been separated by local jurisdiction and by timeline, with short (1-3 years), medium (3-5 years), and the longer term (5+ years) options.

The tables below summarize the short and medium term service and infrastructure priorities for consideration over the next five years within the Central Okanagan Region. Other ongoing priorities include improvements to service reliability in the Conventional Transit System and continued investment in the Kelowna Custom Transit System. All costs are estimates based on 2018 values, and are subject to change based on inflation and ridership.

Table 1 – Short-Term Service Implementation Priorities

Short-Term Service Implementation Priorities (1–3 years)					
Region	Service Priorities		Estimated Annual Service Hours	Expansion Buses	Estimated Net Local Annual Cost*
City of Kelowna	1	Invest in Frequent and Rapid Routes	5,000	2	\$206,190
	2	John Hindle Drive Connection	2,500	1	\$130,655
	3	Introduce Service to Academy Way	450	0	\$19,188
	4	Rutland Exchange Realignment	750	0	\$43,598
	5	Upper and Lower Mission Service Restructure	1,100 to 1,650	1	\$104,363
	6	Invest in Local Routes	500	0	\$23,568
Lake Country	1	Improvements to the Route 23 Lake Country	2,500	1	\$146,308
	2	Service Optimization on Route 32 the Lakes	-500	0	-\$18,073
	3	Oyama Service	700	1	\$73,725
Westside	1	Invest in Rapid Routes	1,000	0	\$27,093
	2	Expand Service Beyond Shannon Lake	2,000	2	\$169,396
	3	Summer Seasonal Service to Gellatly	250	0	\$12,514
	4	Service Optimization on Route 27 Horizon and Route 29 Bear Creek	-750	0	-\$23,701
Peachland	1	Service Optimization on the Route 22 Peachland	-400	0	-\$12,577
	2	Expanded Service to Walmart	400	0	\$20,039
	3	Integration with Future Penticton Connector	TBD	TBD	TBD
RDCO	1	Improve Service to Ellison	250	0	\$13,158
Interregional	1	Route 90 North Okanagan Connector Expansion	1,100	0	\$50,132
	2	Penticton Connector	1,800	2	TBD
TOTAL			18,650 - 19,200	10	\$985,000

*These net local costs include the local share of lease fees and an estimate for revenue

Table 2 - Medium-Term Service Implementation Priorities

Medium-Term Service Implementation Priorities (3–5 years)					
Region	Service Priorities		Estimated Annual Service Hours	Expansion Buses	Estimated Net Local Annual Cost*
City of Kelowna	1	Rutland Network Restructure	5,000	2	\$274,590
	2	Invest in Frequent and Rapid Routes	2,500	2	\$138,461
	3	Invest in Existing Local Routes	1,000	0	\$47,135
	4	Consider Opportunities to Expand Transit to New Coverage Areas	1,500	1	\$106,067
Lake Country	1	Expanding Service to New Areas	2,000	1	\$140,528
Westside	1	Invest in Rapid Routes	2,000	1	\$89,551
	2	Expand Service to Gellatly Lakeside Year Round	650	1	\$70,985
Interregional	1	Route 90 North Okanagan Connector Expansion	1,700	1	\$112,839
TOTAL			16,350	9	\$980,000

*These net local costs include the local share of lease fees and an estimate for revenue

Table 3 – Short-Term Infrastructure Implementation Priorities

Short-Term Infrastructure Implementation Priorities (1–3 years)		
Region	Infrastructure Priorities	Estimated Resources
City of Kelowna	1 Rutland Exchange	\$2 million
Regional	2 Future Operations and Maintenance Facility	TBD

Table 4 – Medium-Term Infrastructure Implementation Priorities

Medium-Term Infrastructure Implementation Priorities (3–5 years)		
Region	Infrastructure Priorities	Estimated Resources
City of Kelowna	1 Midtown Exchange Project	\$5.9 – \$6.5 million
Lake Country	2 Ocoola Transportation Hub	TBD
Westside	1 RapidBus Stop Locations	TBD
	2 Park & Rides	TBD
Peachland	1 Park & Ride / Transit Hub	TBD

BC Transit is moving forward with the installation and development of fleet technology initiatives to improve efficiency, increase security and put passengers in control of their BC Transit experience. The first phase of the SmartBus program at BC Transit introduces real-time bus location information, automated stop announcements, and closed circuit TV Cameras onboard each bus. The implementation of these improvements within the Kelowna Regional Transit System are planned for late 2018.

Introduction

Transit has tremendous potential to contribute to strong, more sustainable communities. The need to realize this potential in the Central Okanagan is increasingly important because of factors such as climate change, population growth, increasing traffic congestion and an aging demographic.

In 2012, the Central Okanagan Transit Future Plan was developed with the partners in the region to provide a vision of the transit network over the next 25 years. This included establishing the vision and goals of the transit system, identifying the future transit network, and outlining the detailed implementation priorities for service, infrastructure and investments needed to achieve the goals.

Since the adoption of the plan, many of the short-term priorities have now been accomplished:

- Completion of the 97 Okanagan RapidBus and subsequent local service integration
- Introduction of new frequent and local routes throughout the region
- Improvement to the service frequencies on local and frequent routes
- Introduction of significant infrastructure improvements throughout the region

2012 Central Okanagan Transit Future Plan Vision and Goals:

Vision:

"Transit influences urban form by providing a high-quality, affordable service that puts the customer first"

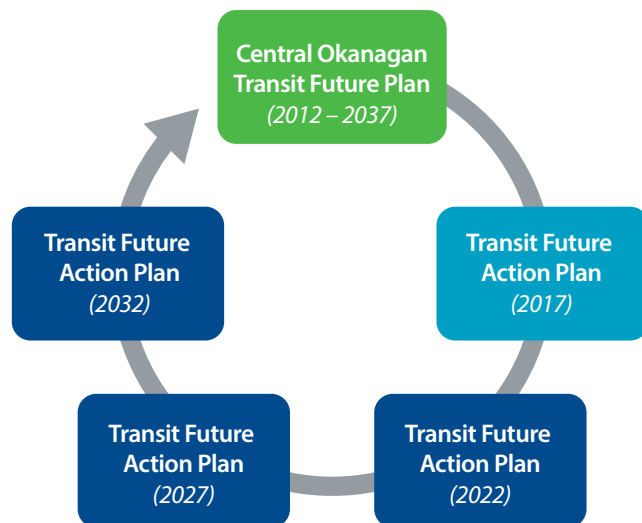
Goals:

1. Attract new riders
2. Deliver operational excellence
3. Improve transit sustainability
4. Improve custom transit utilization

What is a Transit Future Action Plan?

Transit Future Plans are long-term planning documents that outline the transit goals and priorities over a 25-year timeline. Transit Future Action Plans are conducted every five years following a Transit Future Plan to refine those transit priorities and to guide transit decision making over the next 5 years for the transit system (Figure 1).

Figure 1 – Transit Future Planning Process



Why do we Need a Transit Future Action Plan?

The 2012 Central Okanagan Transit Future Plan envisioned the Central Okanagan's transit network 25 years into the future and described what services, infrastructure, and investments were needed to get there. The Plan identified a mode share target of 7 per cent by 2035, which meant an increase from 4.3 million annual rides in 2012 to nearly 16 million rides in 2035. Last year, Kelowna had an annual ridership of 5.2 million annual rides. The 2012 plan also created a stronger link between transit plans and local land use and transportation plans and supported the key initiatives of BC Transit's Strategic Plan. As part of this plan, some of these goals are revisited with more updated information.

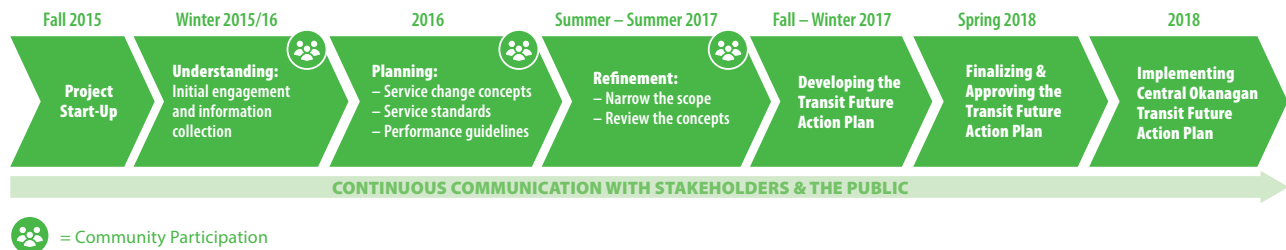
Since many of the projects identified in the 2012 Transit Future Plan are now complete, it is important that the project priorities be updated to continue guiding decision-making over the next five years and beyond.

The purpose of this Action Plan is to update transit service and infrastructure recommendations for the entire region. These updated recommendations and networks, along with the previously identified vision, goals and targets, will continue to shape how transit works in the region for the next 25 years. This information generated in this report will also be included in any further local or regional transportation plans. This updated plan will continue to support local community goals and objectives, such as strengthening the link between transportation and land-use in order to support sustainable growth. The updated plan will also focus more attention on service optimization-related projects (whereby existing service is analyzed and reallocated as necessary), to ensure that the existing resources are being used as efficiently as possible.

What is the Transit Future Action Plan Process?

The 2017 Central Okanagan Transit Future Action Plan was initiated in Fall 2015 and was completed in Spring 2018. Figure 2 below provides a summary of the Transit Future Action Plan project process.

Figure 2 - Transit Future Action Plan project progress



The 2012 plan included a tremendous amount of public engagement, which resulted in the creation of a unified vision for transit and the development of a transit network designed to meet the needs of the Central Okanagan for years to come. Dovetailing on the engagement success, this new Action Plan also depended heavily on the involvement of the key stakeholders, elected officials and the public.

What are the Key Transit Future Action Plan Objectives?

The primary objectives of this Action Plan are:

- Update the short, medium and long-range priorities for transit in the Central Okanagan that supports the Central Okanagan Regional Growth Strategy (RGS) and the Official Community Plans (OCPs), Transportation Plans and other local planning initiatives of local partners. The focus of the plan will be placed on the short-term (1-5 years) to assist in the development of local capital and operating budgets.
- Support the development of the Central Okanagan Regional Transportation Strategic Plan;
- Identify opportunities to continue to support key initiatives in the BC Transit Strategic Plan by:
 - » Increasing ridership;
 - » Increasing integration with other types of sustainable travel;
 - » Influencing land-use and development patterns;
 - » Identifying and establishing priority corridors for transit;
 - » Enhancing existing partnerships and developing new ones; and
 - » Increasing our environmental, social and economic accountability.
- Update the transit service, fleet and facility changes required to transition existing transit systems to the proposed priorities and vision, including identifying improvements that provide an immediate, positive impact, and providing recommendations on priorities and phasing for both service and infrastructure.

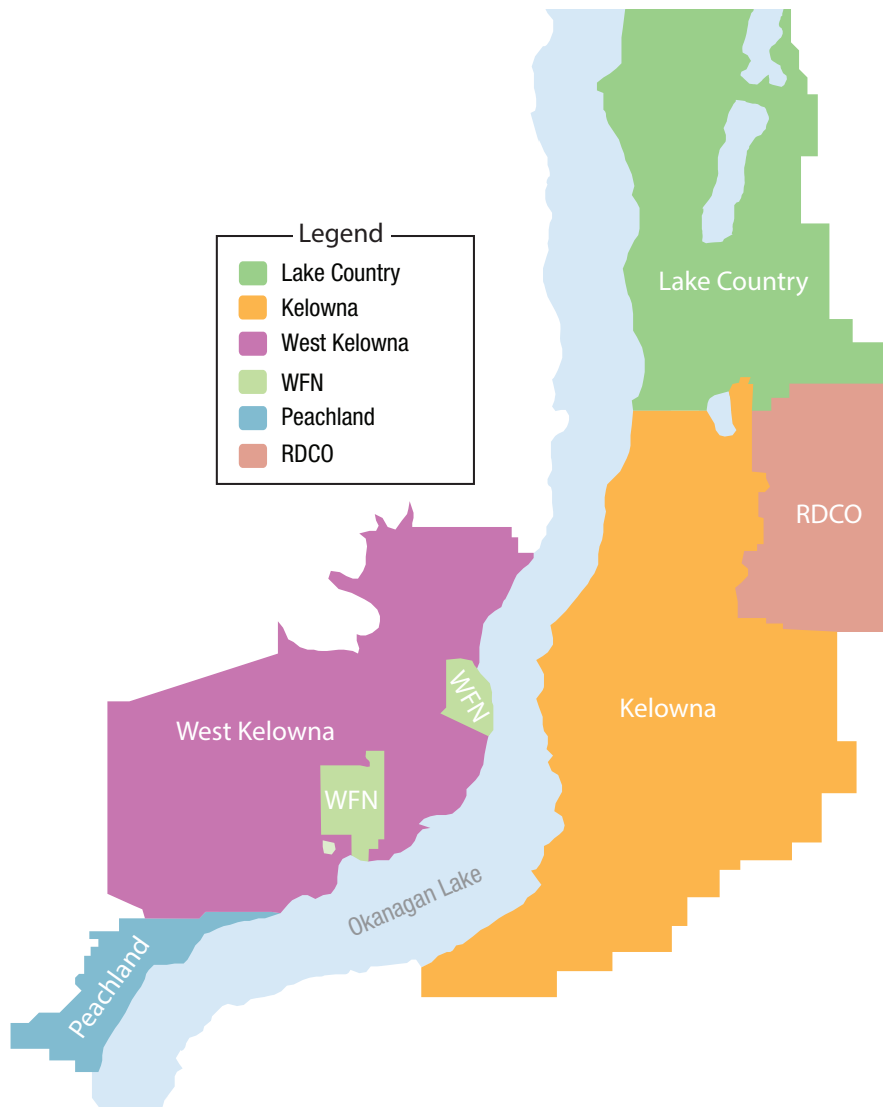
- Develop detailed Service Standards and Performance Guidelines to assist in evidence-based decision-making processes and to measure system performance. The Transit Service Guidelines were introduced and explored through the Transit Future Action Plan process, but will be finalized through an alternative project process.
- Continue to build community understanding of the value of transit and support for increased transit investment.
- Continue to explore opportunities to market and promote the transit system to attract new ridership.
- Continue to improve monitoring systems, processes and protocols to assist in the evidence-based decision-making process.
- Undertake scenario planning to provide flexibility and resilience in the plan to adapt to changing aspects that may impact the Kelowna Regional Transit system in the future.
- Provide information on the potential integration of public transit with new transit technologies and alternatives.
- Empower local government partners, stakeholders, transit system front-line staff and customers with information to continue to support and promote public transit as a viable transportation choice in the Central Okanagan region.
- This report will inform Transportation Master Plans (TMPs) within the region, with the City of Kelowna TMP review process starting in 2018.

Land Use and Road Network Update

Community Development

The Transit Future Action Plan was created for the Central Okanagan region which extends from the District of Lake Country in the north to the District of Peachland in the south, and includes the City of Kelowna, the District of West Kelowna and Westbank First Nation.

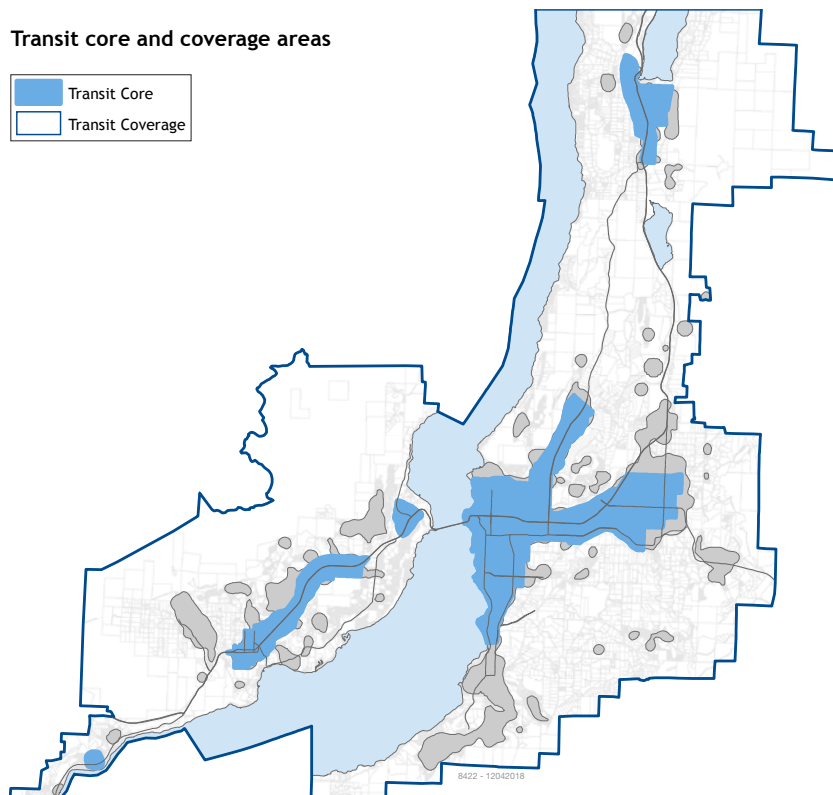
Figure 3 - Central Okanagan region



Since effective transit service depends largely on the land uses and density of the communities it serves, the Kelowna Region was separated into Transit Core and Coverage areas as part of the Transit Future Action Plan process. The Transit Core and Coverage areas are subject to change over time as development continues within the Central Okanagan Region.

- **Transit Core Area:** These are areas of the region where transit is most efficient, competitive, and sustainable. The Transit Core is defined as contiguous areas with concentrations of activity above 30 residents and jobs per hectare, which is high enough to support frequent service throughout the day. The Transit Core areas are primarily served by the Rapid Transit and Frequent Transit Networks. That being said, for accessibility reasons, local nodes or lower density corridors within the Core Area could still be served by the Local Transit Network.
- **Transit Coverage Area:** These are areas outside the Transit Core which are unlikely to generate high ridership, but where some level of service is warranted to connect riders to the core or provide access for residents who depend on transit. For planning purposes, potential coverage areas are defined as contiguous areas outside of the Transit Core with concentrations of activity above 10 residents and jobs per hectare, which is BC Transit's minimum threshold to support transit service. The Transit Coverage area is primarily served by the Local Transit Network and Targeted Services.

Figure 4 - Transit core and coverage areas



Along with existing land uses and transit system performance considerations, the Transit Future Action Plan process examined the short and medium-range community development directions in the Central Okanagan. Specifically, staff

from the local government partners provided information on likely residential, commercial and road network developments over the next 10 years. This plan also reviewed existing Official Community Plans and Transportation Plans to incorporate any upcoming road network or transportation changes.

This local development information was used to develop the service proposals summarized in this plan to meet current and future customer demand. It was also used to improve the likelihood that service proposals evolve as the community evolves. Having the full picture of the proposed growth patterns is important to reduce the chance that service will need to be restructured in the future.

Specific community development details were used to refine the proposals. However, the following provides a summary of general findings by area:

- The City of Kelowna is in the process of focusing denser development in Town Centres. Efficient, direct transit connections to and between these centres are a high priority for improvement.
- The Regional District of Central Okanagan has a number of residential areas not adequately served by transit, including Ellison.
- In the District of Lake Country, most of the new dense residential and commercial growth is proposed in areas already served by transit. There are also some areas with less-density that could also be served by transit at some point in the future.
- A number of significant projects are currently proposed for the District of Peachland. Most of these project locations are already served by public transit.
- The Westside (City of West Kelowna and Westbank First Nation) continues to grow at a rapid pace. The main commercial areas are focused primarily along Highway 97 which is already served by frequent transit. The area is primarily made up of lower density housing, therefore efficiently serving some of these areas can be challenging. Areas of interest for future expansion include Shannon Lake Road and the Gellatly Area.
- There is an increasing demand for regional and interregional transit services.

In addition to the community development analysis, the future highway transportation network has also been included in this plan. The Ministry of Transportation and Infrastructure is currently undertaking the Central Okanagan Planning Study. The purpose of the study is to develop potential route proposals to address future mobility in the Central Okanagan Area. This includes looking at the needs of the travelling public, community land use plans, provincial transportation priorities and a possible future second crossing of Okanagan Lake. Related to this work is also the Peachland Transportation Study which is identifying and assessing possible short, medium, and long-term solutions to address future transportation needs through and or around Peachland.

Depending on the outcomes of these studies, there may be a direct impact to the way that transit is operated in the Central Okanagan as well as how interregional transit may connect with the Central Okanagan. As the studies are still in development, the specific details have not been included. However, if and when the studies are complete and recommendations are made, an addendum to this plan may be made to update any of the material.

Transit Today

The Kelowna Regional Transit System is composed of four layers of service that are designed to efficiently and effectively move people. These layers include the Rapid Transit Network (RTN), the Frequent Transit Network (FTN), the Local Transit Network (LTN), and targeted services.

Primary Network

The Primary Transit Network is composed of both the Rapid and Frequent Transit Networks, which are primarily designed to serve and connect Transit Core Areas within the Central Okanagan Region.

Rapid Transit Network (RTN)

RTN service is designed to move high volumes of passengers between major regional destinations along key transportation corridors. The level of investment in RTN infrastructure, technology, vehicles and service levels combine to significantly increase system performance. RTN services utilize an exclusive or semi-exclusive right-of-way with limited stop service.

Frequent Transit Network (FTN)

The FTN provides key corridors with a convenient, reliable and frequent transit service. The FTN will carry a large share of the transit system's total ridership and for this reason justifies capital investments in transit priority, a high level of transit stop amenities and corridor branding.

Secondary Network

The Secondary Transit Network is composed of both the Local Transit Network and Targeted Transit Services.

Local Transit Network (LTN)

The LTN is designed to connect neighborhoods within Transit Coverage Areas to local destinations and to the RTN and FTN.

Targeted Services

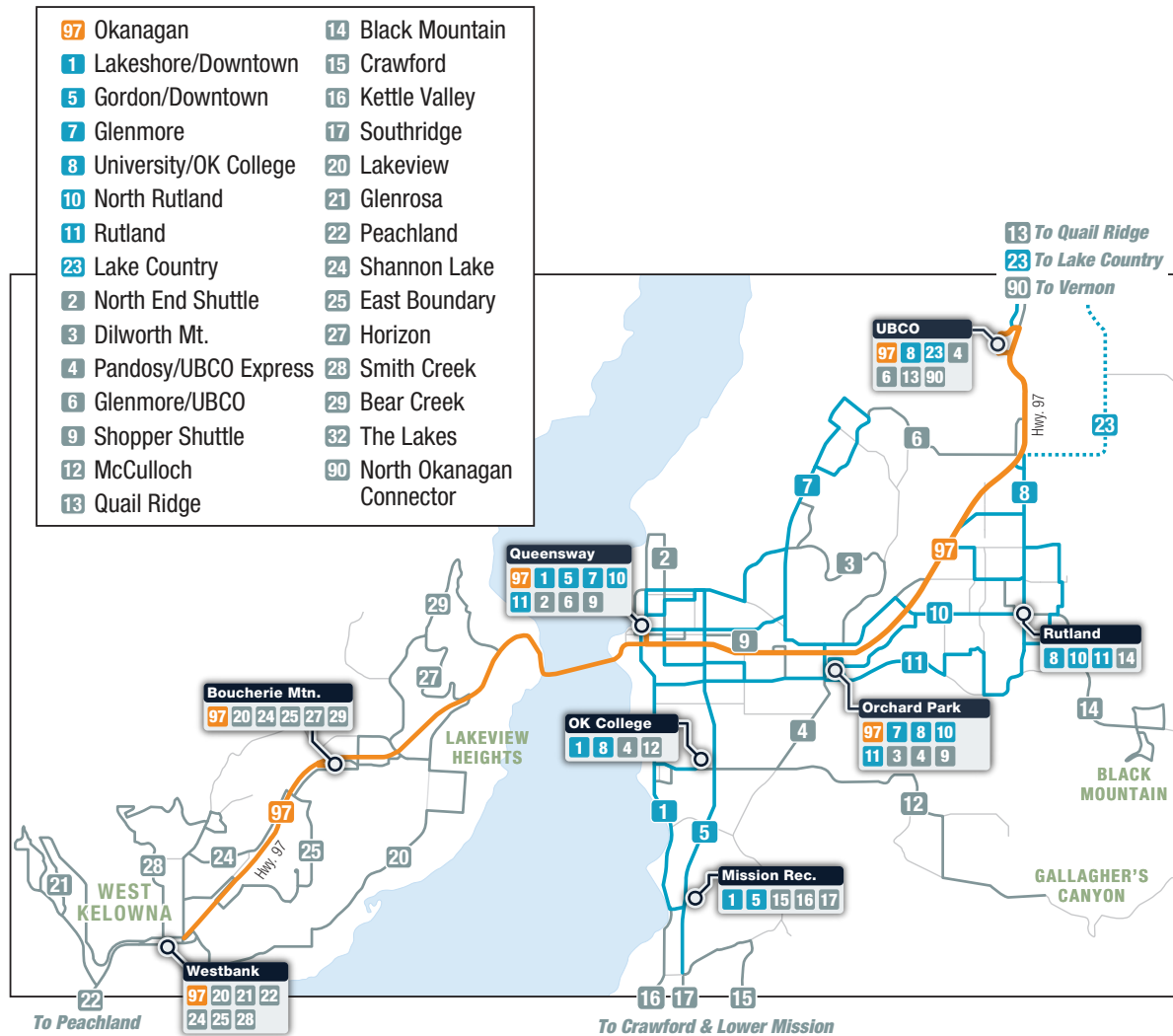
Targeted Services are a collection of transit services which include handyDART, regional, express and rural transit services.

The majority of these transit services are provided by the fixed-route, conventional transit system. Services such as handyDART, taxi supplement, and taxi saver are provided by the custom transit system.

Conventional Transit

The Kelowna Regional Conventional Transit System consists of twenty-nine routes as shown in Figure 5. The Rapid Transit Routes are denoted in orange, the Frequent Transit Routes in blue, and the Local Transit Routes in grey.

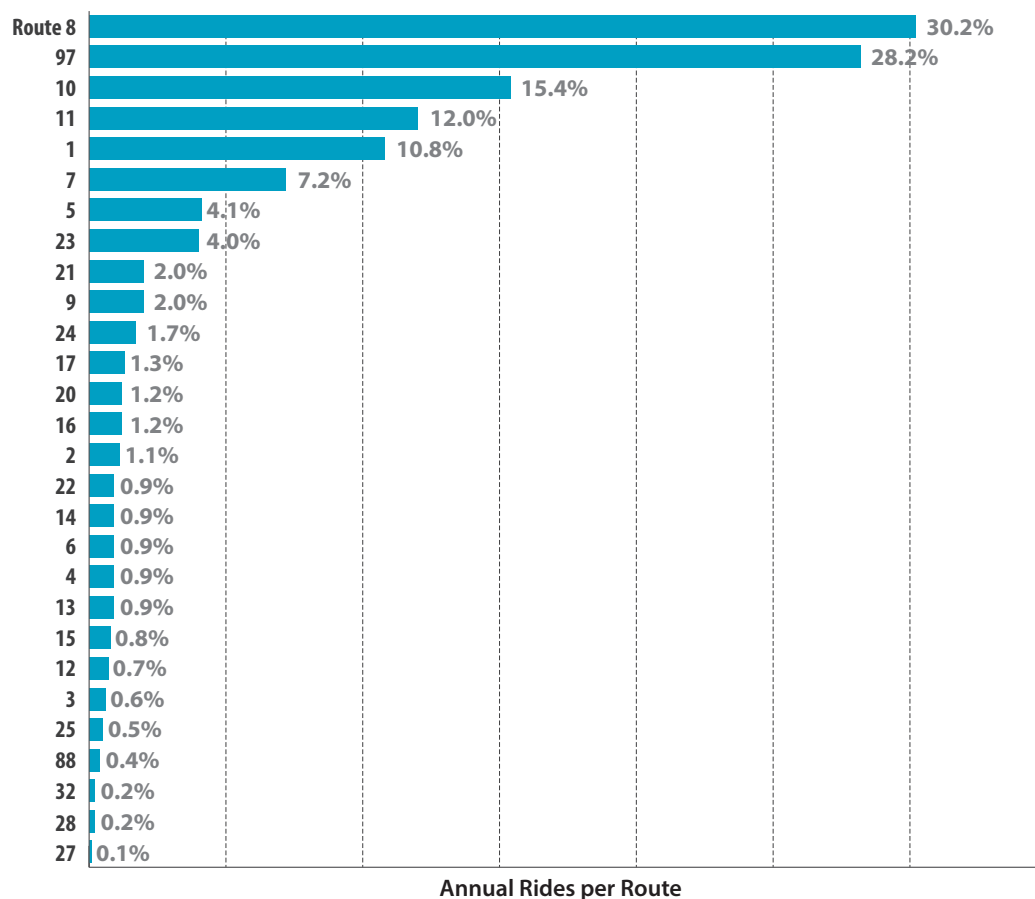
Figure 5 - Kelowna Regional Conventional Transit System



Conventional System Performance

The Kelowna Regional Conventional Transit System operated over 160,000 annual service hours and carried 5,240,000 riders in 2017/18. Figure 6 shows how the total ridership is distributed throughout the routes within the system. The majority of ridership occurs on the Frequent and Rapid Transit Routes within the system, which tend to operate within the higher density areas in the Central Okanagan Region.

Figure 6 - Percent of Total Ridership by Route (2017)



Changes Since 2012 Transit Future Plan

A number of changes to the Kelowna Regional Conventional Transit System have happened since the Transit Future Plan was completed in May of 2012.

Table 5 - Service changes since Transit Future Plan

Year	Sub-Region	Service Change
2012	City of Kelowna	<ul style="list-style-type: none"> Route 1 Lakeshore restructured to terminate at Mission Recreation Exchange/H2O Centre Route 15 Crawford and Route 16 Kettle Valley restructured to connect with Route 1 Lakeshore at Mission Recreation Exchange Route 17 Southridge introduced to provide more direct service in Mission. Service improvements on the Route 1 Lakeshore Introduction of late night service on Friday and Saturday night on the 97 RapidBus Route 9 Shopper Shuttle service reduced due to low ridership and service duplication Route 13 Quail Ridge service introduced.
	Lake Country	<ul style="list-style-type: none"> 97 RapidBus service extended to Westbank Town Centre As a result of 97 RapidBus extensions, many of the routes on the Westside were optimized to better match service to ridership levels and reduce duplication, including the truncation of the Route 21 Glenrosa at Westbank Town Centre
	Westside	<ul style="list-style-type: none"> Route 23 Lake Country improvements during the weekday, midday and afternoon peak period
2013	City of Kelowna	<ul style="list-style-type: none"> Route 14 Black Mountain service optimized and rerouted to Rutland Exchange Route 17 Southridge service optimized and rerouted to serve new development
	Lake County	<ul style="list-style-type: none"> Route 23 Lake Country rerouted to serve Innovation Drive
2014	City of Kelowna	<ul style="list-style-type: none"> Introduction of the frequent route 5 Gordon Route 8 University rerouted to improve access and connections to Kelowna General Hospital Midday service on the 97 Okanagan improved to every 15 minutes between UBCO and Queensway Exchange On-time performance improvements
	Westside	<ul style="list-style-type: none"> All service on the Westside integrated with new RapidBus Stops and Exchanges at Boucherie. RapidBus service integrated with new stations in Kelowna at Richter Street and Gordon Drive in Kelowna. 97 Okanagan rerouted to operate only via Highway 97 Express trips on Route 20 Lakeview and 24 Shannon Lake with direct service to downtown Kelowna discontinued and re-invested into local service Service on Route 28 Smith Creek rerouted to serve new Ironridge development On-time performance improvements
	Lake County	<ul style="list-style-type: none"> New local route 32 The Lakes introduced
	Peachland	<ul style="list-style-type: none"> Sunday/holiday service improved to match Saturday service
2015	Lake County	<ul style="list-style-type: none"> Route 32 The Lakes changed to serve Bottom Wood Lake and Beaver Lake Roads
2016	Lake County	<ul style="list-style-type: none"> Service reliability improvements for Route 32 The Lakes
2017	Kelowna	<ul style="list-style-type: none"> 17 Southridge routing changed to remain on Gordon between McClure and Raymer
	City of Kelowna	<ul style="list-style-type: none"> Routing changes associated with new UBCO exchange Saturday service improvements on Routes 1 Lakeshore and 8 University Route 8 routing change via Acland and Edwards in both directions 13 Quail Ridge increased service frequency, and discontinuation of service to Quail Run and Brindisi due to low ridership

Figure 7 summarizes the key changes in Conventional service and ridership levels since the implementation of the Central Okanagan Transit Future Plan in 2012. Overall, annual conventional service hours have increased by approximately 18,000, and annual conventional ridership has grown by almost 440,000.

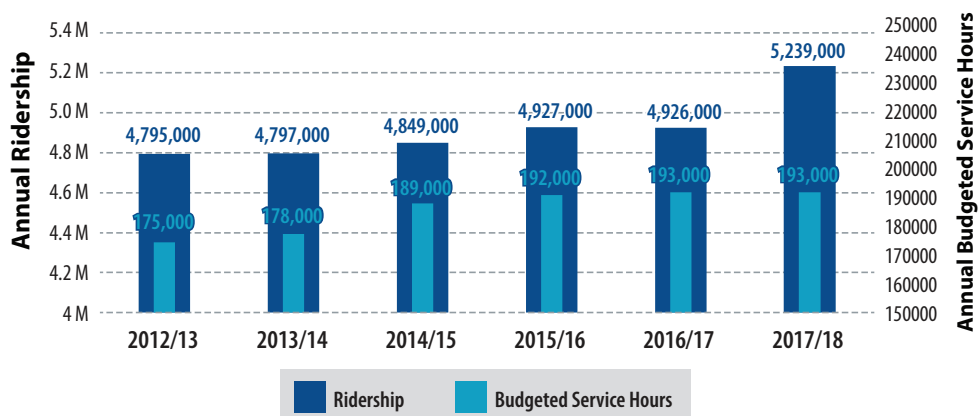


Figure 7 – Changes in Service and Ridership Levels Since the 2012 Central Okanagan Transit Future Plan

Custom Transit

Custom Transit is a door-to-door, demand responsive or specialized service for customers with physical or cognitive impairments who cannot independently use the Conventional Transit system some or all of the time. There are three different types of custom transit services available to registered Custom Transit clients:

- **HandyDART:** Providing the majority of Custom Transit service, handyDART is a door-to-door, shared ride service that uses smaller vehicles. A client can arrange a time for pick-up and the Operator will arrive at their home, help them board the vehicle, and safely get them to the door of the final destination. There are two types of handyDART service including subscription trips and one-time reservation trips:
 - » Subscription trips are scheduled once a week or more at the same location and time for an extended period.
 - » Reservation trips are one-time or occasional trips, and are scheduled on a first-to-call basis.
- **Taxi Supplement Program:** The Taxi Supplement Program enables the handyDART operator to book trips in taxis when the regular vehicle(s) is unavailable, either because of capacity issues or because the trip cannot be accommodated in a timely manner. In essence, the handyDART operator becomes one large regular client to the taxi company, while in turn the vehicles of the taxi company act like extra vehicles to the handyDART operator.
- **Taxi Saver:** For times when the handyDART system is unavailable, Taxi Saver vouchers provide registered handyDART clients with subsidized taxi service, giving them the flexibility to coordinate their own trips on their own time.

Custom System Performance

The Kelowna Regional Custom Transit System operated 34,000 annual service hours and provided a total of 134,000 rides in 2017/18 through the handyDART, taxi supplement, and taxi saver services.

Changes Since 2012 Transit Future Plan

A number of Custom Transit initiatives and service changes have been implemented since the completion of the Transit Future Plan in May of 2012:

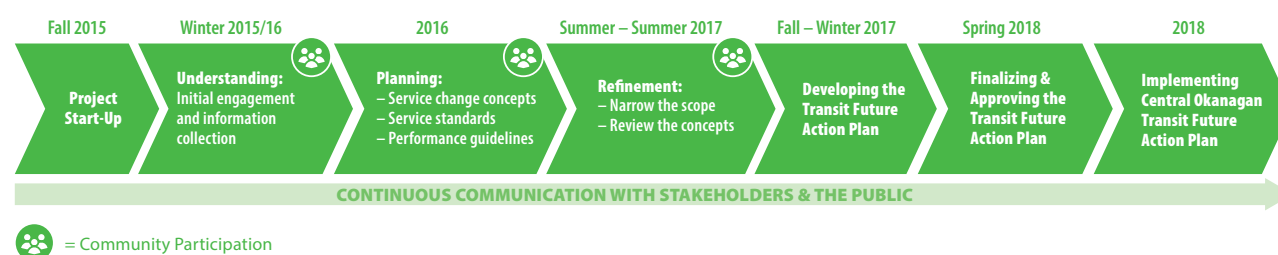
- Saturday handyDART service expansion
- Improved handyDART subscription software
- Custom Registration Program
 - » The new custom registration process now includes an in-person assessment with an occupational therapist to match the applicant's needs with the most appropriate type of transit services available
- Travel Training Program

Public Engagement

The development of the Central Okanagan Transit Future Action Plan was highly collaborative and included BC Transit, the Central Okanagan District, the local governments of the City of Kelowna, District of Lake Country, City of West Kelowna, Westbank First Nation and the District of Peachland, transit system staff, the public, and representatives from a wide array of stakeholder organizations.

The participation process was designed to be inclusive, reaching riders and non-riders alike. Members of the public were engaged over several phases in the process to ensure that the final plan reflects the needs and priorities of the community.

Figure 8 - Public engagement schedule



The participation process for the Action Plan included a variety of methods, including a stakeholder advisory group, a project website, and advertising and media as described below.

Stakeholder Advisory Groups

Stakeholder advisory group meetings were held at an ongoing basis through the development of the plan. The workshops primarily included representatives from the local government partners and the employees of the transit operating company. Members of the public who expressed interest were also invited to participate when feasible. The purpose of these advisory group meetings was to collect more specific information from the key stakeholder groups and assist in the development of the proposed transit system changes.

Project Website

Dedicated web pages were established for the duration of the plan development on the BC Transit website. These pages provided information and materials for the Action Plan process, as well as updates on opportunities for involvement.

Advertising and Media

A variety of methods were used to advertise opportunities for getting involved in the participation process. Print media for each phase of public engagement included press releases, advertisements in local papers and posters at bus shelters and on-board buses. Digital media used to promote involvement in the Action Plan included posts on various social media channels by BC Transit and the local and regional government partners.

Communication

The participation process included ongoing communication with stakeholders and the public. People were also welcomed to submit questions and suggestions to the project team via email, letter mail, or phone.

Phase 1

2016 Customer Satisfaction Survey

As part of the Central Okanagan Transit Future Action Plan process, BC Transit, in collaboration with the local partners and Operating Company, conducted an extensive customer satisfaction survey on the Kelowna Regional Transit system. The survey took place in April 2016, where over 1,700 onboard and online surveys were completed.

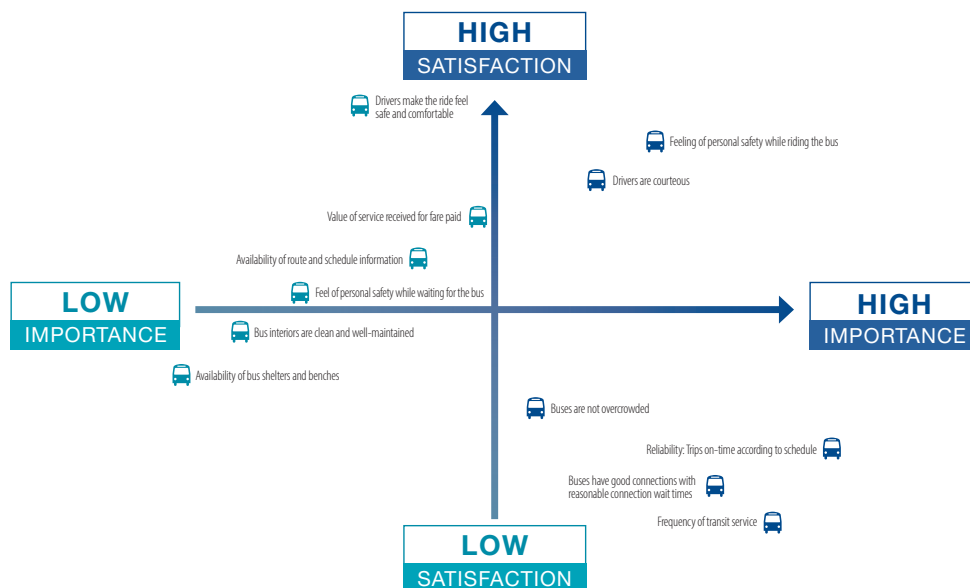
The primary objectives of this comprehensive bi-annual survey was to identify customer satisfaction trends for the Kelowna Regional Transit system. In addition to identifying satisfaction levels, customers were also asked to share what factors are most important to them, and the results helped support proposed service changes included in the Phase 2 Transit Future Action Plan Engagement.

Based on this information, the table on the following page was created to show the relationship between customer satisfaction and the importance of some of the key factors within a transit system.

Figure 9 – UBCO Exchange Engagement



Figure 10 – Customer Satisfaction Survey Results (2016)



Below is a summary of the key conclusions based on the customer survey:

- Customers are currently dissatisfied with reliability, connections and frequency of the transit service. They also rank these factors as being very important to their experience on transit. Therefore, the service recommendations in the Transit Future Action Plan should focus on improvements in these areas.
- Customers are currently satisfied with driver courtesy, safety and comfort and also rank these factors as being highly important to them. This is a positive sign for the transit system as it demonstrates that the vast majority of transit customers are very satisfied with the existing service delivery. It is important that the transit system to continue to invest in these measures to maintain customer satisfaction.
- Most customers were generally satisfied with the value of service received for the fare paid. This is a positive sign for the transit system, especially since there was fare increase that took place in September 2015.

This customer survey will be completed again in spring 2018 to continue to measure and identify trends in the transit system.

Phase 2

Phase 2 public engagement occurred in spring and summer of 2017 and included two stages of open house events and accompanying online surveys. The first stage focused on developing service standards and performance guidelines for the Kelowna Regional Transit System and identifying transit service priorities for the City of Kelowna, Lake Country, Ellison, and Peachland areas. The second stage focused on identifying transit service priorities for the Westside including the City of West Kelowna and Westbank First Nation.

2017 Public Open Houses

In spring and summer 2017 many of the proposed service changes were presented to the public for their review and public feedback. The public was also asked to provide input on the development of the Service Standards and Performance Guidelines. This phase of the engagement was held in March 2017 and August 2017 and included 9 public open house events, as well as online and onsite surveys. The table below summarizes the events and the amount of participation at each.

Table 6 – 2017 Open House Participation

Date	Community	Location	Participants
March 14, 2017	City of Kelowna	Queensway Exchange	93
March 15, 2017	Lake Country	Municipal Hall	8
March 15, 2017	Peachland	Community Centre	1
March 16, 2017	City of Kelowna	Parkinson Recreation Centre	37
March 16, 2017	City of Kelowna	Rutland Activity Centre	11
March 22, 2017	City of Kelowna	UBCO	56
March 22, 2017	City of Kelowna	Ellison Community Centre	32
August 30, 2017	City of West Kelowna	Westbank Lions Community Centre	10
August 30, 2017	City of West Kelowna	Memorial Park	63
Total			311

Date	Stage	Survey Participants
March 2017	Stage 1 – City of Kelowna, Lake Country, Peachland	630
August 2017	Stage 2 – City of West Kelowna, Westbank First Nations	346
Total		976

Figure 11 – Queensway Exchange Open House



Respondents generally supported the proposed changes in the City of Kelowna, particularly the proposed introduction of service to Academy Way. Those who were affected by proposed changes in Peachland, Ellison and Lake Country were in favour of any improvements that could be made in those areas, particularly increased frequency of service. The proposed changes for West Kelowna included service cuts to allow increased service elsewhere in the area. Respondents were supportive of those proposals, though additional comments showed concern for the areas that would lose service.

General comments raised concerns about the state of the transit system in the Central Okanagan, particularly relating to reliability, lack of service to key areas such as the airport and rapidly developing neighbourhoods, and the overall customer experience. However, a majority of respondents were likely to continue using transit and expressed a willingness to recommend the service to others. For additional details on the results of this engagement, see the [Phase 2 Engagement Summary Report](#).

Service Change Proposals

The following sections outline proposed service improvements to the Kelowna Regional Transit System. This section discusses the general approach to transit service improvements and priorities and identifies improvements relevant for the entire system (E.g. Service reliability and Custom Transit). Regionally specific proposals have been separated into the following sections:

- City of Kelowna
- District of Lake Country
- Westside (City of West Kelowna and Westbank First Nation)
- District of Peachland
- Regional District of Central Okanagan areas
- Interregional Services Connecting with the North and South Okanagan

These regionally specific proposals have also been organized into three time periods:

- Short-Term: Next 1-3 years
- Medium-Term: Next 3-5 years
- Longer-Term: Next 5-10 years

All cost and revenue impacts for short-range and medium-range proposals presented are based on annual figures. The costs are estimates of the number of annual service hours and expansion buses required to implement the service proposals, and the exact costs will be clarified through the Annual, Three Year Transit Expansion Planning Process. Longer-range options are outlined as concepts since estimates for these items may change substantially with community growth patterns and changing priorities.

Approach to Transit Service Priorities

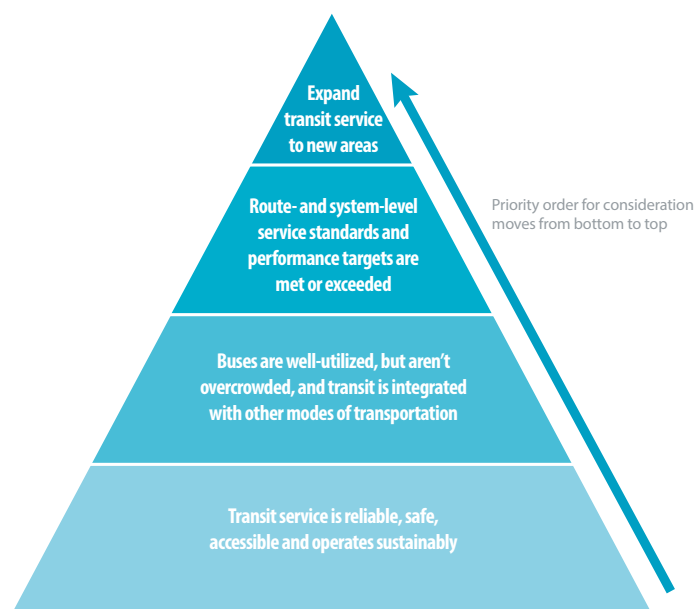
Annual Performance Summary Process

Every year, BC Transit conducts an Annual Performance Summary (APS) in each of its communities. The Annual Performance Summary provides a snapshot of transit investment and performance in comparison to previous years, to budget and to peer communities. This information can be compared to the performance guidelines included within the Central Okanagan Transit Service Guidelines⁵ to support local decisions on service priorities and potential future investments into service and capital initiatives.

⁵ The Central Okanagan Transit Service Guidelines are currently under development.

However, before increasing transit service or coverage, and in advance of implementing the larger transit service and infrastructure recommendations within the Transit Future Action Plan, it is important to ensure that the existing transit system is performing effectively. Only when the bottom level is operating at a satisfactory rate should the next level be considered as an area for resource investment.

Figure 12 – Approach to Transit Service Improvement Priorities



Continuous Service Optimization

Implementing the Central Okanagan Transit Future Action Plan will be an incremental, and at times non-linear, process. Part of achieving the Transit Future Plan's vision, goals and targets is dependent on continuous optimization of the transit system. Service optimization includes assessing the existing system and identifying qualitative and quantitative areas for improvement. Work can include reallocating resources from lower-performing routes to those that are higher performing, addressing service reliability and on-time performance and enhancing the overall passenger experience. This is captured in BC Transit's Annual Performance reporting, which provides a foundation for evidence-based decision-making about transit. All Transit Future Plan communities receive Annual Performance Summaries.

System-Wide Priorities

Service Reliability

As with most transit systems of Kelowna Regional's size, there are ongoing on-time performance (service reliability) issues in the transit system that have impacts on both existing and potential customers as well as the transit system's front line staff (transit operators):

- To customers, unreliable service affects their perception of service quality the attractiveness of transit compared to other mode choices, the perception of value for money and their willingness to use the service or recommend it to others.

- To the system's transit operators, the impact of poor on-time performance usually manifests itself in increased customer confrontation, lack of time to provide good customer service, greater risk of speeding and higher staff turnover due to poor morale.
- To local transit agencies this translates to loss of ridership and revenues resulting in higher costs to provide additional service to compensate for unreliable service operations.

In the Kelowna Regional Transit System, the most common causes for service unreliability relate to:

- Growth in traffic volumes and resultant congestion – As the communities in the Central Okanagan continue to grow, the scheduled times allotted to each trip have not kept pace with actual running times and this lack of adequate time is further exacerbated by maintenance activities and road construction. For example, the Route 97 Okanagan is regularly affected by the heavy traffic volumes along the William R. Bennett Bridge which in turn significantly affects the on-time performance of the service.
- Seasonal traffic volumes – during the summer months, vehicle congestion substantially increases as a result of an increase in visitors to the Central Okanagan. During the winter months, inclement weather can also contribute to service reliability issues.
- Passenger loads – the heavily used core transit services are regularly delayed to accommodate the high number of boardings and alightings. This can also include routes that serve a notable proportion of riders who are seniors with mobility issues that often require more time to board.

Due to the size of the Kelowna Regional Transit System and the area that it serves, it relies on transfers for riders to complete their trips. Therefore, different trips converge on the transit exchanges at approximately the same time in order to facilitate transfers before dispersing. Therefore, when a specific trip on a specific route runs behind schedule and misses a connection at the exchange, or causes other routes to delay their trips in order to meet it, it potentially has a domino effect on the rest of the service.

The best strategy to deal with on-time performance issues is to ensure that trip running times reflect actual operating conditions (schedule times reflect expected delays) and that sufficient recovery time is provided as a contingency buffer at the end of trips to correct to the scheduled next departure in the event of an unforeseen delay.

Additional strategies include:

- Regular system monitoring to enforce balanced and consistent intervals between trips to avoid poor spacing of departing buses; this in turn ensures that ridership is more evenly spaced between trips which reduces overcrowding and ensures a more positive customer experience.
- Using control strategies such as traffic signal priority, transit-only lanes or queue jump lanes at congested intersections to assist in reducing the variability in running times and manage the spacing of service.

To address service reliability there are three options:

1. Regularly invest additional resources into the transit system to ensure that the schedule reliability is maintained
2. Reduce the total number of trips on certain routes in order to invest the time saved into additional running time resources for each trip
3. Reduce the routing distance of certain routes to reduce the total running time.

If and when a community is interested in transit expansion, it is important to first confirm that the service is operating reliability. If it is not, then given the importance of on-time performance for the customers, transit operators and the overall system, then some type of corrective action should take place on the on-time performance before any other additional expansion or service changes take place

It is recommended that up to one per cent of additional resources be invested annually, so any service reliability issues can be addressed as they come up. If analysis through the Annual Performance Summary process identify that service reliability is not an issue, those resources can then be reallocated to other expansion priorities. This approach allows us to be responsive in a timely fashion to operational and service reliability issues that emerge over time due to ongoing development and congestion growth etc.

Custom Transit

Custom Transit within the Kelowna Regional Transit System includes handyDART, Taxi Saver, and Taxi Supplement. A number of key Custom Transit goals were identified through the 2016 Kelowna Regional Custom Transit System Service Review. Some of these key goals included the following:

- Continued investment in Custom Transit System
- Balance subscription versus non-subscription service
- Review policies around access and usage of Taxi Saver program
- Opportunities for cost-sharing custom transit with key subscription user groups
- Expanding custom transit to new areas
- Ongoing monitoring of registration process
- Establish a Travel Training Program
- Explore opportunities provided by emerging technologies including ride-sharing services

City of Kelowna

The following section outlines proposals and costs for the consideration of the City of Kelowna. All cost and revenue impacts presented are based on annual figures. All costs are estimated based on today's value and can change based on changes in ridership, inflation, fleet changes, and a variety of other factors.

Ongoing Service Proposals

Proposal 1: Continue To Maintain Service Reliability

Service reliability was identified as the most important characteristic for achieving customer satisfaction in the Kelowna Regional Transit System based on results from the first phase of public engagement. Resources are required regularly to address the service reliability challenges caused by increasing traffic congestion and ridership growth. An expansion of up to one per cent of existing service hours is recommended to address these issues on an annual basis.

The City of Kelowna currently provides approximately 133,000 annual service hours for transit, which works out to an expansion of 1,300 annual service hours each year. Service reliability improvement priorities will be identified regularly through the Annual Performance Summary process.

By setting aside expansion resources every year to address service reliability issues, it allows the flexibility to respond quickly to emerging operational and service reliability issues due to ongoing development and growing congestion. In any given year, if analysis through the Annual Performance Summary process identifies that there are no pressing service reliability issues, these resources can be reallocated to other expansion priorities.

Estimated Resources: 1,300 annual service hours, ongoing.

This is an ongoing, annual expansion recommendation.

Proposal 2: Consider Opportunities For Service Optimization

The Annual Performance Review process provides the opportunity to assess transit service performance against the performance guidelines within the Central Okanagan Transit Service Guidelines. This process will provide options to address underperforming routes through service redesign or resource reallocation.

This is an ongoing, annual recommendation.

Short-Term Service Proposals (1-3 years)

These proposals address top priority operational, reliability, and customer concerns, and as such are presented for consideration in the short-term over the next one to three years.

Proposal 1: Invest In Frequent And Rapid Routes

Service improvements to the rapid and frequent routes within the Transit Core are likely to generate the largest benefits in terms of ridership growth. This proposal includes resources to fund priorities identified through the Annual Performance Summary process.

Preliminary short-term options for consideration include the following:

- Improve peak and midday service on Route 8
- Improve midday service on Route 97 in the Spring and Summer
- Improve service on other high-performing frequent routes

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
5,000	2	\$254,559	\$206,190

As per the Transit Service Guidelines, these resources would seek to move the system towards meeting minimum service standards, alleviating passenger load issues, and expanding service frequency and span on higher performing routes.

Proposal 2: John Hindle Drive Connection

The completion of John Hindle Drive in the summer of 2018 will connect Highway 97 to Glenmore Road at the UBC Okanagan Campus, providing alternate routing options for transit services. This new road connection also provides the opportunity to improve transit service within the Glenmore area.

The Glenmore area is currently served by the Route 6 Glenmore/UBCO Express and the Route 7 Glenmore. The Route 7 is classified as a frequent route, and is currently underperforming in terms of ridership ⁶. The current Route 7 service design seeks to accomplish multiple objectives including connecting Downtown to Orchard Park Mall, and connecting Glenmore to both of these destinations.

This proposal involves rerouting the existing Route 6 to the new John Hindle Drive, and separating the existing Route 7 into two separate local routes including the 18 Glenmore/Downtown and 19 Glenmore/Orchard Park to clarify the service design.

With changing land uses, future considerations for these routes include moving the Routes 6 and 18 to operate along Clement Avenue to Richter Street rather than along Cawston Avenue, and Route 19 to operate along Spall and Springfield Roads to Orchard Park instead of Enterprise Way.

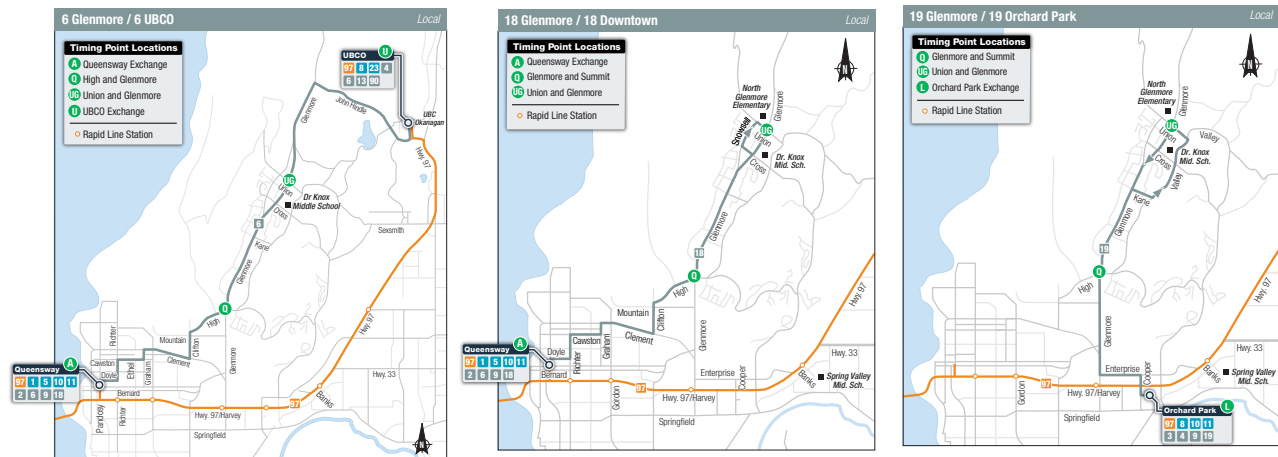
Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,500	1	\$127,279	\$130,655

These resources will be used to improve the service levels on Route 6, and to restructure the existing Route 7 within the Glenmore area.

⁶ The 7 Glenmore is currently the lowest performing of the frequent routes at an average of 23 passengers per revenue hour on fall weekdays. This is significantly below the target of 35 passengers per hour identified within the Central Okanagan Transit Future Plan.

Figure 13 – Proposed Glenmore Routing Changes



Proposal 3: Introduce Service To Academy Way

Academy Way is one of the fastest growing areas within Kelowna, and it is currently not served by transit. As of May 2018, 1,303 building permits and 657 occupancy permits had been issued for apartment units along Academy way. This proposal provides an introductory level of service to Academy Way by altering the routing of the existing Route 4 Pandosy Express / UBCO Express.

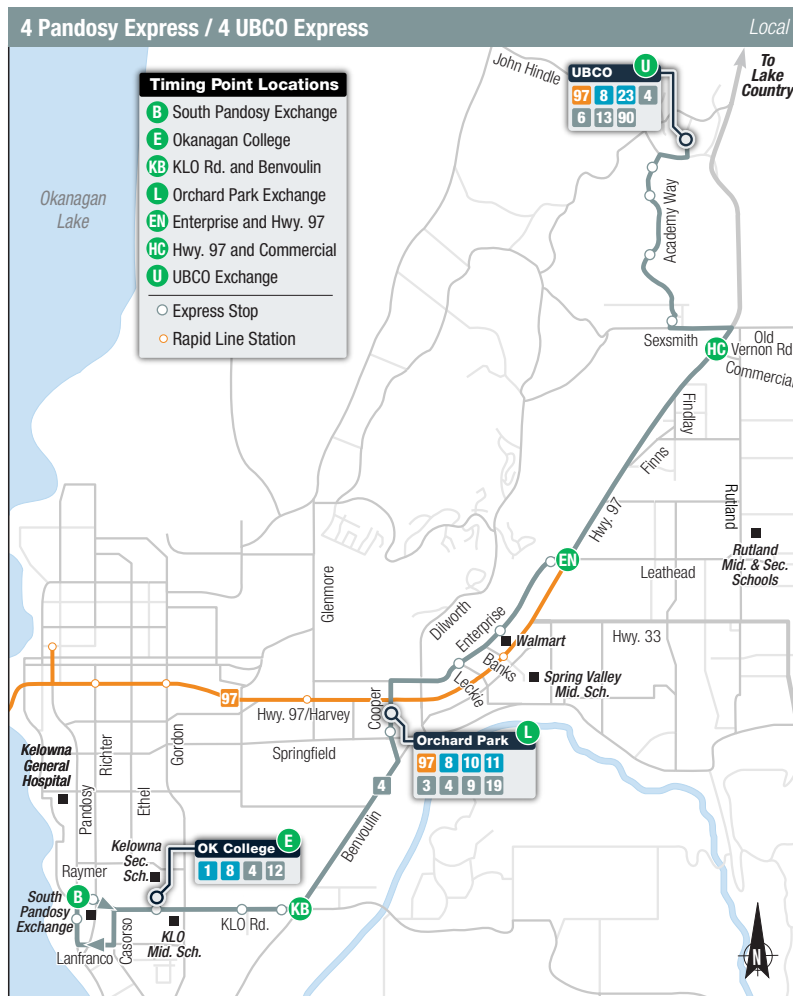
Service on the Route 4 currently operates on weekday peaks from September to April, with a very limited service in the spring, and no service in the summer. As development continues along Academy Way, it is likely that additional service expansion will be required on Route 4 or a more robust, long-term service option may be required.

Estimated Resources: 450 annual service hours

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
450	0	\$22,910	\$19,188

This resource requirement accounts for the additional running time associated with the proposed routing.

Figure 14 – Proposed 4 Pandosy/UBCO Express Routing Changes

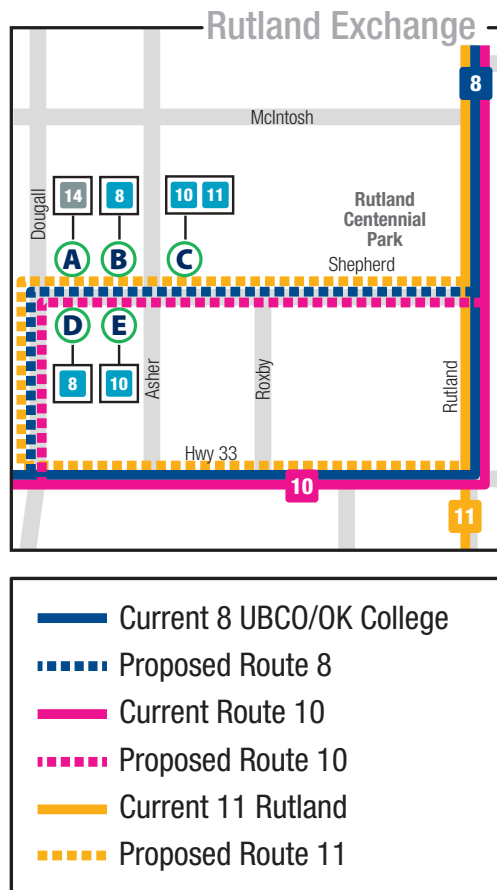


Proposal 4: Rutland Exchange Realignment

Rutland Town Centre has been recognized as one of Kelowna's five urban centers in the City of Kelowna's Official Community Plan since 1996, and a vision for an urban center and transportation hub has been created for the area. The vision is to create a comprehensive land use, urban design and transportation plan that focuses on pedestrian and public transit infrastructure and revitalization of Rutland Town Centre. Phase 1 of the Rutland Transit Exchange on Shepherd Road was completed in 2013. In the years following, various commercial and multi-family housing developments have proceeded in the immediate area.

In 2018, there are plans to extend Shepherd Road to connect the Rutland Transit Exchange to Rutland Road, allowing existing transit services to be effectively integrated into the new exchange. The proposed realignment includes Routes 8 University/OK College, 10 North Rutland/Downtown, and 11 Rutland/Downtown.

Figure 15 – Proposed Rutland Exchange Bay Assignment

**Estimated Resources:**

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
750	0	\$38,184	\$43,598

These resources are required to accommodate the running time increases associated with routing Routes 8, 10, and 11 into the Rutland Exchange.

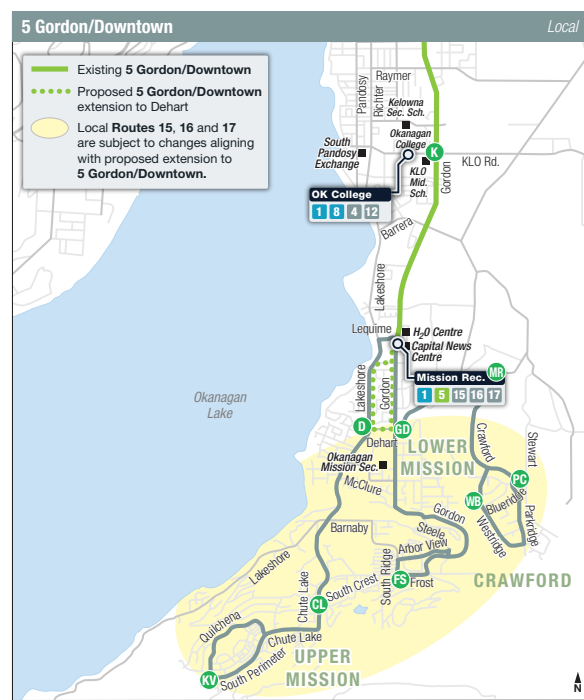
Proposal 5: Upper and Lower Mission Service Restructure

This service option involves extending the 5 Gordon route south to Dehart Road or McClure Road in Lower Mission to reduce travel times for residents of this established neighbourhood to destinations throughout the City of Kelowna's urban core. This service option also provides a more direct connection for other Kelowna residents to Okanagan Mission Secondary School in Lower Mission.

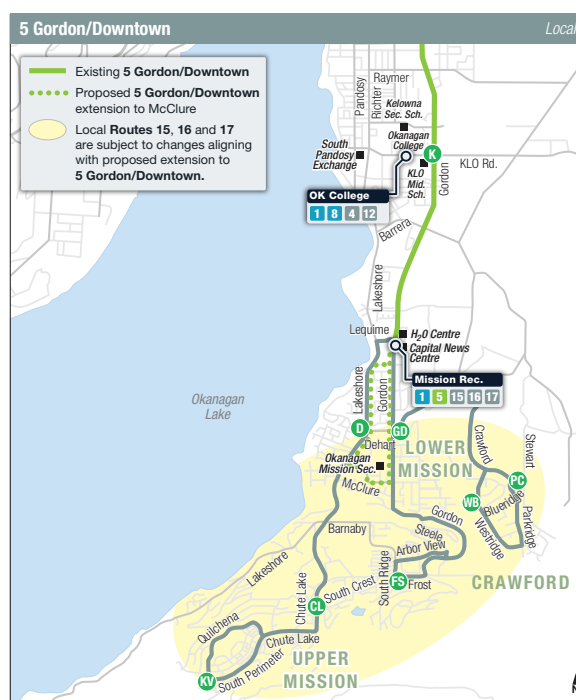
This change also allows the opportunity to review the local network in Upper Mission (currently served by Routes 15 Crawford, 16 Kettle Valley, and 17 Southridge) to better integrate with this service change. In addition, this may consider more effective transit service connecting the new Canyon Falls Middle School, which is scheduled to open in the Southridge neighbourhood in September of 2019.

Figure 16 – Proposed Lower Mission and South Pandosy restructure. Subject to change

Option 1 – to Dehart



Option 2 – to McClure



Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
1,650	1	\$84,004	\$104,308

There may be capacity to reallocate resources from a restructure of local Routes 15, 16, and 17 to reduce the resource requirement for extending the Route 5 into Lower Mission.

Proposal 6: Invest In Existing Local Routes

Further investment in local transit routes was identified as a key community priority through the public engagement process. Although expanding local service often generates a lower return on investment in terms of ridership, supplementing service on higher performing local routes can better serve those who depend on transit within coverage areas.

Potential options include:

- Earlier or later service to align with service standards
- Improved service frequency in higher ridership periods
- Limited midday service on routes currently offering peak only service

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
500	0	\$25,456	\$23,568

Medium-Term Service Proposals (3-5 years)

The following section outlines proposals and costs for the consideration of the City of Kelowna in the medium-term over the next three to five years.

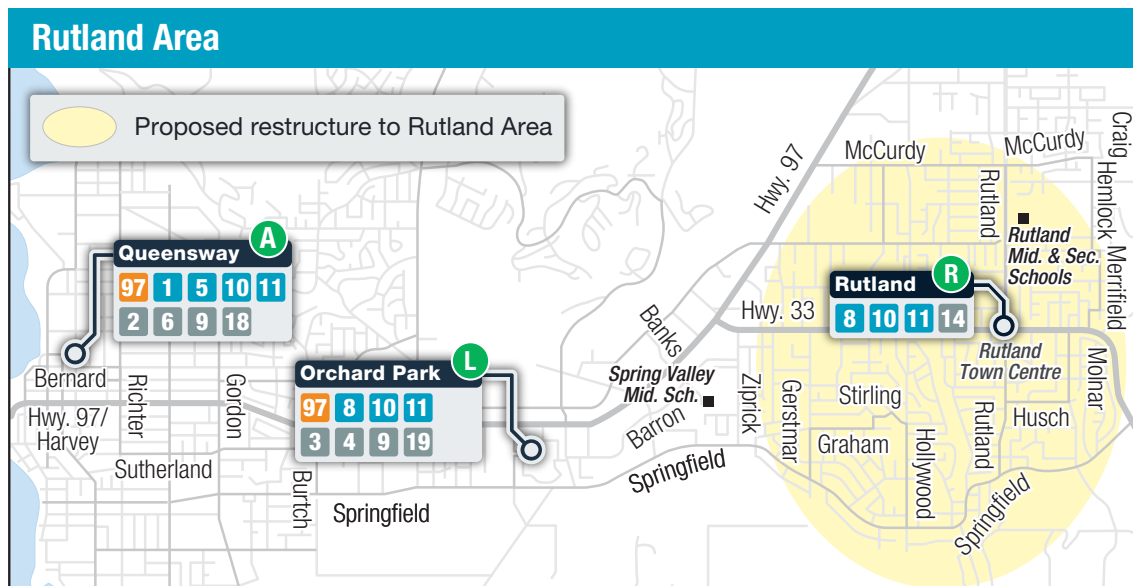
Proposal 1: Rutland Network Restructure

After the completion of the second phase of the Rutland Transit Exchange in 2018, the focus will shift to planning the future of the transit network throughout the broader Rutland community.

The Transit Future Plan proposes that transit routes in Rutland ultimately be restructured to streamline services, and to better align service levels according to density and ridership potential. Establishing a Frequent Transit Network that provides direct, two-way services on major corridors supported by Local Transit Network feeder routes are envisioned to compliment the new Rutland Transit Exchange.

Depending on the timing of future road infrastructure changes within the Rutland area, a portion of this proposed network restructure project could take place in the longer-term.

Figure 17 - Rutland network restructure area



Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
5,000	2	\$254,559	\$274,590

Proposal 2: Invest In Frequent And Rapid Routes

Service improvements to the rapid and frequent routes within the core are likely to generate the largest benefits in terms of ridership growth. This proposal includes resources to fund priorities identified through the Annual Performance Summary process.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,500	2	\$127,279	\$138,461

As per the Transit Service Guidelines, these resources would seek to move the system towards meeting minimum service standards, alleviating passenger load issues, and expanding service frequency and span on higher performing routes.

Proposal 3: Invest In Existing Local Routes

Further investment in local transit routes was identified as a key community priority through the public engagement process. Although expanding local service often generates a lower return on investment in terms of ridership, supplementing service on higher performing local routes can better serve those who depend on transit within coverage areas.

Potential options include:

- Earlier or later service to align with service standards
- Improved service frequency in higher ridership periods
- Limited midday service on routes currently offering peak only service

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
1,000	0	\$50,912	\$47,135

Proposal 4: Consider Opportunities To Expand Transit To New Coverage Areas

The Central Okanagan Transit Service Guidelines identify minimum density targets for transit expansion to new areas. As the City of Kelowna continues to grow, developing neighbourhoods should be reviewed against the Transit Service Guidelines to identify when extending local coverage service is feasible.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
1,500	1	\$76,368	\$106,067

Longer-Term Service Proposals (5-10 years)

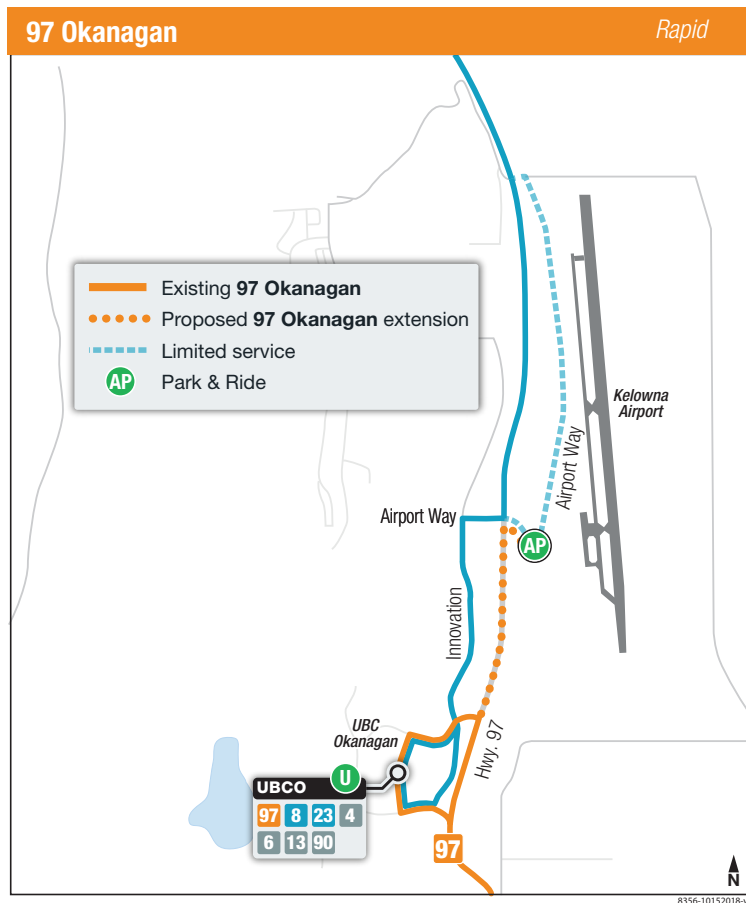
The following section outlines service concepts for the consideration of the City of Kelowna in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Expanded Service To The Airport

Usage of the Kelowna Regional Airport is growing rapidly, and improving transit service to the airport was identified as a key community priority through the public engagement process. Currently, passengers from Kelowna and the Westside must transfer at UBCO to the 23 Lake Country to reach the airport. Through engagement, the community identified connections and service reliability as challenges for relying on transit for airport access.

Extending hourly service to the airport on the RapidBus would provide a one-seat travel option for many transit riders from Kelowna and the Westside. By reducing the number of required connections, this service design would provide a more reliable transit option for customers. This service option could also be integrated with the long-term option to extend the RapidBus to Lake Country, which could create optimization opportunities with the existing Route 23 Lake Country.

Figure 18 - Expanded service to airport



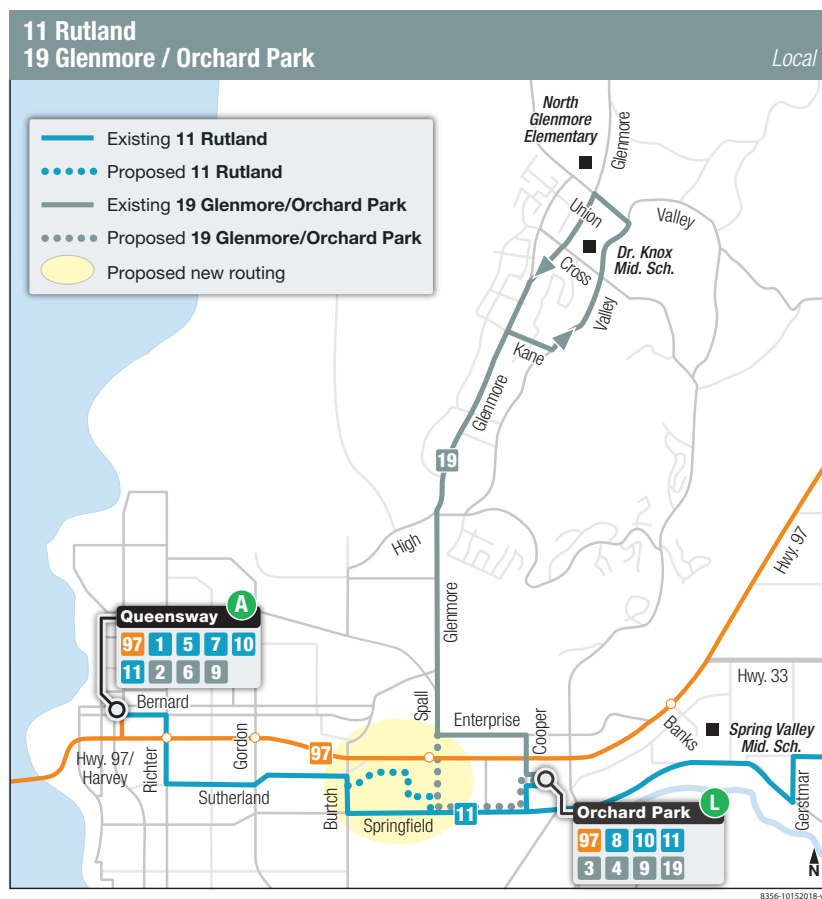
Extending RapidBus to the Airport would also require infrastructure improvements to meet the RapidBus design standards and to improve transit accessibility. Preliminary design work must be done to identify estimated infrastructure costs associated with this option.

Proposal 2: Introduce Service To The Landmark District

The Landmark District is a rapidly developing mixed use area within Kelowna that currently has no direct service. This area has been identified within the City of Kelowna's Capri-Landmark Urban Centre Plan as an area for future growth and intensified urbanization. Currently, the road infrastructure through this area was not designed to support effective transit operations. In the future, direct transit service to this area should be considered to coincide with road network improvements capable of supporting effective transit operations.

Estimated Resources: As required

Figure 19 - Landmark district region proposed service area



Proposal 3: Continued Investment In Frequent And Rapid Routes

Service improvements to the rapid and frequent routes within the core are likely to generate the largest benefits in terms of ridership growth.

Estimated Resources: As required

As per the Transit Service Guidelines, these resources would seek to move the system towards meeting minimum service standards, alleviating passenger load issues, and expanding service frequency and span on higher performing routes.

Proposal 4: Extend Service To Growing Coverage Areas

The Central Okanagan Transit Service Guidelines identify minimum density targets for transit expansion to new areas. As the City of Kelowna continues to grow, developing neighbourhoods should be reviewed against the Transit Service Guidelines to identify when extending local coverage service is feasible.

Estimated Resources: As required

District of Lake Country

The following section outlines proposals and costs for the consideration of the District of Lake Country. All cost and revenue impacts presented are based on annual figures. All costs are estimated based on today's value and can change based on changes in ridership, inflation, fleet changes, and a variety of other factors.

Ongoing Service Proposals

Proposal 1: Continue To Maintain Service Reliability

Service reliability was identified as the most important characteristic for achieving customer satisfaction in the Kelowna Regional Transit System based on results from the first phase of public engagement. Resources are required regularly to address the service reliability challenges caused by increasing traffic congestion and ridership growth. An expansion of up to one per cent of existing service hours is recommended to address these issues on an annual basis.

The District of Lake Country currently provides approximately 7,800 annual service hours for transit, which works out to an expansion of 80 annual service hours each year. Service reliability improvement priorities will be identified regularly through the Annual Performance Summary process.

By setting aside expansion resources every year to address service reliability issues, it allows the flexibility to respond quickly to emerging operational and service reliability issues due to ongoing development and growing congestion. In any given year, if analysis through the Annual Performance Summary process identifies that there are no pressing service reliability issues, these resources can be reallocated to other expansion priorities.

Estimated Resources: 80 annual service hours, ongoing.

This is an ongoing, annual expansion recommendation.

Proposal 2: Consider Opportunities For Service Optimization

The Annual Performance Review process provides the opportunity to assess transit service performance against the performance guidelines within the Central Okanagan Transit Service Guidelines. This process will provide options to address underperforming routes through service redesign or resource reallocation.

This is an ongoing, annual recommendation.

Short-Term Service Proposals (1-3 years)

The following section outlines service proposals and costs for the consideration of the District of Lake Country. These proposals address top priority operational, reliability, and customer concerns and as such are presented for consideration (over the next one to three years).

Proposal 1: Improvements To The 23 Lake Country

The Route 23 Lake Country is the highest performing route in the Lake Country area, and currently operates seven days a week.

On weekdays, the Route 23 currently operates with 15-minute service frequency in the PM peak, but only 30-minute service frequency in the AM peak. This option seeks to increase service on the Route 23 to provide 15-minute weekday service frequency in both the AM and PM peak periods, with additional improvements to Saturday service.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,500	1	\$127,279	\$146,308

Proposal 2: Service Optimization On 32 The Lakes

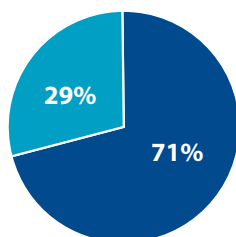
Route 32 The Lakes is currently underperforming in terms of ridership with an average of two rides per trip and four rides per service hour. The service currently operates approximately every 30 minutes in the morning, afternoon, and early evening on weekdays. This service option would reduce service on this route to hourly service frequency, and reallocate that service to other coverage services.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
-500	0	-\$17,287	-\$18,073

These resources could be reallocated to provide transit service to other areas within Lake Country.

Reduce service on **32 The Lakes** to provide new coverage transit service to other communities, such as Lakestone and Oyama



Reduce service on **32 The Lakes** to provide new coverage transit service to other communities, such as Lakestone and Oyama, and expand service to middays, evenings and weekends

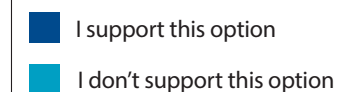
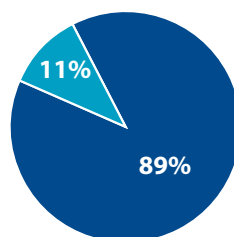
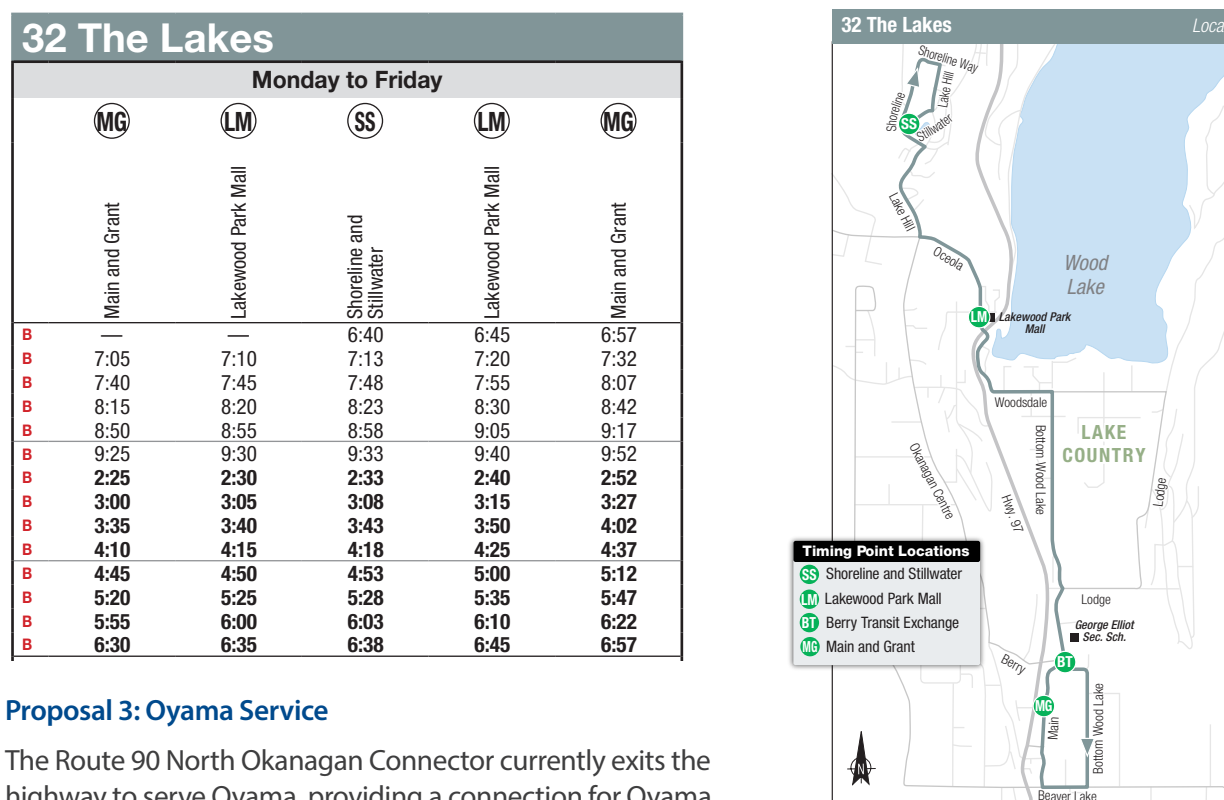


Figure 20 - Proposed service optimization for 32 The Lakes



Proposal 3: Oyama Service

The Route 90 North Okanagan Connector currently exits the highway to serve Oyama, providing a connection for Oyama residents both north and south. However, the ridership data shows that most of the ridership occurs between Vernon, Lake Country and Kelowna, and the deviation to Oyama provides an inconvenience to the majority of riders. If the Route 90 no longer served Oyama, a new, peak-only weekday local coverage service could be established maintaining the connection between Oyama and Lake Country.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
700	1	\$35,638	\$73,725

This service could be provided for fewer expansion resources if combined with the Service Optimization on the 32 The Lakes option.

Medium-Term Service Proposals (3-5 years)

The following section outlines service proposals and costs for the consideration of the District of Lake Country in the medium-term (over the next three to five years).

Proposal 1: Expanding Service To New Areas

Expanding service to new transit supportive neighbourhoods and continuing to build the local transit network in Lake Country will become a priority as Lake Country continues to grow. Developing neighbourhoods should be reviewed against the Transit Service Guidelines to identify when extending local coverage service is feasible.

Preliminary options include:

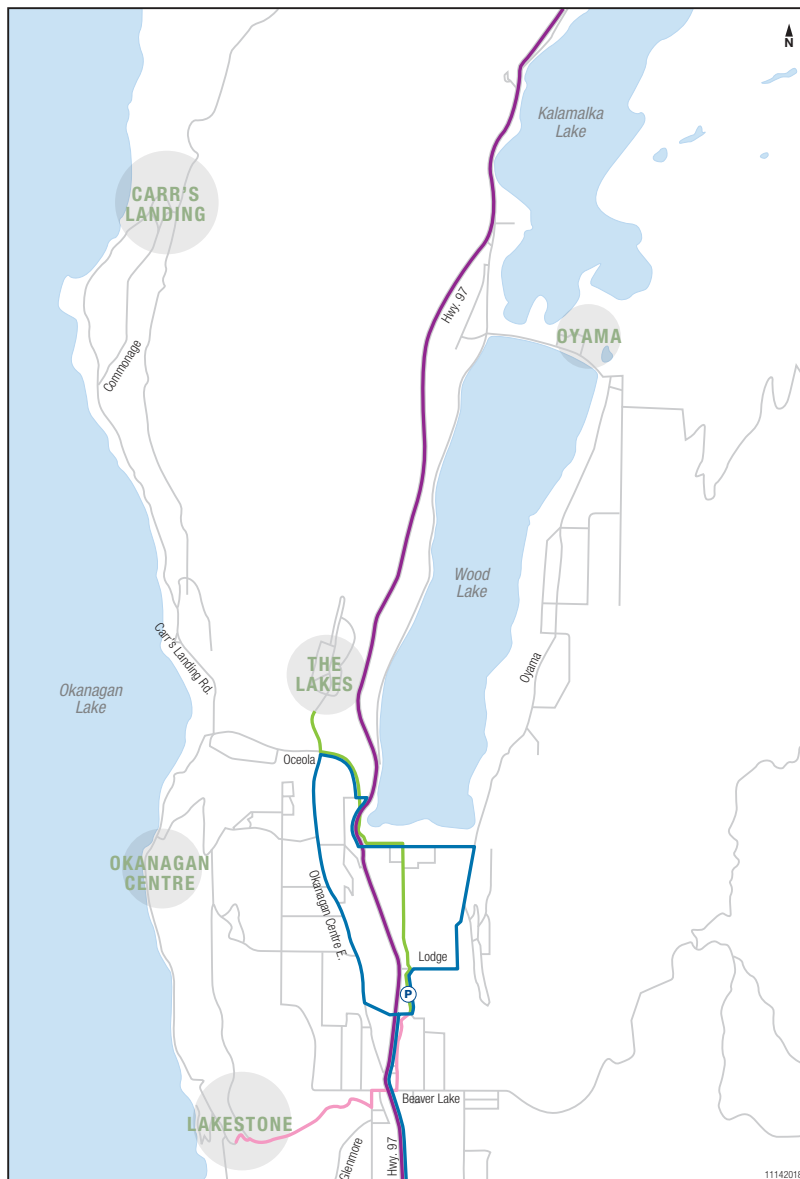
- Lakestone
- Okanagan Centre
- Carr's Landing

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,000	1	\$101,824	\$89,551

Prior to any service planning, communities should be evaluated against factors such as development structure, population density, road network feasibility, and walkability to ensure that any new proposed service will be successful.

Figure 21 - Lake Country new service areas



Longer-Term Service Proposals (5-10 years)

The following section outlines service concepts for the consideration of the District of Lake Country in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Rapidbus Connection To Lake Country

If transit supportive development continues within Lake Country in the longer-term, there may be an opportunity to extend RapidBus service. Preliminary options include extending RapidBus to Winfield Central (with a turnaround at Winfield and Beaver Lake Roads) or farther north with a turnaround at Lodge and Berry. These options could be aligned with any future RapidBus extension to Kelowna Regional Airport and would require the restructure of existing local routes within Lake Country.

Estimated Resources: To be determined.

The Winfield Central area should be reviewed against the Transit Service Guidelines to identify when extending RapidBus could be feasible. There may be potential to integrate this option with the City of Kelowna long-term option for extending the RapidBus to the Airport.

Westside

The following section outlines proposals and costs for the consideration of the City of West Kelowna and the Westbank First Nation. All cost and revenue impacts presented are based on annual figures. All costs are estimated based on today's value and can change based on changes in ridership, inflation, fleet changes, and a variety of other factors.

Ongoing Service Proposals

Proposal 1: Continue To Maintain Service Reliability

Service reliability was identified as the most important characteristic for achieving customer satisfaction in the Kelowna Regional Transit System based on results from the first phase of public engagement. Resources are required regularly to address the service reliability challenges caused by increasing traffic congestion and ridership growth. An expansion of up to one per cent of existing service hours is recommended to address these issues on an annual basis.

The City of West Kelowna currently provides approximately 18,200 annual service hours for transit, which works out to an expansion of 180 annual service hours each year. Service reliability improvement priorities will be identified regularly through the Annual Performance Summary process.

By setting aside expansion resources every year to address service reliability issues, it allows the flexibility to respond quickly to emerging operational and service reliability issues due to ongoing development and growing congestion. In any given year, if analysis through the Annual Performance Summary process identifies that there are no pressing service reliability issues, these resources can be reallocated to other expansion priorities.

Estimated Resources: 180 annual service hours, ongoing.

This is an ongoing, annual expansion recommendation.

Proposal 2: Consider Opportunities For Service Optimization

The Annual Performance Review process provides the opportunity to assess transit service performance against the performance guidelines within the Central Okanagan Transit Service Guidelines. This process will provide options to address underperforming routes through service redesign or resource reallocation.

This is an ongoing, annual recommendation.

Short-Term Service Proposals (1-3 years)

The following section outlines proposals and costs for the consideration of the City of West Kelowna and the Westbank First Nation. These proposals address top priority operational, reliability, and customer concerns and as such are presented for consideration over the next 1-3 years. All cost and revenue impacts presented are based on annual figures.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,000	2	\$101,824	\$169,396

Additional analysis and public engagement is recommended to confirm any required changes to other nearby local routes to coincide with the implementation of this new service.

Proposal 3: Summer Seasonal Service To Gellatly

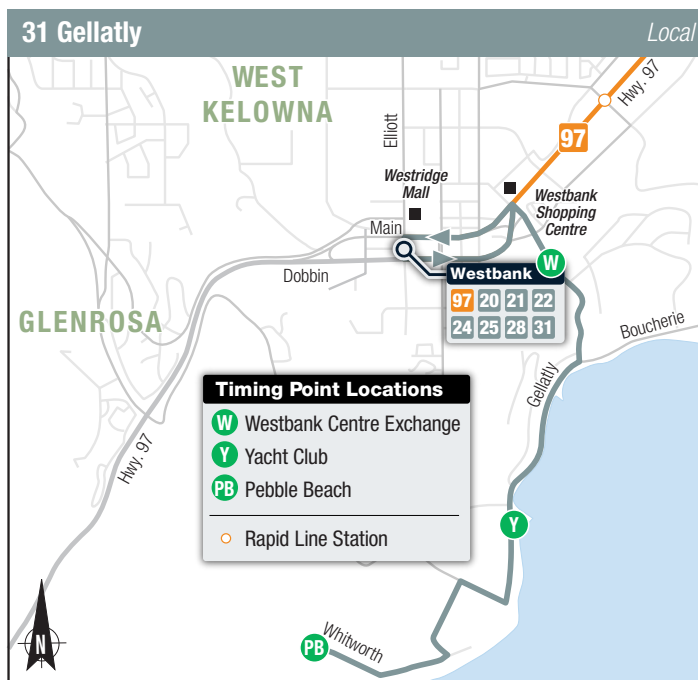
Service to the Gellatly waterfront has been identified previously as a community priority, and parking has been identified as an ongoing challenge on weekends and holidays, particularly around the West Kelowna Yacht Club boat launch.

This proposal provides an option for weekend and holiday service from the Westbank Exchange to Gellatly Bay Park, the West Kelowna Yacht Club, the Cove Lakeside Resort, the Gellatly Nut Farm Regional Park, and Pebble Beach.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
250	0	\$12,728	\$12,514

Figure 23 - Proposed service to Gellatly



Proposal 4: Service Optimization On 27 Horizon And 29 Bear Creek

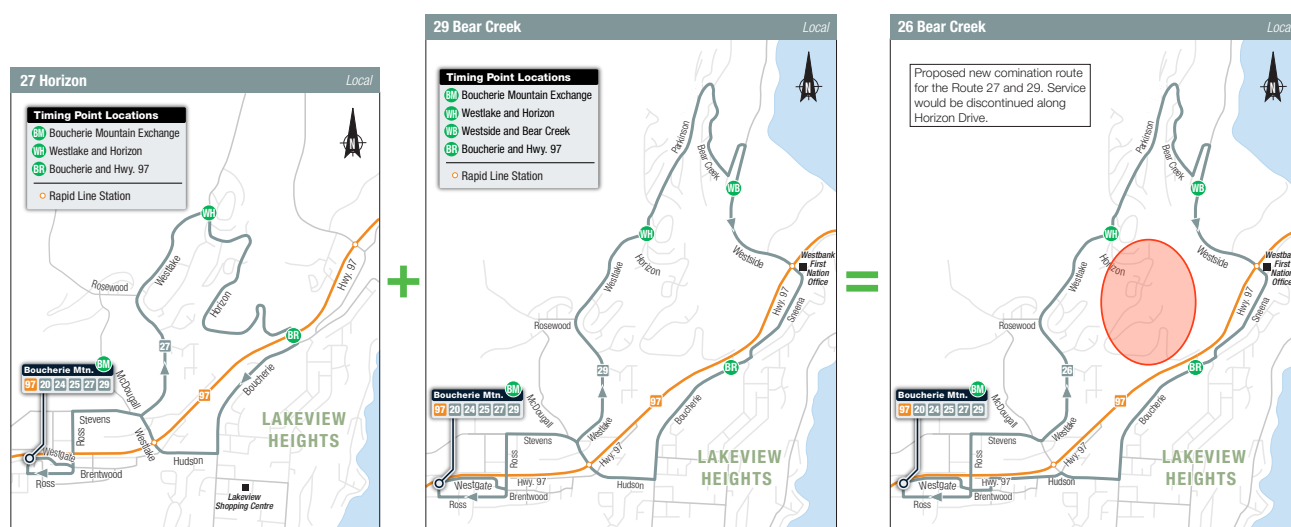
The Route 27 Horizon and Route 29 Bear Creek are the lowest performing routes on the Westside. Three optimization options were explored including maintaining the status quo, discontinuing both routes, or combining the Route 27 Horizon and Route 29 Bear Creek routes into one route. Combining the two routes was identified as the preferred option through the Transit Future Action Plan process.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
-750	0	- \$25,930	- \$23,701

These resources could be reallocated to provide transit service to other areas within the Westside.

Figure 24 - Route 27 and 29 Bear Creek optimization



Medium-Term Service Proposals (3-5 years)

The following section outlines service proposals and costs for the consideration of the City of West Kelowna and the Westbank First Nation in the medium-term (over the next three to five years).

Proposal 1: Invest In Rapid Routes (Route 97)

In order to supplement the short-term service improvement to off-peak service on the 97 Okanagan in the Westside, this service option allows for peak service improvements to address peak load challenges. This expansion proposal seeks to move the system towards meeting minimum service standards and alleviating passenger load challenges on the 97 Okanagan.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
2,000	1	\$101,824	\$89,551

These resources would allow for up to eight additional daily weekday round trips between Westbank Exchange and Queensway Exchange.

A portion of these resources could fund any run time increases associated with the proposed addition of new RapidBus stops on Highway 97 at Old Okanagan Highway (Johnson Bentley Memorial Aquatic Centre) and Daimler Drive; see the Westside infrastructure options section for details.

Proposal 2: Expand Service To Gellatly Lakeside Year Round

There are several developments planned for the Gellatly Lakeside area. One of the short-term service proposals is for a summer weekend and holiday service to the Gellatly Lakeside area. Depending on the performance of that service, as development continues within the Gellatly Lakeside area, weekday service could be extended to the area year round. The proposed routing for the Gellatly seasonal service should be revisited to consider transit access to upcoming developments along Gellatly Road South.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
650	1	\$33,093	\$70,985

These resources would be capable of providing a peak-only weekday service with three morning and three afternoon trips.

Longer-Term Service Proposals (5-10 years)

The following section outlines service concepts for the consideration of the City of West Kelowna and the Westbank First Nation in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Increase Service Frequency On Core Area Transit (Route 97)

Service improvements to the Route 97 Okanagan is likely to generate the largest benefits in terms of ridership growth on the Westside.

Estimated Resources: As required

This expansion proposal seeks to move the system towards meeting minimum service standards and alleviating passenger load challenges on the Route 97.

Proposal 2: Invest In Higher-Performing Local Routes

Further investment in local transit routes was identified as a key community priority through the public engagement process. Although expanding local service often generates a lower return on investment in terms of ridership, supplementing service on higher performing local routes can better serve those who depend on transit within coverage areas.

Potential options include:

- Earlier or later service to align with service standards
- Improved service frequency in higher ridership periods
- Limited midday service on routes currently offering peak only service

Estimated Resources: As required

In addition to local service improvements, the City of West Kelowna may wish to prioritize improvements to bus stop and pedestrian infrastructure in coordination with arterial road improvement projects (E.g. bus shelters, pullouts, sidewalks, and crosswalks).

Proposal 3: Extend Service To Growing Coverage Areas

The Central Okanagan Transit Service Guidelines identify minimum density targets for transit expansion to new areas. As the City of West Kelowna and Westbank First Nation continues to develop, growing neighbourhoods should be reviewed against the guidelines to identify when extending local coverage service is feasible.

Estimated Resources: As required

District of Peachland

The following section outlines proposals and costs for the consideration of the District of Peachland. All cost and revenue impacts presented are based on annual figures. All costs are estimated based on today's value and can change based on changes in ridership, inflation, fleet changes, and a variety of other factors.

Short-Term Service Proposals (1-3 years)

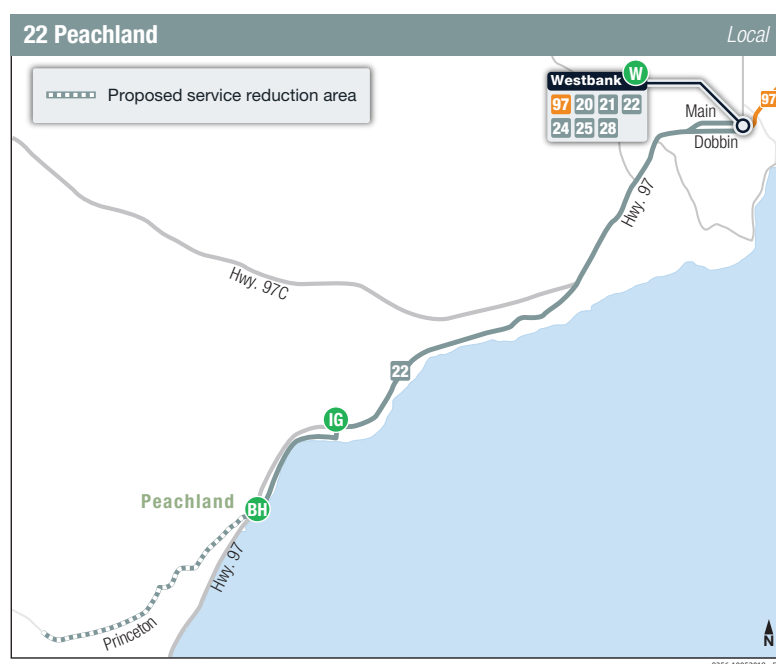
The following section outlines proposals and costs for the consideration of the District of Peachland. These proposals address top priority operational, reliability, and customer concerns and as such are presented for consideration over the next 1-3 years. All cost and revenue impacts presented are based on annual figures.

Proposal 1: Service Optimization On The Route 22 Peachland

Currently, every trip on the 22 Peachland provides service to Pine Hills Mobile Home Park. Based on previous data collection, ridership on this segment of the route is lower than other segments of the route.

One option is to reduce the number of trips that extend to the Pine Hills Mobile Home Park.

Figure 25 - Route 22 Peachland optimization



Estimated Resources:

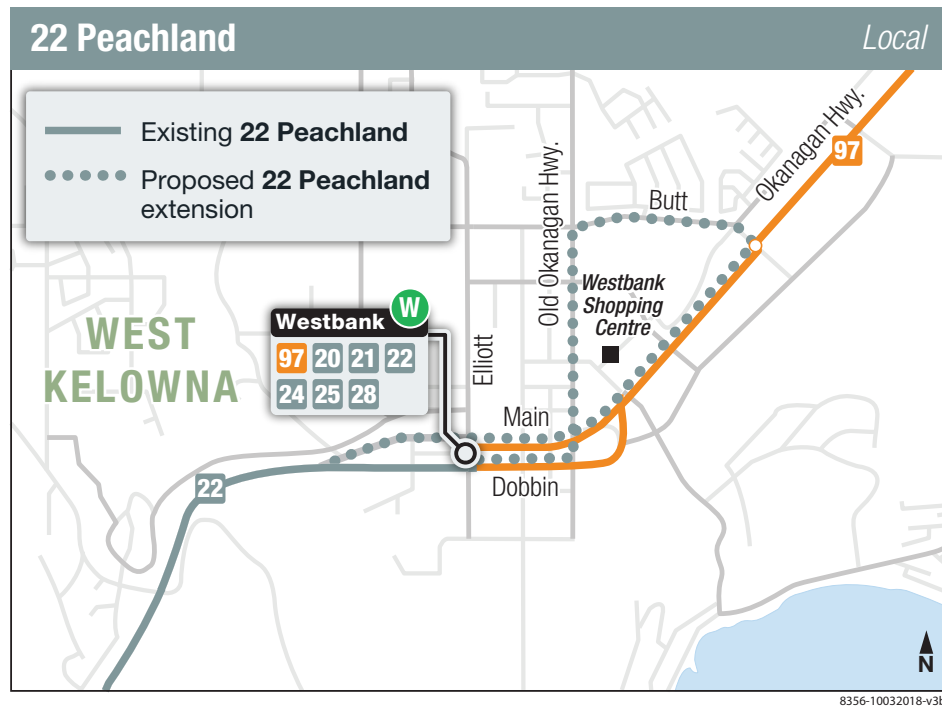
Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
-400	0	-\$13,829	-\$12,577

These resources could be reinvested to extend several trips on the Route 22 Peachland to the Westbank Supercentre WalMart or to increase the service frequency on the Route 22 Peachland.

Proposal 2: Expanded Service To Walmart

A key community priority identified through engagement was providing a one-seat trip from Peachland to the Butt Road Station Walmart in West Kelowna. This option involves extending four trips per day to the Walmart.

Figure 26 - Expanded service to WalMart



Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
400	0	\$20,365	\$20,039

This service could be provided for fewer expansion resources if combined with the Service Optimization on the Route 22 Peachland option.

Proposal 3: Integration Of Route With Future Penticton Connector

Improvements to regional service between Penticton and Kelowna was identified as a key priority emerging from the Okanagan-Similkameen Transit Future Plan. If this service moves forward, possible integration opportunities could be explored through the implementation planning process.

Depending on the final proposed service design, there may be opportunities to expand, enhance, or optimize existing transit service in Peachland. District of Peachland stakeholders would be involved in exploring these options through the implementation planning process.

Estimated Resources: TBD

Longer-Term Service Proposals (5-10 years)

The following section outlines service concepts for the consideration of the District of Peachland in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Service Expansion On The Route 22 Peachland

As Peachland continues to develop and ridership increases on the 22 Peachland, there may be benefit to expanding service frequency.

Estimated Resources: As required

Proposal 2: Expanding Service To New Areas

Expanding coverage to transit supportive neighbourhoods and continuing to build the local transit network in Peachland is a potential priority after existing local services are strengthened and prospering. Priority should be given to growing neighbourhoods with the most density.

Estimated Resources: As required

Proposal 3: Possible Peachland Bypass

There is currently a Ministry of Transportation study underway that is reviewing options for a potential Peachland highway bypass.

The study seeks to accomplish the following objectives:

- Examine current transportation needs for the Highway 97 corridor through Peachland;
- Identify future transportation needs through Peachland; and
- Identify and assess possible short, medium, and long-term solutions to address future needs through or around Peachland.

Ultimately, the study will identify two preferred solutions, with one using the existing corridor and another using an alternate route. Depending on the infrastructure changes resulting from this study, transit within the Peachland area may need to be reviewed.

Estimated Resources: As required

Regional District of Central Okanagan

The following section outlines proposals and costs for the consideration of the Regional District of Central Okanagan. All cost and revenue impacts presented are based on annual figures.

Short-Term Service Proposals (1-3 years)

The following section outlines proposals and costs for the consideration of the Regional District of Central Okanagan. These proposals address top priority operational, reliability, and customer concerns and as such are presented for consideration over the next 1-3 years. All cost and revenue impacts presented are based on annual figures.

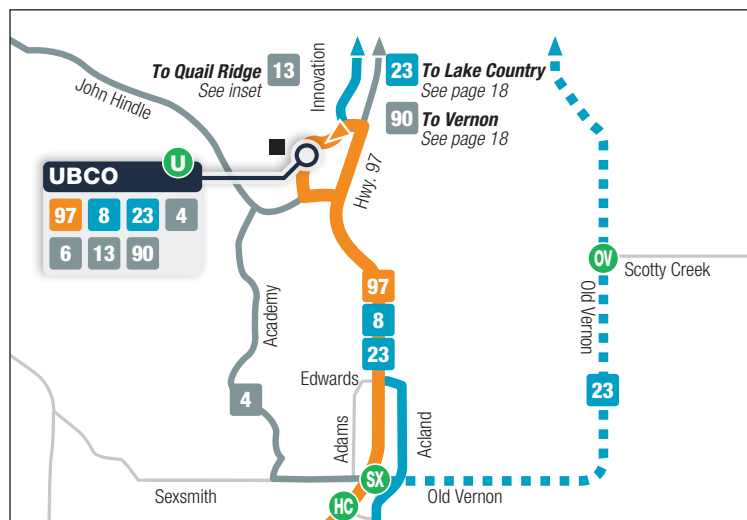
Proposal 1: Improve Service To Ellison

Service to the Ellison area is currently provided with a deviation on the Route 23 Lake Country route along Old Vernon Road. This proposal provides two additional weekday trip deviations to the Ellison Area which coincides with the AM and PM peaks.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
250	0	\$12,728	\$13,158

Figure 27 - Improved service to Ellison



Longer-Term Service Proposals (5-10 years)

The following section outlines service concepts for the consideration of the Regional District of Central Okanagan in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Introduce Handydart Service

Although a lower priority than increasing conventional service frequency, the Ellison community strongly supported reinstating handyDART service to the Ellison area through the public engagement process. Reinstating handyDART service to the Ellison area could be considered in the future if expansion resources become available.

Estimated Resources: TBD

Proposal 2: Continue To Improve Service To Ellison

As ridership grows on the Route 23 Lake Country route trips that deviate to Ellison, additional service expansion could be considered moving forward.

Estimated Resources: TBD

Interregional Services

The following section outlines proposals and costs for interregional service improvements. All cost and revenue impacts presented are based on annual figures.

Short-Term Service Proposals (1-3 years)

The following section outlines proposals and costs for interregional service improvements. These proposals address top priority operational, reliability, and customer concerns and as such are presented for consideration over the next 1-3 years. All cost and revenue impacts presented are based on annual figures.

Proposal 1: 90 North Okanagan Connector Expansion

This service option includes a limited Saturday service as well as reducing the seasonal service reduction in the summer schedule.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
1,100	0	\$56,003	\$50,132

The local cost for this expansion would be shared between the participating local partners.

Medium-Term Service Proposals (3-5 years)

The following section outlines proposals and costs for interregional service improvements in the medium-term (over the next three to five years).

Proposal 1: 90 North Okanagan Connector Expansion

The North Okanagan Transit Future Plan identifies further service expansion to achieve hourly weekday service frequency from 7am to 7pm. This requires the expansion of another three round trips each weekday.

Estimated Resources:

Annual Service Hours	Buses	Cost Provincial Share	Net Cost Local Share
1,700	1	\$86,550	\$112,839

The local cost for any future expansion would be shared between the participating local partners.

Longer-Term Service Proposals (5-10 years)

The following section outlines proposals and costs for interregional service improvements in the longer-term over the next five to ten years. These proposals are described as concepts rather than detailed service options since the service details and costs may change substantially due to community growth patterns and changing transit priorities over time.

Proposal 1: Penticton Connector Expansion

If a preliminary Penticton connector service is implemented, depending on ridership performance in the Kelowna to Penticton direction, there may be value for the Central Okanagan partners to consider adding additional service frequency.

Estimated Resources: As required

The local cost for any future expansion would be shared between the participating local partners. This process is currently being led by the Regional District of Okanagan Similkameen.

Proposal 2: Kelowna To Kamloops Connector

There is currently a Health Connections transit service connecting Kamloops and Kelowna. As the region continues to grow, there may be benefit to considering improvements to regional transit service between these two cities.

Estimated Resources: As required

The local cost for any future expansion would be shared between the participating local partners.

Major Infrastructure Planning

Regional Infrastructure

Updating Service Hour and Fleet Projections

The Central Okanagan Transit Future Plan (2012) identified ambitious service expansion targets based on meeting local and Provincial Transit Plan modal share targets of 7 per cent transit ridership by 2035. However, actual rates of service expansion within the Central Okanagan Region since 2012 have been lower than the Transit Future Plan targets, which has implications for future infrastructure planning.

In order to meet these ridership targets, the Transit Future Plan identified a projected requirement of 600,000 annual service hours and 184 buses for the conventional transit system and 62,000 annual service hours and 51 buses for the custom transit system by 2035. In order to meet this target, roughly 18,000 annual service hours and 6 buses needed to be added each year starting in 2012.

Actual expansion has been lower than the goals set within the Transit Future Plan, with closer to 2,500 annual service hours and one bus being added each year on average to the conventional transit system, and approximately 500 annual service hours being added to the custom transit system. Given that actual expansion has been less than the expansion target, 25,000 annual service hours and 10 buses of expansion would be required each year moving forward to meet the targets identified within the 2012 Transit Future Plan.

Projected service expansion has huge implications for future infrastructure planning including the Maintenance and Operations Facility and the capacity of exchanges within the system. Consequently, based on actual patterns since 2012, a more balanced service hour and vehicle expansion target for 2035 may be 235,000 annual service hours and 103 buses for conventional transit and 48,000 annual service hours and 26 buses for custom transit. Therefore, when planning capacity for any future Maintenance and Operations Facility, a range between the originally forecasted growth and the actual historical growth should be considered.

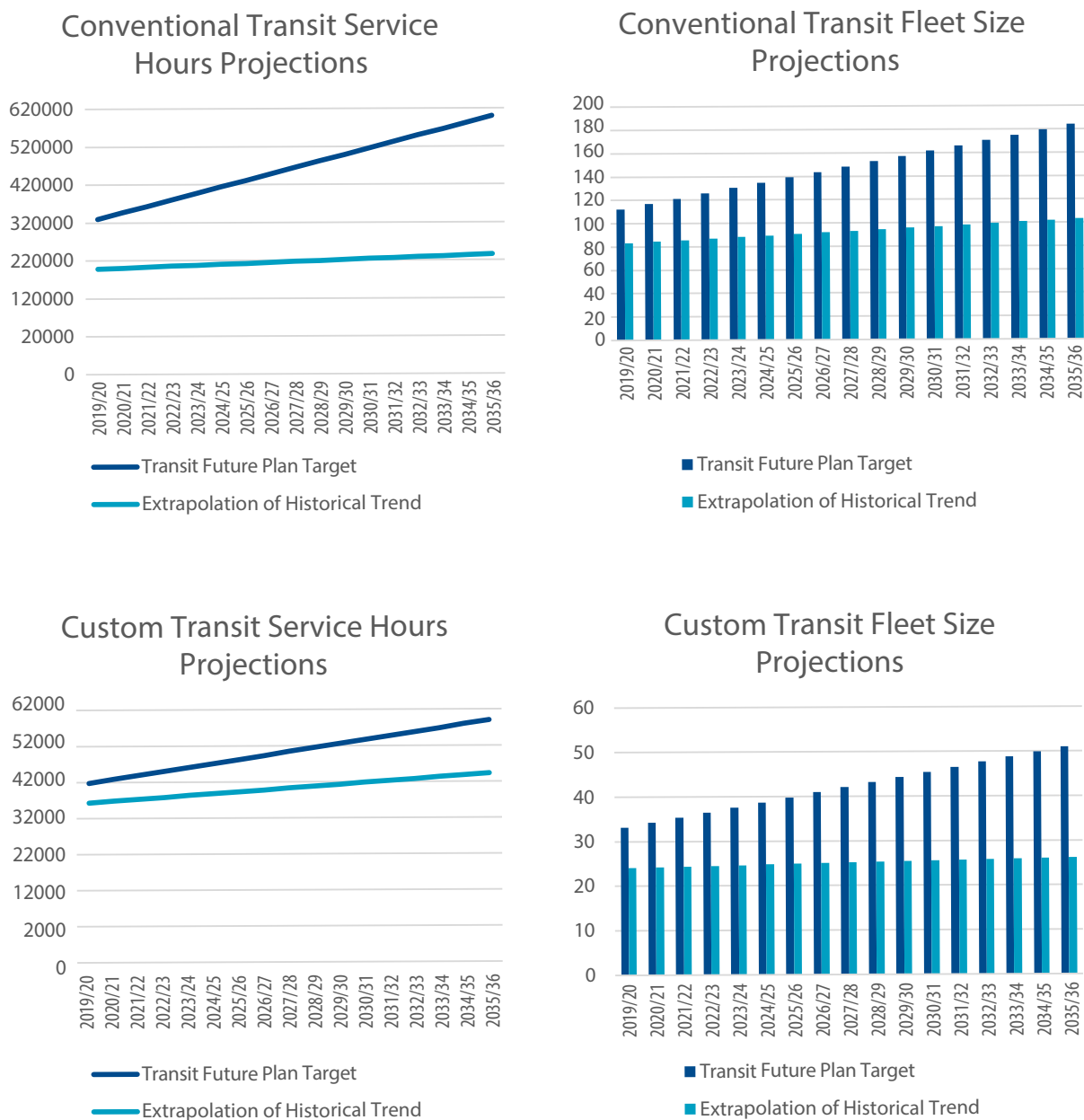
Conventional Transit Expansion Targets versus Actual

	TFP Targets	Actual
Service Hours Expansion per Year	18,000	2,350
Vehicle Expansion per Year	4.5	1

Custom Transit Expansion Targets versus Actual

	TFP Targets	Actual
Service Hours Expansion per Year	1,080	500
Vehicle Expansion per Year	1.1	0.1

Figure 29 - Service Hour and Fleet Size Growth Projection Scenarios



Operations & Maintenance Facility

A transit operations and maintenance (O&M) facility is an integral part of the transit system where buses are stored, maintained and dispatched to their assigned service. The existing Kelowna Regional Transit Operations and Maintenance (O&M) Centre was built in 1998 and was designed to hold 70 conventional vehicles. It was originally built to solely serve conventional vehicles, and now includes custom and community vehicles.

Today, the O&M facility has a capacity of 116 buses (85 heavy/medium duty and 31 light duty). As of September 2018, there will be 72 heavy and medium duty buses and 36 light duty buses. There are currently 6 maintenance bays which equates to 18 buses per maintenance bay, which indicates that the maintenance function is at or near maximum capacity.

Consequently, the facility is quickly approaching both vehicle storage and maintenance capacity constraints, and a new facility will soon be needed to accommodate the travel needs of a growing population in the region. Since transit O&M facilities are long-term investments, they should cater to both current and future transit needs.

There are many factors that affect the location and sizing of O&M Facilities. The major factors include:

- Road network configuration and bus route structure
- Location of deadheads of each bus route
- Dispatching, interlining policies and rostering
- Land availability and cost
- Operating costs of buses
- Construction, maintenance and operating costs of O&M Facilities
- Environmental impacts

A key consideration for locating new O&M facilities include the non-productive costs within a transit system. For example, before entering service, a bus must travel from the O&M facility to the starting point of its assigned route. Similarly, at the end of its last trip, a bus must travel back to the O&M facility. These trips entering or leaving service are classified as deadheading, and can add substantial costs to the operation of the transit system. Deadhead costs associated with the location of a new O&M facility should be balanced off against the capital costs of the facility. The important distinguishing factor of this relationship is that capital costs are typically one time, whereas the deadhead costs would be in perpetuity. Therefore, when determining the final location, the forecasted costs should be measured over the lifespan of the garage itself.

Annual conventional transit ridership has grown in the last five years from 4,795,000 to 5,240,000 and it is expected that service demands will continue to grow and there will be a need to increase the bus fleet which requires additional capacity. Figure 29 shows a range of potential conventional and custom transit fleet growth scenarios to the year 2035/36.

Exchanges

Exchanges are required when multiple buses converge on one location and passengers need to transfer between buses in a safe and efficient manner. They also provide opportunity for vehicles to layover, and for operators to take a break. They can be as simple as several bus stops on the side of the road, and as complex as dedicated property with an island of bus shelters housing many vehicles at once. The exchanges in the Central Okanagan Region include Westbank, Boucherie Mountain, Queensway, OK College, Pandosy Town Centre, Mission Recreation Centre, Orchard Park, Rutland, and UBCO. Since the Transit Future Plan, there have been a number of exchange-related projects that have been completed within the Central Okanagan region.

In 2014, there were several exchange improvements completed as part of RapidBus Phase 2:

- Westbank Exchange
- Boucherie Exchange
- Okanagan College
- Pandosy Town Centre
- Queensway Exchange Upgrade

Additional Transit Exchange work was completed in 2017:

- UBCO Exchange

For the next 5 years, specific transit exchange options have been identified within the infrastructure sections separated by local partner, including initiatives like the Rutland and Midtown Exchange projects in the City of Kelowna.

Transit Priority

Transit priority is a term used to refer to a variety of physical and operational improvements designed to give transit vehicles and their passengers priority over general vehicle traffic. Transit priority elements can be regulatory (such as the successful “Yield to the Bus” regulations and signage), operational (such as retiming traffic signals to respect the large number of passengers on transit vehicles compared to private vehicles), or physical (such as exclusive transit ways, queue jumper lanes and signal priority).

Since the Transit Future Plan, the Central Okanagan region implemented its first transit priority measures as part of the RapidBus project. The priority measures are in place in both Kelowna and West Kelowna and include signal priority along Highway 97 between Elliott Road and Edwards Road, and a 2+ High Occupancy Vehicle lane along Highway 97 initially between Hwy 33 and Pandosy and extending to Sexsmith Road in 2018. Given the anticipated increase in traffic volumes and congestion, additional transit priority measures will be needed to maintain or improve operating speeds, which will keep cost down and help to improve ridership. The type of priority measure implemented should match the particular needs of the intersection or corridor.

Since the Transit Future Plan, the following transit priority measures have been established within the Kelowna Regional Transit System:

- Throughout the City of Kelowna, transit signal priority equipment is in place at many signalized intersections, and this equipment is controlled through a Central Management System used by both emergency services and transit vehicles.
- Today, a total of 30 vehicles in the conventional fleet are outfitted with TSP equipment.

For the next 5 years, specific transit priority options have been identified within the infrastructure sections separated by local partner, including initiatives like the Midtown Corridor Transit Priority Project for the City of Kelowna.

Park & Rides

Park & Rides provide low density and semi-rural areas with a method to access the transit system in lieu of, or in compliment to, neighbourhood transit service. Since the 2012 Transit Future Plan, the first formal Park & Ride was established at Beasley Park in Lake Country. However, there is latent demand proven by the increasing instances of Hide & Rides throughout the Central Okanagan region. Orchard Park, Mission Centre and numerous on-street parking locations are known examples where customers drive, park and hop on the bus, which can create conflicts with private property owners. Creating formal Park & Rides, whether private or shared use lots, will help attract new customers and will help decrease the problems associated with Hide & Riding.

Since the Transit Future Plan, the following Park & Rides have been established within the Kelowna Regional Transit System:

- Beasley Park in Lake Country

For the next 5 years, specific Park & Ride options have been identified within the infrastructure sections separated by local partner, including the Oceoloa Transportation Hub in Lake Country.

Bus Stops

The Central Okanagan Transit Future Plan identified required investments in stations on the RapidBus corridor and at major stops on the Frequent Transit Network. Investments in customer amenities should be directed to the bus stops with the most activity. Transit stops with lower levels of passenger activities should at minimum meet accessibility guidelines with a bench available for customer seating. Road resurfacing projects can often present opportunities to also upgrade transit infrastructure along a particular corridor.

City of Kelowna

Short-Term Infrastructure Proposals

Rutland Exchange (Phase 3)

Rutland Town Centre has been recognized as one of Kelowna's five urban centers in the City of Kelowna's Official Community Plan since 1996, and a vision for an urban center and transportation hub has been created for the area. The vision is to create a comprehensive land use, urban design and transportation plan that focuses on pedestrian and public transit infrastructure and revitalization of Rutland Town Centre.

The Rutland Exchange has been a multi-phase project:

- Phase 1 included transit infrastructure and streetscape improvements on highway 33.
- Phase 2 included developing the initial transit exchange infrastructure on Shepherd Road between Dougall and Asher Roads in 2013.
- Phase 3 is planned for 2018 and involves the development of additional transit exchange infrastructure and extending Shepherd Road to connect the Rutland Transit Exchange to Rutland Road; this road extension will allow existing transit services to be effectively integrated into the new exchange.

Estimated Resources: \$2,000,000

Some additional funding may be required to complete final exchange details such as shelters.

Medium-Term Infrastructure Proposals

Midtown Exchange Project

The Midtown Transit Exchange (Orchard Park Exchange) is the primary node supporting the Midtown Corridor routes and is in close proximity to the Highway 97 RapidBus Stops at Cooper Road. Improvements to the Corridors and the Midtown Transit Exchange are needed for the following reasons:

- Midtown is the second most active transit exchange in the Kelowna Regional Transit System
- The existing Midtown Transit Exchange is at capacity (8 buses at peak) and is located on private property. A stable, long-term solution is required to facilitate expansion of the service.
- Approximately one-third of transit trips in the region pass through this location.
- Cooper Road has the second highest number of buses per day on the network.
- Due to constraints in the system, buses leaving the exchange are forced to route through Highway 97 at Cooper Road and Dilworth Drive adding unnecessary delay.

While exchange concepts have been developed for a new, 12 bay on-street exchanges on Cooper Road adjacent to Orchard Park Mall, further analysis will explore a variety of possible exchange locations and designs.

Estimated Resources: \$5.9 to \$6.5 million

Park & Rides

There is latent demand for Park & Rides within the City of Kelowna area proven by the increasing instances of Hide & Rides throughout the Central Okanagan region. Orchard Park, Mission Centre and numerous on-street parking locations are known examples where customers drive, park and hop on the bus, which can create conflicts with private property owners.

Creating formal Park & Rides, whether private or shared use lots, will help attract new customers and will help decrease the problems associated with Hide & Riding. Rutland and Mission Recreation Park have previously been identified as candidate Park & Ride sites.

Estimated Resources: TBD

Longer-Term Infrastructure Proposals

Midtown Corridor Improvements

Approximately one-third of transit trips in the Kelowna Regional Transit System pass through the midtown corridors along Enterprise Way and Springfield Road. Growing traffic congestion at major intersections along these corridors is eroding the reliability of these routes and increasing the costs of service operation. Previous planning work estimated that congestion-related transit delays on Springfield Road and Enterprise Way cost roughly \$300,000 annually.

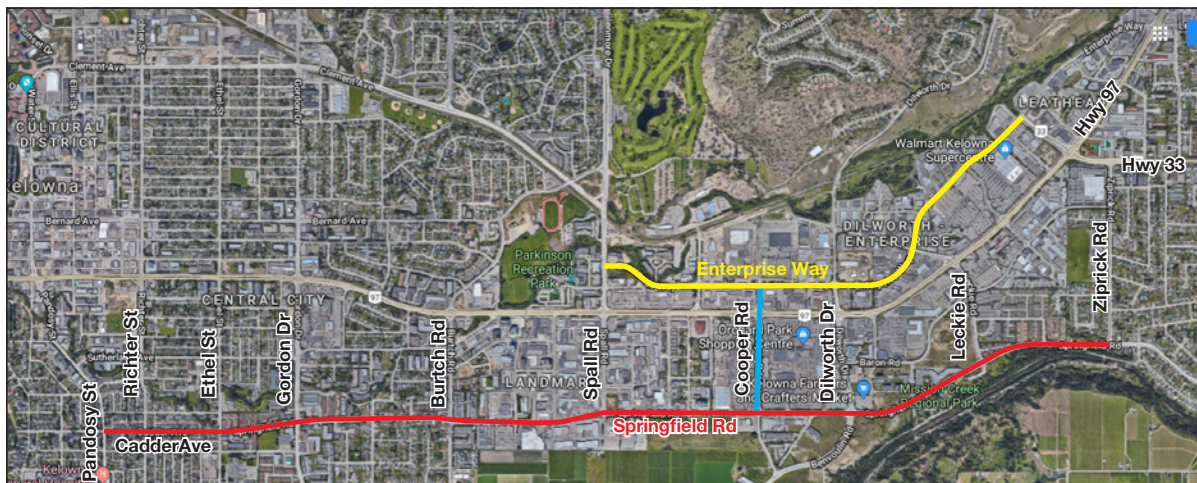
To address these growing reliability and cost challenges, transit priority improvements have been identified for Enterprise Way and Springfield Road. Proposed improvements include transit signal priority, queue jumper lanes, and improved bus stop infrastructure.

Estimated Resources: \$6.2 million

Enterprise Transit Priority Corridor – \$2.2 million

Springfield Transit Priority Corridor - \$4.0 million

Figure 30: Midtown corridor infrastructure improvements



Airport Rapidbus Infrastructure Improvements

The YLW Airport Master Plan 2045 includes recommendations for extending RapidBus to the Airport, and identifies that improved transit infrastructure should be a central and integrated component of the Airport Terminal frontage area. The Master Plan identifies an implementation timeline of sometime before 2025.

Extending RapidBus service to the Airport will require infrastructure improvements to meet the RapidBus design standards and to improve transit accessibility. Preliminary design work must be done to identify estimated infrastructure costs associated with this option.

Estimated Resources: To be determined

District of Lake Country

Proposal 1: Oceola Transportation Hub (Medium-Term Option)

The intersection of Oceola Road and Highway 97 is currently a location where several local routes intersect with a regional route. The creation of a transit hub with improved transit infrastructure could improve transit operational flexibility while also allowing customers to easily connect between different routes:

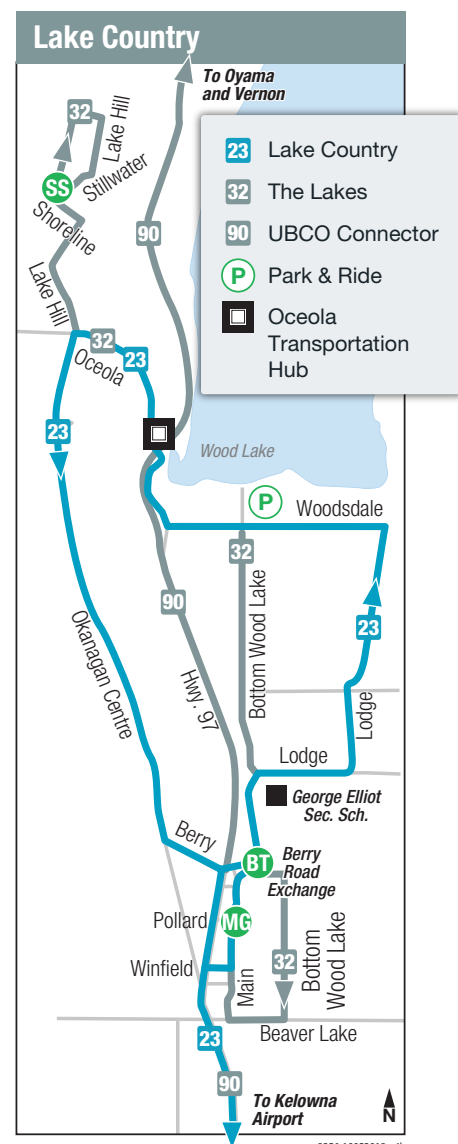
Amenities for consideration within the design could include:

- Highway stops to allow access to and from the 90 North Okanagan Connector
- Improvements to existing transit facilities including shelters, benches, and transit information
- A traffic circle at the intersection of Oceola Road and Pretty Road to allow buses to turn around
 - » This improvement would allow increased flexibility for future transit network design

Estimated Resources: To be determined.

Preliminary design work is required to identify high-level cost implications for this infrastructure improvement project.

Figure 31 - Oceola transportation hub



Westside

Proposal 1: Rapidbus Stop Locations (Medium-Term Option)

Through the public engagement process, several infrastructure-related priorities were identified by the public on the Westside including requests for additional RapidBus stop locations. The most commonly requested additional RapidBus stop locations included the following:

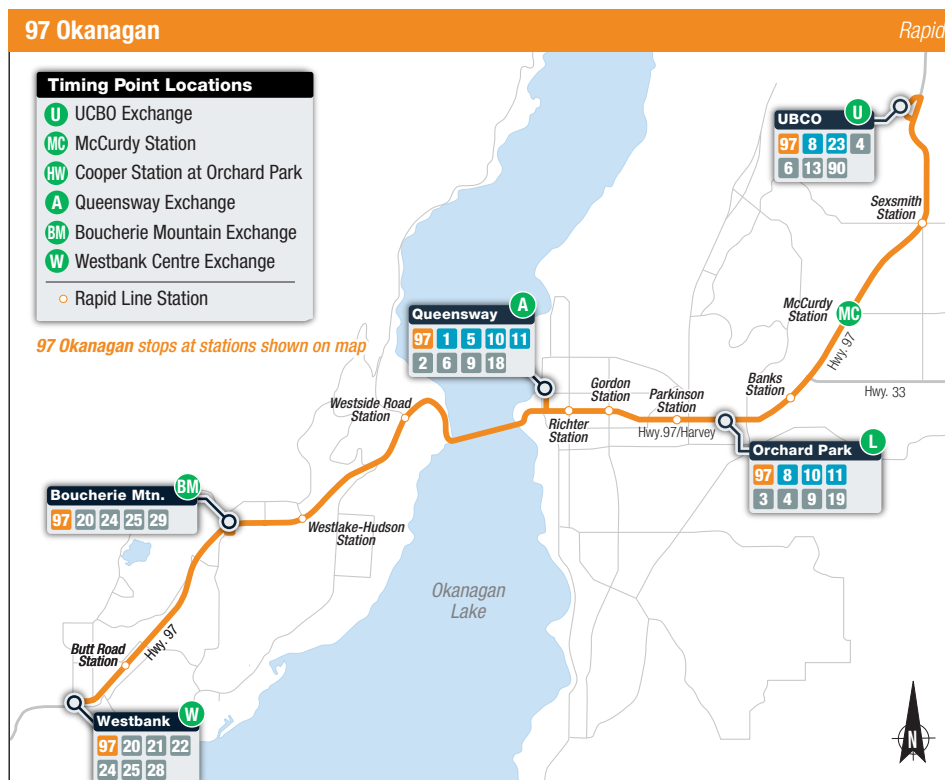
- Main at Old Okanagan Highway
- Dobbin at Old Okanagan Highway
- Highway 97 at Daimler

Main and Dobbin at Old Okanagan Highway

The bus stops on Main and Dobbin at the Old Okanagan Highway provide easy walking access to important amenities within West Kelowna including the Johnson Bentley Memorial Aquatic Center and key shopping destinations along Old Okanagan Highway.

The Central Okanagan Transit Service Guidelines identify minimum density targets for expanding RapidBus service and bus stops to new areas. As development continues on the Westside, these proposed RapidBus stop locations should be assessed against the Transit Service Guidelines to identify when installation makes sense. Although adding additional stops to the RapidBus may add additional running time, it will improve access to parts of the community that are currently inaccessible by RapidBus, potentially increasing ridership opportunities.

Figure 32 – Future RapidBus stop locations



Estimated Resources: To be determined.

If directed, preliminary design work could be conducted to determine high-level costs for these projects.

Proposal 2: Park & Rides (Medium-Term Option)

Through the public engagement process, several infrastructure-related priorities were identified by the public on the Westside including requests for Park & Rides. This will become even more important with any introduction of interregional services connecting Penticton and Kelowna.

Estimated Resources: To be determined.

District of Peachland

Proposal 1: Park & Ride / Transit Hub (Medium-Term Option)

Previous planning and public engagement work has identified a Park and Ride and Transit Hub within the Peachland area as a priority.

Estimated Resources: To be determined.

If directed, preliminary design work could be conducted to determine high-level costs for these projects.

Emerging Technology

New emerging technologies will have a direct impact on future mobility within the Central Okanagan Region. Mobility as a service, autonomous and electric vehicles, and other emerging bus technologies have the potential to reshape how people choose to move throughout their communities.

The following section outlines some of these future technologies and how they could potentially impact the transit system in the Kelowna Region.

Fleet-Related Technology

BC Transit is committed to continuously enhancing the rider experience. As part of this endeavour, BC Transit is moving forward with the installation and development of technology initiatives to improve efficiency, increase security and put passengers in control of their BC Transit experience. SmartBus is a major BC Transit project with the goal of improving fleet technology.

SmartBus

Phase 1

The first phase of the SmartBus program at BC Transit introduces real-time bus information, automated stop announcements, and closed circuit TV Cameras onboard each bus. The implementation of these bus technology improvements within the Kelowna Regional Transit System are anticipated sometime before the end of 2018.

Phase 2

BC Transit is beginning a review of fare technology and fare payment systems with the intent to move to an advanced fare collection system.

The review process includes an assessment of BC Transit fare collection systems and industry wide trends in fare collection systems for transit. Recommendations from the review suggest BC Transit move towards an advance system where the customer brings their own ticket (i.e. mobile app, bank card) and includes the required onboard electronic readers and software systems to allow onboard validation/payment, and back office accounting and data management.

In 2018, a request for information (RFI) to industry suppliers and subject matter experts is anticipated in order to validate the recommendations identified by the review and to collect the required information needed to write a business case for the project. Afterwards, a business case will be completed and an RFP for evaluation and response by industry suppliers will be posted."

To validate the recommendations presented in the report and collect the required information necessary to write a business case for the project a request for information (RFI) to industry suppliers and subject matter experts was posted.

The next step is to complete the business case and post an RFP for evaluation and response by industry suppliers. The intent of the RFP is to select a contractor to help BC Transit make an advanced fare collection system a reality.

Electric Buses

BC Transit began trialing an electric bus within the Victoria Regional Transit System in January 2018. The trial will give BC Transit a better understanding of the capabilities, range, and operational processes and requirements of modern electric bus technology. Based on the results from this trial there may be opportunities to consider electric bus technology in other parts of the Province in the future.



Mobility as a Service

Mobility as a Service (MaaS) is the transition away from personally-owned forms of transportation to mobility options that are purchased as a service. Recent technology improvements have provided consumers options to plan, reserve, and pay for travel using an application on their electronic device. Mobility as a Service applications are capable of combining multiple travel modes into one trip, allowing multi-modal travel options for customers including walking, public transit, car share, bike share, or ride hailing.

Car and Bike Sharing

Car and bike sharing leverages the sharing economy to extend the benefits of car or bicycle ownership to individuals without the upfront costs, maintenance, and storage required for ownership. Touted benefits of car and bicycle sharing include decreasing the incidence of car ownership and promoting multimodal travel within

communities, which could help build transit ridership within a community. Car and bike sharing programs can help address the first and last mile issue with transit; in other words, car and bike sharing services can extend the reach of transit by connecting transit riders between a bus stop and their trip origin or destination.

There are several different car sharing models including station based, A to B, and free-floating models. Further, there are several different car sharing business models including business to consumer, business to business, peer to peer, and not for profit. The Central Okanagan Region currently has multiple business to consumer car sharing options including OGO Car Share and Zipcar.

Similar to car sharing, there are several different bicycle sharing models include docked, dockless, workplace pool bikes, bike loans, and peer to peer sharing. Another distinguishing factor within these models is whether the bikes are geo-fenced or not. The City of Kelowna is currently working on a proposal to allow for a dockless bikeshare system to be established within the region.

Many transportation sharing services are currently seeing significant investment as technology improvements and profitable business models emerge for these services.

Ride Hailing

Ride hailing is the provision of immediate or on-demand service whereby a vehicle and driver are hired for a fee to transport a passenger, or a small group of passengers, between locations of their choice. This service may be provided by Transportation Network Companies (TNCs) or traditional taxi operators.

Although ride hailing from TNCs such as Uber or Lyft is not currently permitted in British Columbia, Provincial Legislation is currently being considered to permit and regulate the operation of TNCs within BC. As seen in many other cities that currently permit TNCs, the widespread adoption of ride hailing services can either supplement or substitute for existing fixed-route transit services depending on various contextual factors ⁵.

Autonomous Vehicles

Autonomous vehicle technology is rapidly emerging, and has the potential to drastically alter the way people move throughout their communities. The widespread implementation of autonomous vehicles would change the variety and cost of mobility options available to the public, and consequently would have implications for how public transit is planned and delivered within the Central Okanagan Region. By changing how people get around, the emergence of autonomous vehicle technology also has implications for future land use and transportation related policy and infrastructure.

⁵ From Transportation Network Companies in British Columbia
https://www.leg.bc.ca/content/CommitteeDocuments/41st-parliament/2nd-session/CrownCorporations/Report/SSC-CC_41-2_Report-2018-02-15_Web.pdf

Implementation Strategies

Once this document has been approved, it becomes a guiding document for making future transit decisions in the Kelowna Region. The specific service proposals outlined in this report should be reviewed on an annual basis through the Three Year Expansion Initiatives and Annual Performance Summary processes.

Service changes identified for the upcoming year will be further refined through additional detailed planning and scheduling work. It is recommended that any service change details, such as proposed changes to routes, be reviewed in a public engagement process conducted through online surveys and public open houses.

The Kelowna Regional Transit System and the communities it serves are not static entities. Development patterns, demographic shifts, increasing ridership and traffic congestion all impact the efficiency and effectiveness of the system. Therefore, planning and budgeting processes need to address the shifting nature of this operating environment in order to maintain and build transit ridership and achieve community environmental, social and economic goals.

For a transit system the size of the Kelowna Regional, it is recommended that an assessment take place at least annually to monitor service issues, transit performance levels, markets and demand, and to plan and budget for corresponding expansions and service adjustments/enhancements for the next year. Adjustments for future service expansions may be made each year to reflect these changes in market demand and to reflect changes in local priorities.

The tables below summarize the short and medium-term transit service and infrastructure priorities that emerged for the Kelowna Regional Transit System through the Transit Future Action Plan process.

Table 7 – Short-Term Service Implementation Priorities

Short-Term Service Implementation Priorities (1–3 years)					
Region	Service Priorities		Estimated Annual Service Hours	Expansion Buses	Estimated Net Local Annual Cost*
City of Kelowna	1	Invest in Frequent and Rapid Routes	5,000	2	\$206,190
	2	John Hindle Drive Connection	2,500	1	\$130,655
	3	Introduce Service to Academy Way	450	0	\$19,188
	4	Rutland Exchange Realignment	750	0	\$43,598
	5	Upper and Lower Mission Service Restructure	1,100 to 1,650	1	\$104,363
	6	Invest in Local Routes	500	0	\$23,568

Region	Service Priorities		Estimated Annual Service Hours	Expansion Buses	Estimated Net Local Annual Cost*
Lake Country	1	Improvements to the Route 23 Lake Country	2,500	1	\$146,308
	2	Service Optimization on Route 32 the Lakes	-500	0	-\$18,073
	3	Oyama Service	700	1	\$73,725
Westside	1	Invest in Rapid Routes	1,000	0	\$27,093
	2	Expand Service Beyond Shannon Lake	2,000	2	\$169,396
	3	Summer Seasonal Service to Gellatly	250	0	\$12,514
	4	Service Optimization on Route 27 Horizon and Route 29 Bear Creek	-750	0	-\$23,701
Peachland	1	Service Optimization on the Route 22 Peachland	-400	0	-\$12,577
	2	Expanded Service to Walmart	400	0	\$20,039
	3	Integration with Future Penticton Connector	TBD	TBD	TBD
RDCO	1	Improve Service to Ellison	250	0	\$13,158
Interregional	1	Route 90 North Okanagan Connector Expansion	1,100	0	\$50,132
	2	Penticton Connector	1,800	2	TBD
TOTAL			18,650 – 19,200	10	~\$985,000

*These net local costs include the local share of lease fees and an estimate for revenue

Table 8 - Medium-Term Service Implementation Priorities

Medium-Term Service Implementation Priorities (3–5 years)					
Region	Service Priorities		Estimated Annual Service Hours	Expansion Buses	Estimated Net Local Annual Cost*
City of Kelowna	1	Rutland Network Restructure	5,000	2	\$274,590
	2	Invest in Frequent and Rapid Routes	2,500	2	\$138,461
	2	Invest in Existing Local Routes	1,000	0	\$47,135
	4	Consider Opportunities to Expand Transit to New Coverage Areas	1,500	1	\$106,067
Lake Country	1	Expanding Service to New Areas	2,000	1	\$140,528
Westside	1	Invest in Rapid Routes	2,000	1	\$89,551
	2	Expand Service to Gellatly Lakeside Year Round	650	1	\$70,985
RDCO	1	Route 90 North Okanagan Connector Expansion	1,700	1	\$112,839
TOTAL			16,350	9	~\$980,000

*These net local costs include the local share of lease fees and an estimate for revenue

Table 9 – Short-Term Infrastructure Implementation Priorities

Short-Term Infrastructure Implementation Priorities (1-3 years)		
Region	Infrastructure Priorities	Estimated Resources
City of Kelowna	1 Rutland Exchange	\$2 million
Regional	2 Future Operations and Maintenance Facility	TBD

Table 10 – Medium-Term Infrastructure Implementation Priorities

Medium-Term Infrastructure Implementation Priorities (3-5 years)		
Region	Infrastructure Priorities	Estimated Resources
City of Kelowna	1 Midtown Exchange Project	\$5.9–\$6.5 million
Lake Country	2 Oceola Transportation Hub	TBD
Westside	1 RapidBus Stop Locations	TBD
	2 Park & Rides	TBD
Peachland	1 Park & Ride / Transit Hub	TBD

Funding and Governance

Funding

The most significant challenge facing the local governments and BC Transit will be finding the funding resources to implement the transit service improvement proposal outlined in this document. As identified within the BC Transit Act, local partners are responsible for determining the extent of transit service provided in their communities and then funding their legislated share of the cost of this service.

Existing local funding sources include property taxes, passenger fares, advertising revenue, and other commercial revenue sources. Pursuing alternative funding sources outside the existing BC Transit model are up to the local partners to research.

There may be opportunities to leverage funding from the Investing in Canada Infrastructure Program (ICIP) (formerly Public Transit Infrastructure Fund or PTIF) to develop infrastructure associated with projects identified within this plan. The first phase of PTIF provided investments of \$160 million in federal and provincial funding to improve public transit systems in BC Transit-served communities outside Metro Vancouver. The next phase of ICIP will involve additional federal and provincial funding for BC Transit projects over the next 11 years.

Governance

The Kelowna Regional Transit System is composed of multiple local government jurisdictions that have separate agreements with BC Transit including the City of Kelowna, the City of West Kelowna, Westbank First Nation, the District of Peachland, the District of Lake Country, and areas governed by the Central Okanagan Regional District.

Although the Kelowna Regional Transit System provides seamless transit services across the boundaries of these jurisdictions, any changes to routes, service levels, and transit infrastructure must be approved by each local government directly impacted by the changes.

Since the 2012 Central Okanagan Transit Future Plan, there have been some transit governance changes within the Central Okanagan Region to provide local oversight from a regional perspective. In 2013, the Sustainable Transportation Partnership of the Central Okanagan (STPCO) was formed, and is a partnership formed by the local and regional governments of the Central Okanagan to coordinate the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests.

For transit, on behalf of all local partners, the STPCO has taken on the role of coordinating and managing transit administration, fare reviews and implementation, advertising contracts, and providing supplemental transit planning information and oversight from a regional perspective.



Executive Summary

Introduction

Land Use and Road Network Update

Transit Today

Public Engagement

Service Change Proposals

Major Infrastructure Planning

Emerging Technology

Implementation Strategies

Funding and Governance





520 Gorge Road East, Victoria, BC V8W 2P3
www.bctransit.com



2019 Transit Service Expansion Options

Report to Council

January 14, 2019

Purpose

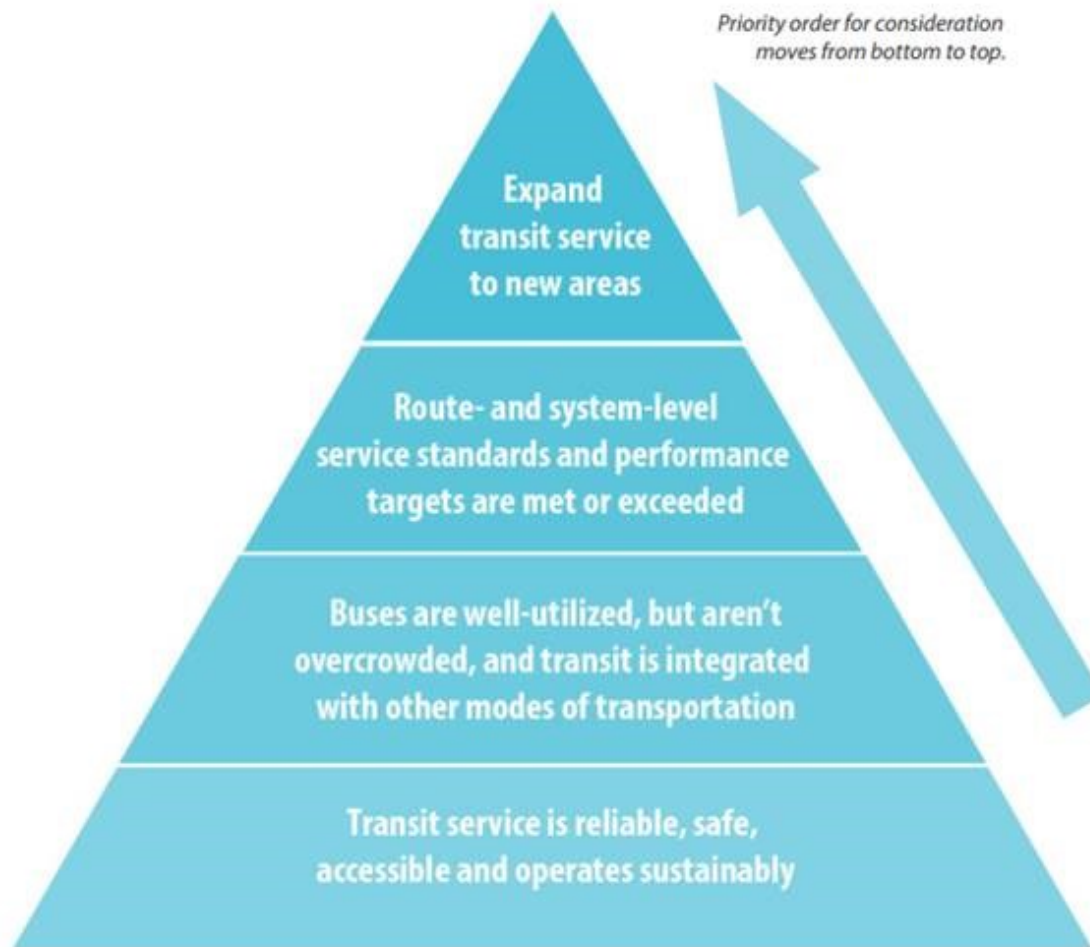
To inform Council of the service expansion options under consideration for September, 2019.

Request approval to proceed with public consultation for proposed Local Transit Network service changes.

Key Issues facing the System

- ▶ Managing demand on route 8 University
- ▶ Meeting demand between UBCO and Academy Way student residences
- ▶ Optimizing service on community bus routes

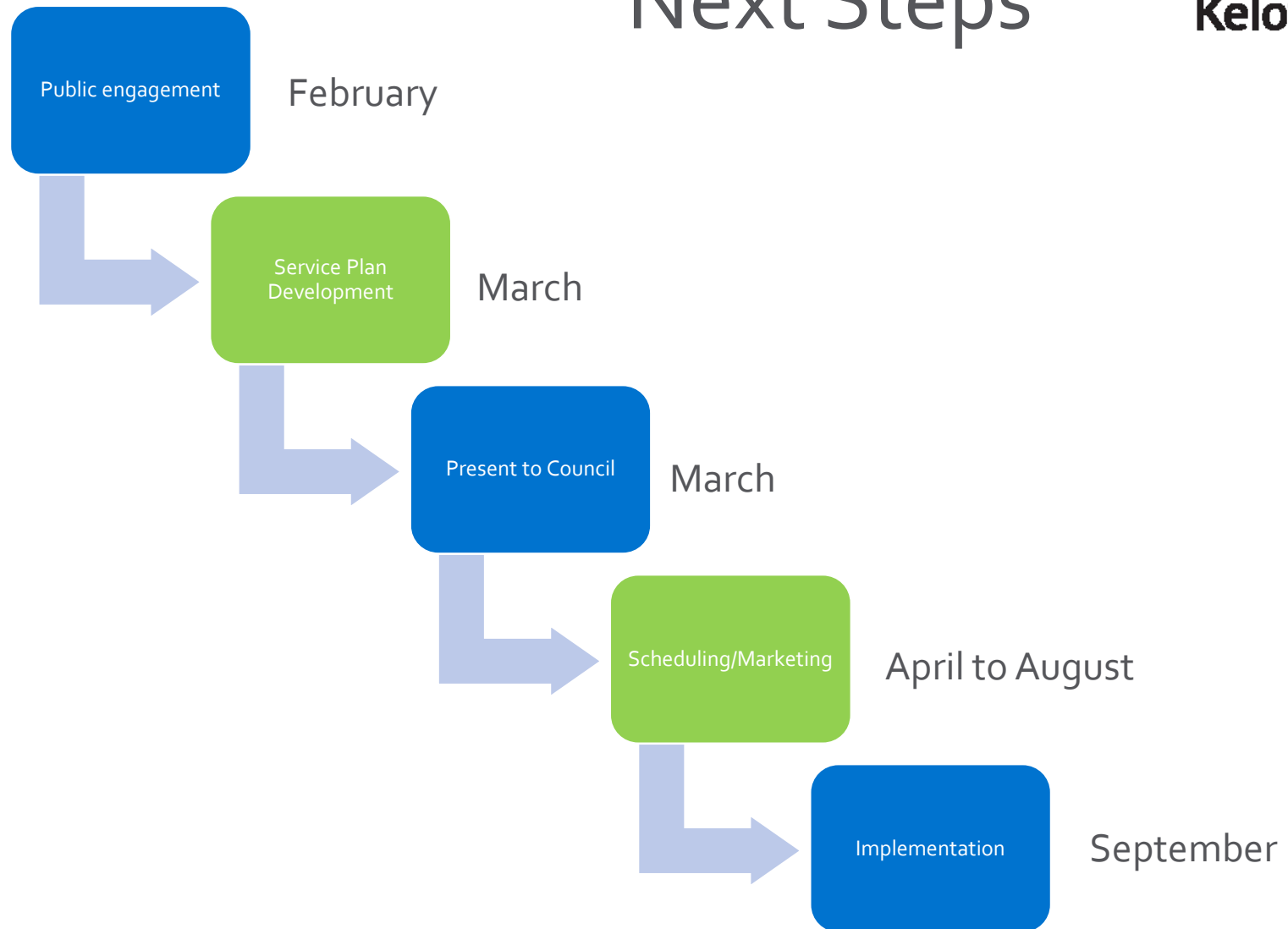
Approach to Transit Service Improvement Priorities



Service Options – September 2019

- ▶ Route 8 University weekday & Sunday service expansion
- ▶ Local transit service for Academy Way
- ▶ Service optimization on Routes 13 and 15
- ▶ 4 UBCO/Pandosy Express via Rutland

Next Steps



Recommendation

THAT Council direct staff to proceed with public consultation on the specific transit optimization priorities planned for September of 2019 as outlined in the report.



Questions?