City of Kelowna
Regular Council Meeting
AGENDA

Monday, February 4, 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 - 9

Regular PM Meeting - January 28, 2019

3. Development Application Reports & Related Bylaws

3.1 Ethel Street 907, TA18-0010 - Emil Anderson Construction Co. Ltd., Inc. No. 172775 — 10 - 20

To amend the I4 – Central Industrial zone to permit "Multiple Dwelling Housing" on one explicit legal parcel.

3.2 Ethel Street 907, BL11752 (TA18-0010) - Emil Anderson Construction Co. Ltd., Inc. No. 172775 — 21 - 21

To give Bylaw No. 11752 first reading in order to amend the Zoning Bylaw No. 8000 to permit Multiple Dwelling Housing for 907 Ethel Street.

3.3 Cariboo Rd, Z18-0111 - Akram Shami, Jamileh Shami, Shouwkat Shami — 22 - 26

To rezone the subject property from RR3 – Rural Residential 3 to RR3c – Rural Residential 3 with Carriage House to facilitate the development of a carriage house.

3.4 Cariboo Rd, BL11753 (Z18-0111) - Akram Shami, Jamileh Shami, Shouwkat Shami — 27 - 27

To give Bylaw No. 11753 first reading in order to rezone the subject property from the RR3 - Rural Residential 3 zone to the RR3c - Rural Residential 3 with Carriage House zone.

3.5 Hobson Rd 4389 - Z18-0110 - Cody Franson 28 - 31

To consider a development application to rezone to RU1c – Large Lot Housing with Carriage House to facilitate the development of a carriage house.

3.6 Hobson Rd 4389, BL11754 (Z18-0110) - Cody Franson 32 - 32

To give Bylaw No. 11754 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.

3.7 Gordon Dr 3802 DP18-0206 - The Pit Stop C-Stop & Gas Bar Ltd 33 - 54

To consider a Form and Character Development Permit to redevelop the existing commercial gas station.

4. Bylaws for Adoption (Development Related)

4.1 Knox Cr. 1969, Z18-0098 (BL11716) - Charles and Lesley Roberts 55 - 55

To adopt Bylaw No. 11716 in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone.

5. Non-Development Reports & Related Bylaws

5.1 Responding to the Infrastructure Challenge: 2018 Community Trends Report 56 - 83

To introduce "Responding to the Infrastructure Challenge: 2018 Community Trends Report"

5.2 2019 Rental Housing Grants Amendment 84 - 86

To consider revised rental housing grant amounts for 2019

5.3 2019 Cultural Grants – General Operating and Project 87 - 98

To provide Council an update regarding recipients of 2019 Cultural General Operating and Project grants, background information about the grant programs and review process, and highlights from final reports provided by 2018 grant recipients.

5.4 2019 Cultural Grants – Professional Operating 99 - 115

To seek Council's approval of the annual grants-in-aid to professional arts organizations.

5.5 Saucier Rd (Adjacent to 1690) - Road Closure Bylaw 116 - 118

To close a 0.518-hectare portion of excess road adjacent to 1690 Saucier Road for consolidation with the adjacent residential property at 1690 Saucier.

5.6 **Saucier Rd (Adjacent to 1690), BL11740 - Road Closure Bylaw** 119 - 120

To give Bylaw No. 11740 first, second and third readings in order to authorize the City to permanently close and remove the highway dedication of a portion of Highway adjacent to Saucier Road.

5.7 **Saucier Rd (Adjacent to 1651) - Road Closure Bylaw** 121 - 123

To close a 558.1 square meter portion of excess road adjacent to 1651 Saucier Road for consolidation with the adjacent residential property at 1651 Saucier.

5.8 **Saucier Rd (Adjacent to 1651), BL11741 - Road Closure Bylaw** 124 - 125

To give Bylaw No. 11741 first, second and third readings in order to authorize the City to permanently close and remove the highway dedication of a portion of Highway adjacent to Saucier Road.

6. **Mayor and Councillor Items**

7. **Termination**

City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, January 28, 2019
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Charlie Hodge, Brad Sieben*, Mohini Singh, Luke Stack, Loyal Wooldridge
Staff Present	City Manager Doug Gilchrist; City Clerk, Stephen Fleming; Suburban & Rural Planning Manager, Dean Strachan*; Planner, Kim Brunet*; Planner, Lydia Korolchuk*, Parks Services Manager, Blair Stewart*; Urban Forestry Supervisor, Andrew Hunsberger*; Urban Forestry Technician, Tara Bergeson*; Divisional Director, Infrastructure, Alan Newcombe*; Transit & Programs Manager, Jerry Dombowsky*; Transit Service Coordinator, Mike Kittmer*; Legislative Services Coordinator (Confidential), Clint McKenzie

(*denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:32 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 Wooldridge/Seconded By Councillor Hodge

(R0074/19/01/28) THAT the Minutes of the Regular Meeting of January 21, 2019 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Dehart Rd 894, Z18-0119 - Stephen Edward Sai-Wung Cheung

Staff displayed a PowerPoint presentation summarizing the application.

Moved By Councillor Singh/Seconded By Councillor Wooldridge

(R0075/19/01/28) THAT Rezoning Application No. Z18-0119 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 5 District Lot 358 Osoyoos

Division Yale District Plan KAP54236, located at 894 Dehart Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone, be considered by Council;

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

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated January 28, 2019.

Carried

3.2 Dehart Rd 894, BL11748 (Z18-0119) - Stephen Edward Sai-Wung Cheung

Moved By Councillor Stack/Seconded By Councillor DeHart

(R0076/19/01/28) THAT Bylaw No. 11748 be read a first time.

Carried

3.3 Venus Rd 165 - Z18-0120 - Andrew Bergestad

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

Moved By Councillor Hodge/Seconded By Councillor Donn

(R0077/19/01/28) THAT Rezoning Application No. Z18-0120 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 62, Section 23, Township 26, ODYD, Plan 22418, located at 165 Venus Rd, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone be considered by Council;

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

Carried

3.4 Venus Rd 165, BL11749 (Z18-0120) - Andrew Bergestad

Moved By Councillor DeHart/Seconded By Councillor Stack

(R0078/19/01/28) THAT Bylaw No. 11749 be read a first time.

Carried

3.5 Sexsmith Rd 2960, Z18-0061 - Stuart McMillan and Jackie-Lynn Large

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

Moved By Councillor Stack/Seconded By Councillor Donn

(R0079/19/01/28) THAT Rezoning Application No. Z18-0061 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 33 Section 3 Township 23 ODYD Plan 18861, located at 2960 Sexsmith Road, Kelowna, BC from the A1 – Agriculture Zone to the I6 – Low Impact Transitional Industrial Zone, be considered by Council;

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

AND FURTHER THAT final adoption of the Zone Amending 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 28, 2019.

Carried

3.6 Sexsmith Rd 2960, (BL11750) Z18-0061 - Stuart McMillan and Jackie-Lynn Large

Moved By Councillor Donn/Seconded By Councillor Sieben

(R0080/19/01/28) THAT Bylaw No. 11750 be read a first time.

Carried

3.7 Penno Rd 360, Z18-0086 - New North West Trading

Councillor Sieben declared a conflict of interest as the owner of the property is a client of his and he left the meeting at 1:53 p.m.

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

Moved By Councillor Singh/Seconded By Councillor Wooldridge

(R0081/19/01/28) THAT Rezoning Application No. Z17-0086 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A DL 123 ODYD Plan EPP41714 located at 360 Penno Road, Kelowna, BC from the P3 – Parks & Open Space zone to the I2 – General Industrial zone be considered by Council;

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

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated July 31, 2018.

Carried

3.8 Penno Rd 360, BL11751 (Z18-0086) - New North West Trading

Moved By Councillor Donn/Seconded By Councillor DeHart

(R0082/19/01/28) THAT Bylaw No. 11751 be read a first time.

Carried

Councillor Sieben returned at 1:59 p.m.

3.9 Edith Gay Rd 440, Z17-0030 Extension - Harbrinder Singh Khangura

Staff summarized the reasons for the requested extension.

Moved By Councillor Stack/Seconded By Councillor Sieben

(R0083/19/01/28) THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Bylaw No. 11496, be extended from November 7, 2018 to November 7, 2019.

AND THAT Council directs Staff to not accept any further extension requests.

Carried

3.10 Dehart Rd 644, Z17-0097 Extension - Ricardo Samuel Trumper and Patricia Del Carmen Tomic

Staff summarized the reasons for the requested extension.

Moved By Councillor Stack/Seconded By Councillor Given

(R0084/19/01/28) THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Bylaw No. 11533, be extended from February 6, 2019 to February 6, 2020.

AND THAT Council directs Staff to not accept any further extension requests.

Carried

3.11 Bernard Avenue 1371, Z17-0116 (BL11591) - Miroslavka Gataric

Moved By Councillor Donn/Seconded By Councillor Sieben

(R0085/19/01/28) THAT Bylaw No. 11591 be adopted.

Carried

3.12 Bernard Ave 1371, DP17-0288 - Miroslavka Gataric

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

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

(R0086/19/01/28) THAT final adoption of Rezoning Bylaw No. 11591 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP17-0288 for Lot 7 District Lot 137 Osoyoos Division Yale District Plan 7936, located at 1371 Bernard 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 FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

4. Bylaws for Adoption (Development Related)

4.1 Treadgold Ct 5059, BL11543 (Z17-0029) - Travis Shipka

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

(R0087/19/01/28) THAT Bylaw No. 11543 be adopted.

Carried

4.2 Molnar Rd 435, BL11707 (Z18-0096) - Craig J. and Natasha B. Guidi

Moved By Councillor Wooldridge/Seconded By Councillor Given

(R0088/19/01/28) THAT Bylaw No. 11707 be adopted.

Carried

4.3 Old Vernon Rd 252, Z18-0034 (BL11722) -0959036 BC Ltd Inc. No. BC0959036

Moved By Councillor Wooldridge/Seconded By Councillor Singh

(R0089/19/01/28) THAT Bylaw No. 11722 be adopted.

Carried

5. Non-Development Reports & Related Bylaws

5.1 Community Resiliency Investment (CRI) Program Funding

Staff displayed a PowerPoint presentation summarizing the reasons for the application for funding through the CRI program and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor DeHart

(R0090/19/01/28) THAT Council receives, for information, the report of the Urban Forestry Technician dated January 28th, 2019 regarding the 2019 Community Resiliency Investment (CRI) Program funding;

AND THAT Council directs staff to apply for a grant from the CRI program to pursue wildfire mitigation activities as outlined in the Community Resiliency Investment (CRI) Program Funding report of the Urban Forestry Technician dated January 28, 2019;

AND FURTHER THAT upon confirmation of the Community Resiliency Investment grant award, the 2019 Financial Plan be amended to include the receipt of up to $100,000 from the Community Resiliency Investment Program.

Carried

5.2 Pandosy 1 DCC Birch – McKay Sidewalk - Budget Amendment

Staff summarized the requested budget amendment to complete the sidewalk along Pandosy Street from Birch to McKay and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor Singh

(R0091/19/01/28) THAT Council receive, for information, the report from the Infrastructure Division Director, dated January 28, 2019 regarding the Pandosy 1 DCC Birch – McKay Sidewalk project;

AND THAT the 2018 Financial Plan be amended to include $33,670 in additional Sector 1 Road DCC reserve funds and the transfer of $22,940 from the Major Traffic Safety project, to the Pandosy 1 DCC Birch-McKay Sidewalk project as outlined in the report of the Divisional Director, Infrastructure dated January 28, 2019.

Carried

5.3 Transit Signal Priority Equipment Project

Staff spoke to the requested amendment to include the additional Federal Gas Tax funding for the Transit Signal Priority Equipment Project and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor Given

(R0092/19/01/28) THAT Council receive, for information, the report from the Transit and Programs Manager, dated January 28, 2019 regarding the Transit Signal Priority Equipment project;

AND THAT the 2018 Financial Plan be amended to reflect up to $181,125 in Gas Tax Funds to be received from BC Transit for the purchase and installation of Transit Signal Priority (TSP) bus equipment.

Carried

6. Mayor and Councillor Items

Councillor Dehart:
- Attended the Salvation Army appreciation breakfast and spoke to some of the fundraising initiatives they are working on with their 100th anniversary coming up in May.
- Attended with Councillor Given the L'école de l'Anse-au-sable school dinner last week that will help raise funds for their water project.
- Attended her first Kelowna Chamber Board meeting last week.

Councillor Donn:
- Reminder that the annual Bell – Let's Talk about mental health day is this Wednesday, January 30th.
- Attended the successful Fireside sessions over the weekend at the BNA Brewing Co. and Eatery.

Councillor Wooldridge:
- Attended the Local Government Learning Academy last week and highlighted some of the sessions attended.
- Attended along with Councillors Dehart and Given, the Salvation Army Breakfast last week.

7. Termination

This meeting was declared terminated at 2:27 p.m.

Mayor Basran

City Clerk

sf/cm

REPORT TO COUNCIL

Date:	February 4, 2019		
RIM No.	1250-30		
To:	City Manager		
From:	Community Planning Department (LK)		
Application:	TA18-0010	**Owner:**	Emil Anderson Construction Co. Ltd., Inc. No. 172775
Address:	907 Ethel Street	**Applicant:**	Architecturally Distinct Solutions Inc.
Subject:	Text Amendment		
Existing OCP Designation:	IND - Industrial		
Existing Zone:	I4 – Central Industrial		

1.0 Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA18-0010 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in the Report from the Community Planning Department dated February 4, 2019 for Lot A Section 30 Township 26 ODYD Plan 18927 located at 907 Ethel Street be considered by Council;

AND THAT the Zoning Bylaw Text Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Zoning Bylaw Text Amending Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "B" attached to the Report from the Community Planning Department dated February 4, 2019.

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

2.0 Purpose

To amend the I4 – Central Industrial zone to permit "Multiple Dwelling Housing" on one explicit legal parcel.

3.0 Community Planning

The Official Community Plan (OCP) designates the area as Industrial, which does not permit any residential uses. The 2012 Housing Strategy proposed that the idea of mixing industrial and residential land uses should be explored as a potential affordable housing strategy. In 2014 Comprehensive Zone CD-25 was specifically created for one parcel as a test pilot project in the University South neighbourhood.

Unfortunately, the owner was not able to see this project through and has since sold the site for a more traditional industrial development. The CD zone is not appropriate to use for this project due to the location and scope of the industrial uses that currently exist on the site.

Community Planning staff supports the proposed text amendment to the Zoning Bylaw to allow 'Multiple Dwelling Housing' for this parcel only as a pilot project and not as a permitted use in the entire I4 zone. This north end industrial parcel is in a unique position to provide a transition from the residential neighbourhoods to the northeast and northwest down to the general industrial uses located to the south of the subject site. The property is bounded by roadway on two sides and park land on one side.

Should the proposed text amendment be supported and approved by Council, a Form and Character development permit would be required.

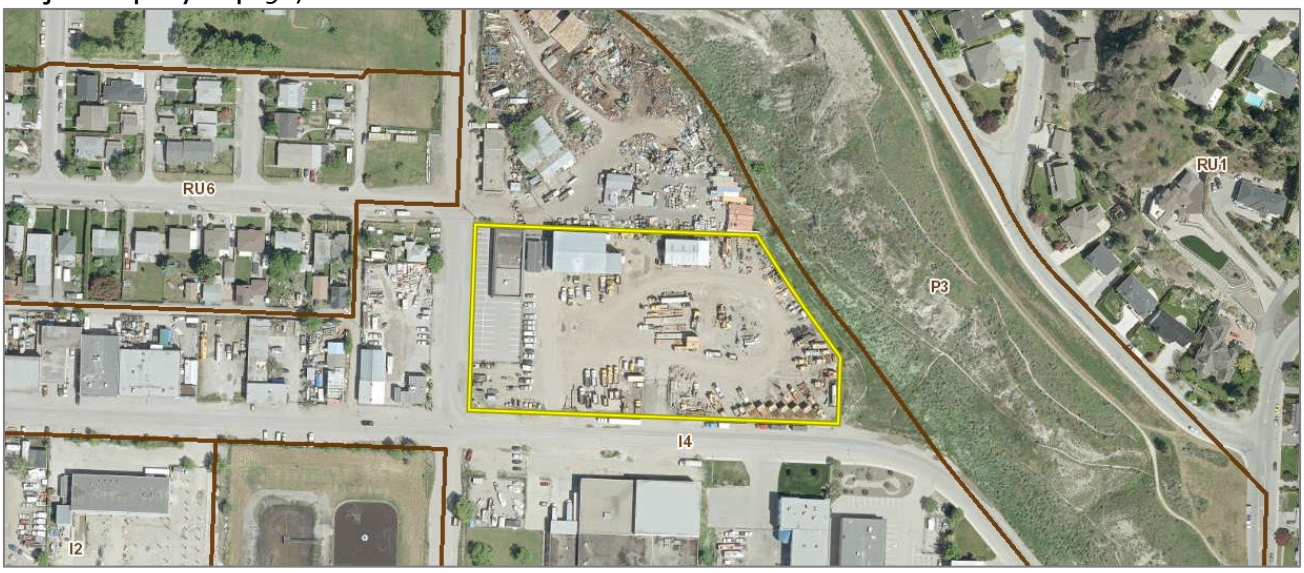
4.0 Proposal

4.1 Project Description

The applicant has proposed a multi-phased development which, upon completion, would see 3 mixed used (industrial/ residential) buildings. The first phase (Building A) is proposed on the east side of the site to limit the disruption to the existing industrial tenants. Upon completion of the first building, the owner will relocate their offices to the third floor. The owner has indicated that the dwelling units would be used as employee housing and not for the rental market pool. This will allow staff to evaluate if the project is successful at limiting land use conflicts as it is important to preserve the viability of existing and future industrial operations.

4.2 Site Context

Subject Property Map: 907 Ethel Street



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 Building & Permitting Department

- No comments applicable to Rezoning.

6.2 Development Engineering Department

- Refer to Schedule 'B'.

7.0 Application Chronology

Date of Application Received: October 29, 2018
Date Public Consultation Completed: January 10, 2019

Report Prepared by: Lydia Korolchuk, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Schedule A: Proposed Text Amendment
Schedule B: Development Engineering Memorandum dated October 30, 2018
Schedule C: Ministry of Environment & Climate Change Strategy Letter
Attachment A: Site Plan

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

SCHEDULE A
This forms part of application
TA18-0010
Planner Initials LK
City of Kelowna
COMMUNITY PLANNING

SCHEDULE 'A' Proposed I4 Text Amendment
TA18-0010

Section	Existing Text	Proposed Text	Rationale
Section 15.4.2 **Principal Uses**	Principal Uses The principal uses in this zone are: (a) analytical testing (b) animal clinics, major (c) auctioneering establishments (d) automotive and equipment repair shops (e) automotive and minor recreation vehicle sales/rentals (f) breweries and distilleries, major (g) breweries and distilleries, minor (h) broadcasting studios (i) bulk fuel depots (j) cannabis production facilities (k) child care centre, major (l) commercial storage (m) concrete and asphalt plants (n) contractor services, limited (o) contractor services, general (p) custom indoor manufacturing (q) equipment rentals (r) fleet services (s) food primary establishment (t) gas bars (u) general industrial uses (v) industrial high technology research and product design (w) liquor primary establishment, minor (x) mobile catering food services (y) non- accessory parking	Principal Uses The principal uses in this zone are: (a) analytical testing (b) animal clinics, major (c) auctioneering establishments (d) automotive and equipment repair shops (e) automotive and minor recreation vehicle sales/rentals (f) breweries and distilleries, major (g) breweries and distilleries, minor (h) broadcasting studios (i) bulk fuel depots (j) cannabis production facilities (k) child care centre, major (l) commercial storage (m) concrete and asphalt plants (n) contractor services, limited (o) contractor services, general (p) custom indoor manufacturing (q) equipment rentals (r) fleet services (s) food primary establishment (t) gas bars (u) general industrial uses (v) industrial high technology research and product design (w) liquor primary establishment, minor (x) mobile catering food services **(y) multiple dwelling housing ***	The subject property is zoned I4 which is the appropriate zone for this parcel. Community Planning has received a development variance permit application for the first phase on a multi-phased industrial development site. *Multiple Dwelling Housing* is not a listed use in the I4 zone but staff feels that this site could be a pilot project test site for introducing residential with industrial uses. Building Code concerns have been addressed as an Alternative Solution has be received and accepted by the Development Services Director. Staff does not want to see *Multiple Dwelling Housing* added to the entire I4 zone as multiple dwelling housing may not be appropriate on other parcels zoned I4 in the city.

	(z) participant recreation services, indoor (aa) pawnshop (bb) private clubs (cc) rapid drive-through vehicle services (dd) recycled materials drop-off centres (ee) service stations, major (ff) service stations, minor (gg) temporary parking lot (hh) temporary shelter services (ii) utility services, minor impact (jj) warehouse sales	(z) non- accessory parking (aa) participant recreation services, indoor (bb) pawnshop (cc) private clubs (dd) rapid drive-through vehicle services (ee) recycled materials drop-off centres (ff) service stations, major (gg) service stations, minor (hh) temporary parking lot (ii) temporary shelter services (jj) utility services, minor impact (kk) warehouse sales * Applicable only to Lot A Section 30 Township 26 ODYD Plan 18927 (907 Ethel Street).	

CITY OF KELOWNA

MEMORANDUM

Date:	October 30, 2018
File No.:	DVP18-0213
To:	Community Planning (LK)
From:	Development Engineer Manager (JK)
Subject:	907 Ethel Street

SCHEDULE **B**
This forms part of application
TA18-0010
Planner Initials LK
City of Kelowna COMMUNITY PLANNING

The Development Engineering comments and requirements regarding this DVP application are as follows:

The request for a variance to vary the maximum building height from 18.0m allowed to 20.1m proposed and a text amendment to add Multiple Dwelling Housing to the I4 zone - applicable only to Lot A, Section 30, Township 26, ODYD Plan 18927 (907 Ethel Street) does not compromise any municipal services.

However, at building permit, the city will be asking for the following:

- Full frontage improvements on both Crowley Ave and Ethel Street.
  - Curb/Gutter
  - Sidewalk
  - Landscaped BLVD c/w irrigation and trees
  - Road construction
  - Storm drainage
  - Street lights
  - Proposed driveway access
  - Paint markings
- Decommission of existing services
- Installation of proposed utilities
- Decommissioning of existing driveways
- Service agreement
- Detailed design drawings
- Bonding

James Kay

James Kay, P. Eng.
Development Engineering Manager

JA

CITY OF KELOWNA

MEMORANDUM

Date:	October 30, 2018
File No.:	TA18-0010
To:	Community Planning (LK)
From:	Development Engineer Manager (JK)
Subject:	907 Ethel Street

SCHEDULE **B**

This forms part of application

TA18-0010

Planner Initials LK

City of Kelowna COMMUNITY PLANNING

The Development Engineering comments and requirements regarding this Text Amendment application are as follows:

1. <u>General.</u>

a) All the offsite infrastructure and services upgrades are listed in the Development Variance Report under file DVP18-0213 and will become a requirement at Building Permit.

James Kay

James Kay, P. Eng.
Development Engineering Manager

JA

SCHEDULE C
This forms part of application
TA18-0010
Planner Initials LK
City of Kelowna
COMMUNITY PLANNING

Victoria File: 26250-20/22002
December 27, 2018 SITE: 22002

VIA EMAIL ONLY: mfjacobs@eac.bc.ca and cdavis@kelowna.ca

Emil Anderson Construction
907 Ethel Street
Kelowna, BC V1Y 2W1
Attention: Michael Jacobs

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
Attention: Corey Davis

Dear Michael Jacobs and Corey Davis:

Re: Release Request – Development and Variance Applications
907 Ethel Street, Kelowna
PID: 008-183-911

This letter is to acknowledge receipt of the above-referenced release request. According to our records, there is an outstanding requirement for a preliminary site investigation for the subject site as outlined in our site profile decision letter dated October 29, 2018.

Based on the information provided by the applicant, please accept this letter as notice pursuant to the *Local Government Act* (section 557(2)(b)) that the City of Kelowna may approve the development and variance permit applications under this section because the Director does not require site investigation prior to approval of these applications. This decision is for the limited purpose of the current development and variance applications.

Please note that the requirement for a site investigation is not extinguished by this release and this outstanding requirement will suspend the approval of future applications for the site identified in section 40 of the *Environmental Management Act* (the Act) until:

- the proponent has applied for, and obtained one of the following contaminated sites legal instruments, as applicable: a Determination that the site is not a contaminated site, a Voluntary Remediation Agreement, an Approval in Principle of a remediation plan or a Certificate of Compliance confirming the satisfactory remediation of the site. A copy of the legal instrument must be provided to the approving authority; or

- the approving authority has received notice from the ministry that it may approve a specific application because a) in the opinion of the Director, the site would not present a significant threat or risk if the specified application were approved; b) the Director has received and accepted a Notification of Independent Remediation with respect to the site; or c) the Director has indicated that a site investigation is not required prior to the approval of the specified application.

Investigation of all environmental media must be conducted until the full extent of any contamination is determined at the site and which has migrated from the site. Section 58 and 59 of the Contaminated Sites Regulation describe the requirements for the conduct of preliminary and detailed site investigation and the content of reports based on those investigations.

For more information regarding the freeze and release provisions of the site profile process, refer to Fact Sheet 37, "Site Profile Freeze and Release Provisions" and Administrative Guidance 6, "Site Profile Decisions and Requesting Release Where Local Government Approvals are Required" available on the Site Remediation Section Website at https://www2.gov.bc.ca/gov/content/environment/air-land-water/site-remediation.

Please be advised of the following:

- The absence of a requirement to undertake a site investigation does not necessarily mean that the site is not a contaminated site. It is recommended that the proponent retain a qualified environmental consultant to identify and characterize any soil and/or groundwater of suspect environmental quality encountered during any subsurface work at the subject site;
- Those persons undertaking site investigations and remediation at contaminated sites in British Columbia are required to do so in accordance with the requirements of the Act and its regulations. The ministry considers these persons responsible for identifying and addressing any human health or environmental impacts associated with the contamination; and
- Penalties for noncompliance with the contaminated sites requirements of the Act and Regulation are provided in section 115 and 120(17) of the Act.

Decisions of a Director may be appealed under part 8 of the Act.

Please contact the undersigned at 604-582-5246 if you have any questions about this letter.

Yours truly,

Kelli Larsen

Kelli Larsen
for Director, *Environmental Management Act*

PROPOSED PHASING:

1: BUILD BUILDING A
RELOCATE OFFICE IN EXISTING BUILDING D TO NEW BUILDING A
REDUCE EQUIPMENT YARD

2: BUILD BUILDING B
REDUCE EQUIPMENT YARD FURTHER

3: BUILD BUILDING C
RELOCATE REMAINING EQUIPMENT

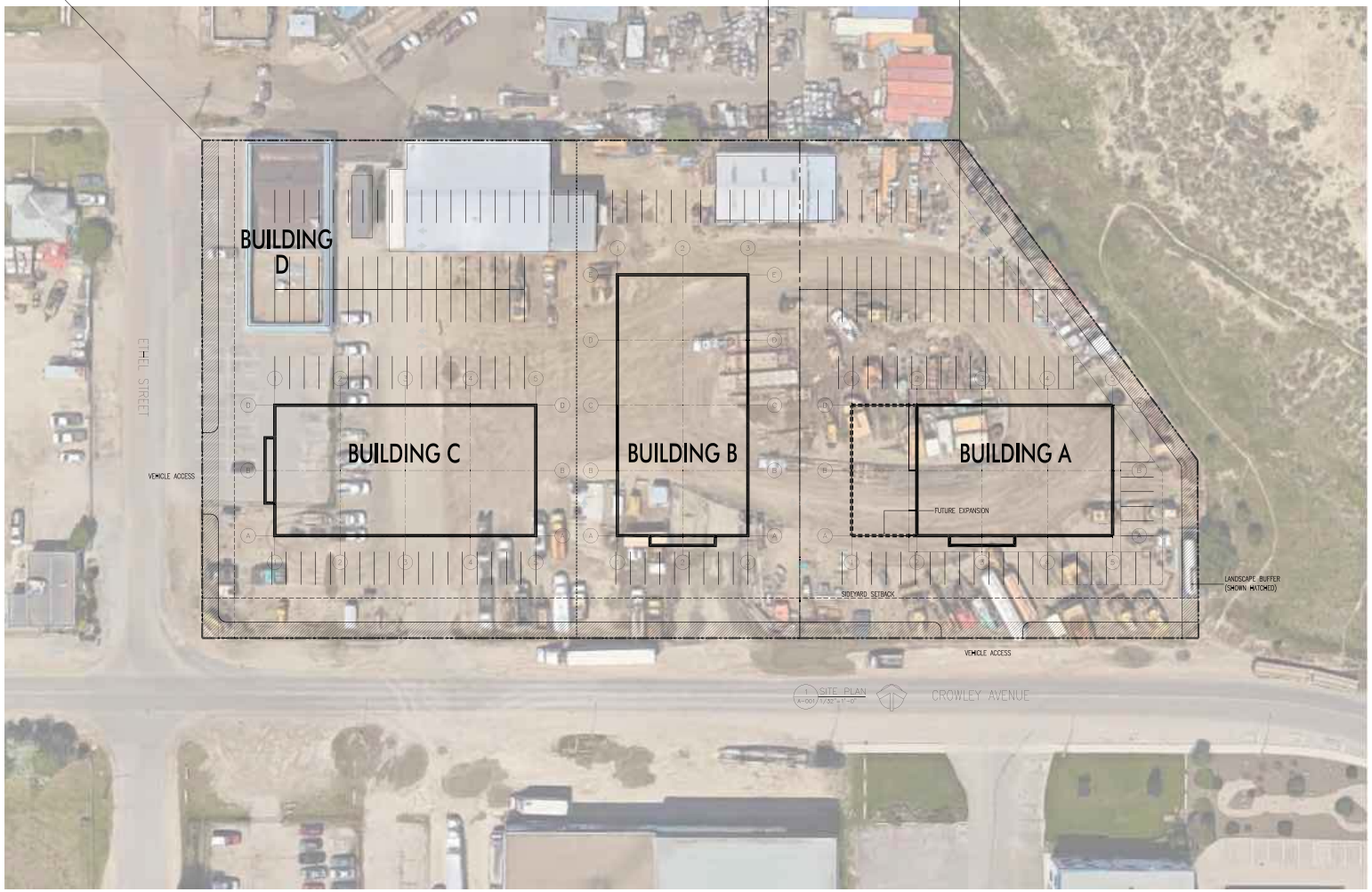
ATTACHMENT A

This forms part of application

TA18-0010

Planner Initials LK

City of Kelowna
COMMUNITY PLANNING



FOR DISCUSSION ONLY

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501-1630 Pandosy St.,
Kelowna, BC V1Y 1P7
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Revision No., Date and Description
04.10.18-FOR CITY DISCUSSION

Plot Date	Drawing No.
10-Apr-18	A-002

PROJECT
EA - 907 ETHEL ST.

DRAWING TITLE
SITE/PHASING PLAN

Notes

- The illustrated landscape plan is conceptual only..not for construction.
- All plants, material and planting practices to conform to the Canadian Landscape Standard' - Current Edition
- Contractor to provide a warranty and maintenance period of 1 year on all plants and materials. Plants and materials that fail before end of the warranty period shall be replaced by the contractor.
- All planting areas to receive 450mm of topsoil
- Prior to delivery to site, a representative sample and test results of topsoil should be made available to the consultant for approval.
- Plant material selections are conceptual only. Final planting selections may vary depending on availability. No plant species substitution will be accepted without the written consent of the consultant.
- All planting beds to receive 50 mm depth of Ogo - Grow mulch or approved equivalent..
- All planting beds and lawn areas to be irrigated.

Sodded Lawn area

Massed planting shrubs, perennials, ornamental grasses

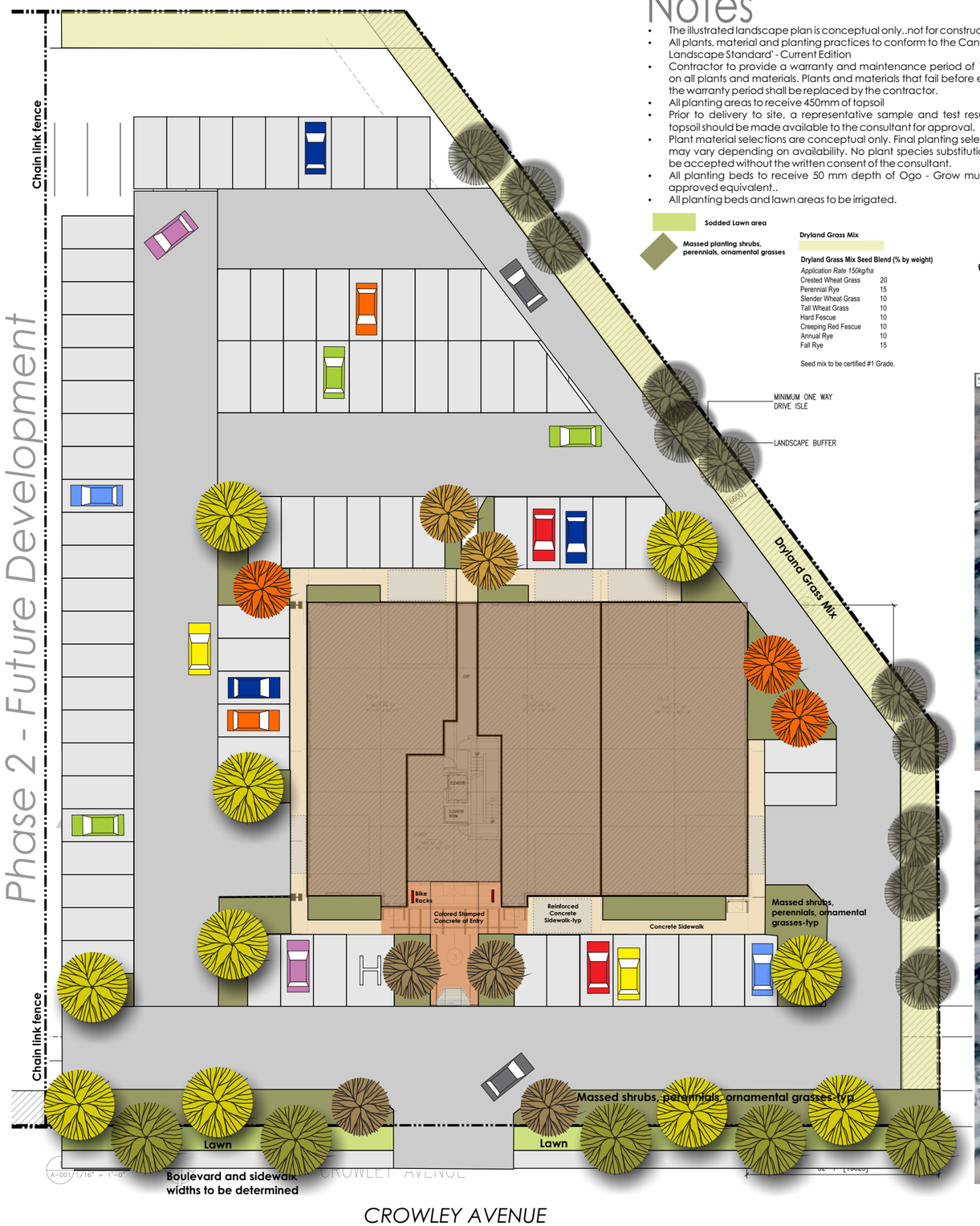
Dryland Grass Mix

Dryland Grass Mix Seed Blend (% by weight)

Application Rate 150kg/ha

Crested Wheat Grass	20
Perennial Rye	15
Slender Wheat Grass	10
Tall Wheat Grass	10
Hard Fescue	10
Creeping Red Fescue	10
Annual Rye	10
Fall Rye	15

Seed mix to be certified #1 Grade.



ATTACHMENT A

This forms part of application

TA18-0010

Planner Initials LK

City of Kelowna
COMMUNITY PLANNING

East Side Elevation

0 5 10 15 METERS

CTQ ENGINEERING PLANNING URBAN DESIGN

CROWLEY AVENUE MULTI-USE DEVELOPMENT

Conceptual Landscape Plan

L-1

EMIL ANDERSON CONSTRUCTION

CITY OF KELOWNA

BYLAW NO. 11752

TA18-0010 – 907 Ethel Street

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 **Section 15, I4 – Central Industrial Zone** be amended by adding a new section **15.4.7 Site Specific Uses and Regulations** in its appropriate location that reads:

   15.4.7 Site Specific Uses and Regulations

   Uses and regulations apply to the I4 – Central Industrial Zone on a site-specific basis as follows:

	Legal Description	***Civic Address***	***Regulation***
1.	Lot A Section 30 Township 26ODYD Plan 18927	907 Ethel Street	To allow **Multiple dwelling housing** as a permitted Principal Use.

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

Approved under the Transportation Act this

_____

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

REPORT TO COUNCIL

Date:	February 4, 2019		
RIM No.	1250-30		
To:	City Manager		
From:	Community Planning Department (LK)		
Application:	Z18-0111	**Owner:**	Akram Shami, Jamileh Shami & Shouwkat Shami
Address:	160 Cariboo Road	**Applicant:**	Urban Options
Subject:	Rezoning Application		
Existing OCP Designation:	S2RES – Single/ Two Unit Residential		
Existing Zone:	RR3 – Rural Residential 3		
Proposed Zone:	RR3c – Rural Residential 3 with Carriage House		

1.0 Recommendation

THAT Rezoning Application No. Z18-0111 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B Section 4 Township 23 ODYD Plan 20088, located at 160 Cariboo Road, Kelowna, BC from the RR3 – Rural Residential 3 zone to the RR3c – Rural Residential 3 with Carriage House zone, be considered by Council;

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

2.0 Purpose

To rezone the subject property from RR3 – Rural Residential 3 to RR3c – Rural Residential 3 with Carriage House to facilitate the development of a carriage house.

3.0 Community Planning

Community Planning Staff support the proposed rezoning application to facilitate the development of a carriage house. The Official Community Plan (OCP) Future Land Use designation of the subject property is S2RES – Single/ Two Unit Residential, which supports this zoning change. The concept of the carriage house is aligned with the OCP Policies of Compact Urban Form – increasing density where infrastructure already exists, and of Carriage Houses & Accessory Apartments. The property is connected to City sanitary sewer and within the Permanent Growth Boundary of the City and within the Glenmore Area.

The applicant has submitted preliminary drawings for a carriage house indicating that it can be constructed to meet the Zoning Bylaw requirements without any variances. Should the rezoning application be

supported by Council, a Heritage Alteration Permit would be required and reviewed and approved by Community Planning Managers.

The applicant has confirmed the completion of public notification in accordance with Council Policy No. 367.

4.0 Proposal

4.1 Project Description

The applicant has submitted conceptual drawings siting the carriage house on the property. The proposal indicates the 1-1/2 storey carriage house can be developed to meet all of the Zoning Bylaw Regulations without any variances.

The conceptual 1-1/2 storey carriage house design has a gable roof form with a single car garage. The building finishes will be complementary to match the existing dwelling on site. As this is a laneless parcel, access to the rear of the parcel is provided from the existing driveway.

4.2 Site Context

Subject Property Map:

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

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

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.

Sensitive Infill. [2] Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighborhood with respect to building design, height and siting.

Carriage Houses & Accessory Apartments. [3] Support carriage houses and accessory apartments through appropriate zoning regulations.

6.0 Technical Comments

6.1 Building & Permitting Department

- No comments relevant to Rezoning. Building Code analysis will occur at time of Building Permit.

6.2 Development Engineering Department

- Refer to attached memo. No outstanding issues.

7.0 Application Chronology

Date of Application Received: November 15, 2018
Date Public Consultation Completed: December 12, 2018

Report prepared by: Lydia Korolchuk, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Development Engineering Memorandum
Schedule A: Site Plan

[2] City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).
[3] City of Kelowna Official Community Plan, Policy 5.22.12 (Development Process Chapter).

CITY OF KELOWNA

MEMORANDUM

ATTACHMENT A
This forms part of application
Z18-0111
Planner Initials LK
City of Kelowna
COMMUNITY PLANNING

Date: November 19, 2018

File No.: Z18-0111

To: Urban Planning Management (LC)

From: Development Engineering Manager (JK)

Subject: 160 Cariboo Rd RR3 to RR3c 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 development is within the service area of the Glenmore Ellison Irrigation District (GEID). The developer is required to make satisfactory arrangements with the GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID. The developer is required to provide a confirmation that the district is capable of supplying fire flow in accordance with the City of Kelowna current Bylaws and Policies.

2. Sanitary Sewer

(a) Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. No further utility upgrades are needed

3. Development Permit and Site Related Issues

Direct the roof drains onto splash pads.

Driveway access permissible is one (1) 6m wide 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.

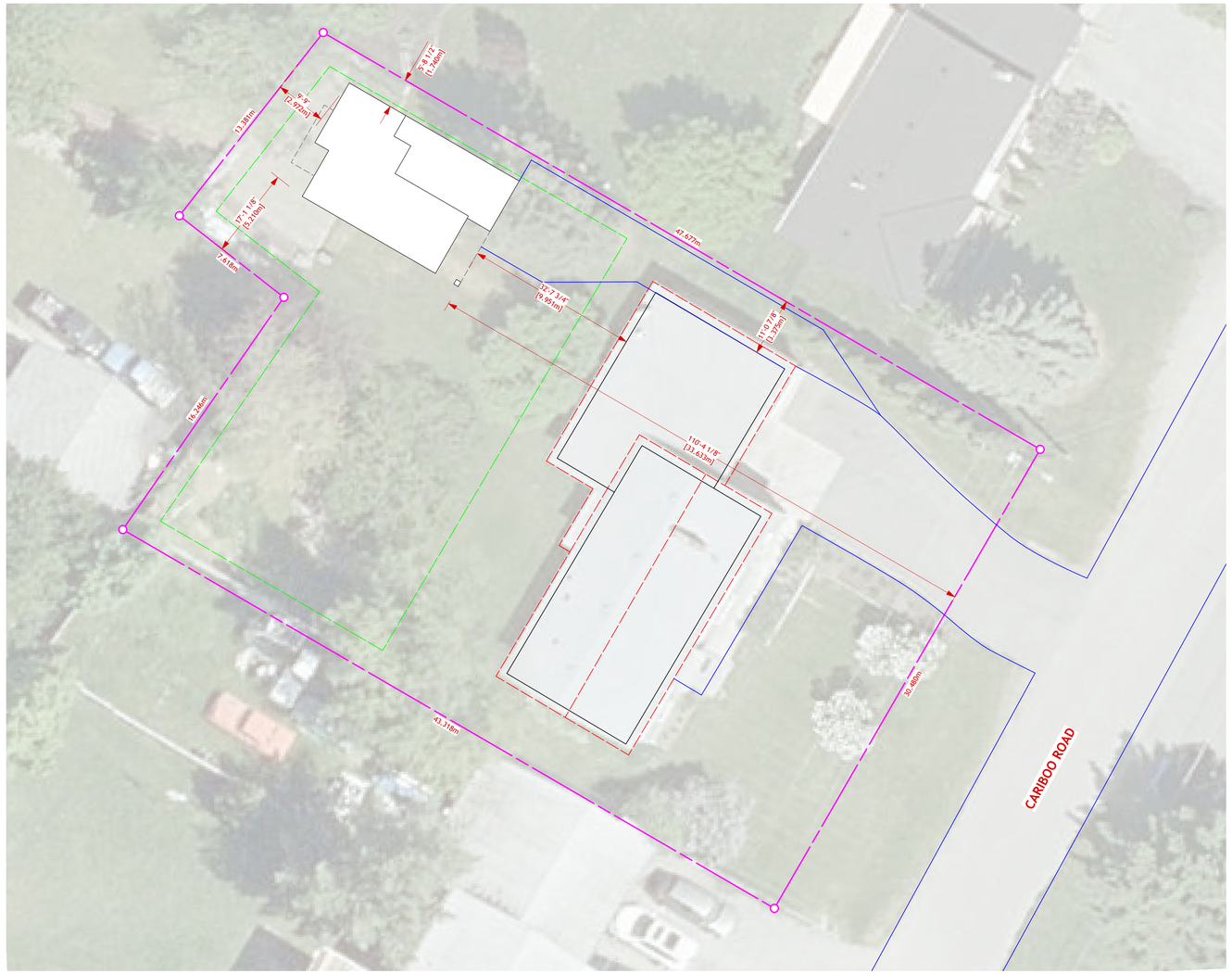
James Kay

James Kay, P. Eng.
Development Engineering Manager
RO

SCHEDULE A
This forms part of application
Z18-0111
Planner Initials LK
City of Kelowna
COMMUNITY PLANNING

PROJECT DATA: CIVIC ADDRESS 160 CARIBOO ROAD
KELOWNA, BC V1V 2E4
LEGAL ADDRESS LOT B PLAN KAP20088
CURRENT ZONING RR3 RURAL RESIDENTIAL 3

	PERMITTED	PROPOSED
SITE AREA	1000.00m2	1382.33m2
EXISTING BUILDING FOOTPRINT AT GRADE		201.65m2
PROPOSED CARRIAGE HOUSE FOOTPRINT		76.27m2
PROPOSED DRIVEWAY & WALKWAY AREA		94.26m2
SITE COVERAGE	40.0%	26.9%
SITE COVERAGE W/ DRIVEWAY	50.0%	33.7%
BUILDING HEIGHT	4.8m/1 1/2 STOREYS	4.716m/1 1/2 STOREYS
FRONT (EAST) YARD SETBACK	9.500m	33.633m
REAR (WEST) YARD SETBACK	1.500m	2.972m
SIDE (NORTH) YARD SETBACK	1.500m	1.740m
SIDE (SOUTH) YARD SETBACK	1.500m	5.210m



1 SITE PLAN
Scale: 1:150

0 25 35 45 55 65 FT

IHS DESIGN
1392 MINE HILL DRIVE
KELOWNA, BC V1P 1S5
www.ihsdesign.com
(250) 212-7938

THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF IHS DESIGN AND MAY NOT BE REPRODUCED OR USED WITHOUT EXPRESSED WRITTEN PERMISSION FROM THE SAME.

PROJECT NORTH

REVISION	DATE	DISCRIPTION

PROJECT
CARRIAGE HOUSE
160 CARIBOO ROAD
KELOWNA, BC V1V 2E4
LOT B PLAN KAP20088

DRAWING TITLE
SITE PLAN

DATE
OCTOBER 24, 2018

DRAWING NUMBER
4 of 4

CITY OF KELOWNA

BYLAW NO. 11753

Z18-0111 – 160 Cariboo 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 B Section 4 Township 23 Osoyoos Division Yale District Plan 20088, located on Cariboo Road, Kelowna, BC from the RR3 – Rural Residential 3 zone to the RR3c – Rural Residential 3 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 this

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:	February 4, 2019		
RIM No.	0920-20		
To:	City Manager		
From:	Community Planning Department (AF)		
Application:	Z18-0110	**Owner:**	Cody Franson
Address:	4389 Hobson Rd	**Applicant:**	Hammer Homes
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 Home		

1.0 Recommendation

THAT Rezoning Application No. Z18-0110 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot B District Lot 167 ODYD Plan 17542, located at 4389 Hobson Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone be considered by Council;

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

2.0 Purpose

To consider a development application to rezone to RU1c – Large Lot Housing with Carriage House 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 as it is in line with the Official Community Plan (OCP) Future Land Use Designation of S2RES – Single / Two Unit Residential for the subject property and is located within the Permanent Growth Boundary. The property is fully serviced and is in close proximity to transit, parks, and schools. It is therefore consistent with the OCP Urban Infill Policy of Compact Urban Growth.

4.0 Proposal

4.1 Project Description

The property recently had a two storey single family dwelling demolished and removed from the site to allow for a new single family dwelling to be constructed. The proposed rezoning from RU1 to RU1c would facilitate the development of a 99.3m^2 one storey carriage house on the subject property.

4.2 Site Context

Subject Property Map: 4389 Hobson Rd

5.0 Technical Comments

5.1 Development Engineering Department

- Refer to Attachment 'A' dated October 26, 2018.

6.0 Application Chronology

Date of Application Received: September 20, 2018
Date Public Consultation Completed: January 16, 2019

Report prepared by: Andrew Ferguson, Planner
Reviewed by: Terry Barton, Urban Planning Manager
Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment A: Development Engineering Memorandum
Attachment B: Site Plan

CITY OF KELOWNA

MEMORANDUM

Date: October 26, 2018

File No.: Z18-0110

To: Community Planning (AF)

From: Development Engineering Manager(JK)

Subject: 4389 Hobson Road RU1 – RU1c Carriage House

ATTACHMENT A
This forms part of application
Z18-0110
Planner Initials AF
City of Kelowna
COMMUNITY PLANNING

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. The service will be adequate for this application.

3. Development Permit and Site Related Issues

   Direct the roof drains onto splash pads.

   Driveway access permissible is one (1) 6m wide as per bylaw.

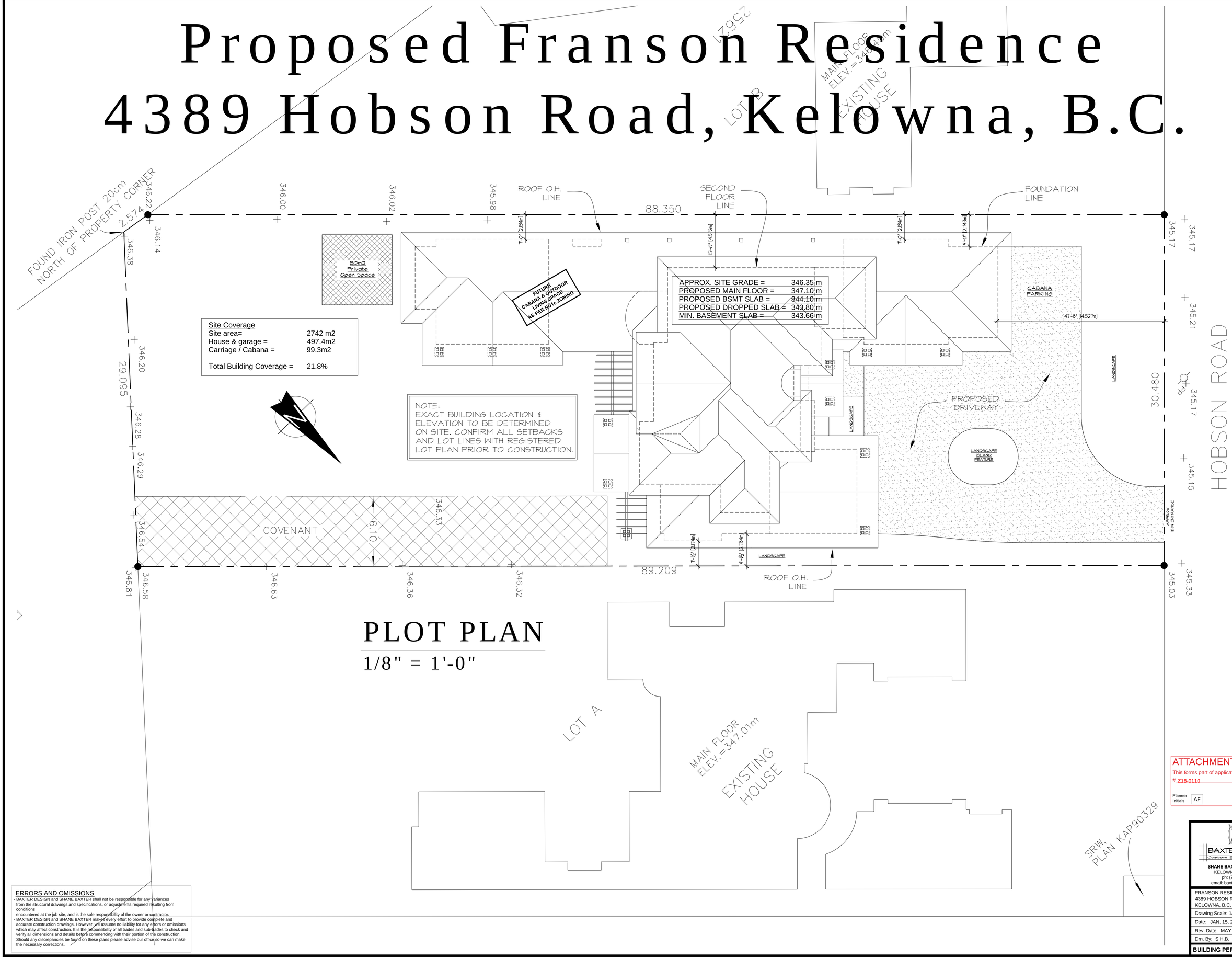
4. Electric Power and Telecommunication Services

   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

James Kay, P. Eng.
Development Engineering Manager
JA

Proposed Franson Residence
4389 Hobson Road, Kelowna, B.C.



PLOT PLAN

1/8" = 1'-0"

ATTACHMENT B
This forms part of application
Z18-0110
Planner Initials AF
City of Kelowna
COMMUNITY PLANNING

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

FRANSON RESIDENCE
4389 HOBSON ROAD
KELOWNA, B.C.

Drawing Scale: 1/4" = 1'-0"
Date: JAN. 15, 2018
Rev. Date: MAY 18, 2018
Drn. By: S.H.B.

BUILDING PERMIT DWGS 1/10

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.

CITY OF KELOWNA

BYLAW NO. 11754

Z18-0110 – 4389 Hobson 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 B District Lot 167 Osoyoos Division Yale District Plan 17542, located on Cariboo Road, 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 this

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:	February 4th 2019		
RIM No.	0940-00		
To:	City Manager		
From:	Community Planning Department (AC)		
Application:	DP18-0206	**Owner:**	The Pit Stop C-Store & Gas Bar Ltd., Inc. No. BC0566689
Address:	3802 Gordon Dr	**Applicant:**	Randi Fox
Subject:	Development Permit		
Existing OCP Designation:	COMM - Commercial		
Existing Zone:	C2 – Neighbourhood Commercial		

1.0 Recommendation

That Council authorizes the issuance of Development Permit No. DP18-0206 for Lot A, District Lot 134, ODYD, Plan 40137, located at 3802 Gordon Drive, 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 to the outstanding conditions of approval as set out in Attachment "A" attached to this Council Report;

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 redevelop the existing commercial gas station.

3.0 Community Planning

Staff are recommending support for the Development Permit due to the proposal's consistency with the Official Community Plan's Urban Design Guidelines. The existing building will be remodeled and expanded with a second floor addition in a modern design style meeting the City's urban design guidelines. The proposed design includes the addition of canopies, overhangs and a new modern roofline, as well as additional landscaping and bicycle parking areas in accordance with the City's Zoning Bylaw.

4.0 Proposal

4.1 Project Description

The applicant is proposing to make more efficient use of the site by adding to and updating the current building as well as adding a second floor that will contain offices and one residential unit. The existing gas pumps will be retained but the car-wash will be removed and the convenience store reduced in size. A new 40-seat restaurant will occupy the south side of the main floor, oriented to the adjacent shopping plaza.

4.2 Site Context

The subject property is located at the corner of Gordon Drive and Cook Road. The site is within the Permanent Growth Boundary and along a major arterial road but is not located within an Urban or Village Centre.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU5 – Bareland Strata	Dense single family development
East	RM3 – Low Density Multiple Housing	Townhouses
South	C2 - Neighbourhood Commercial	Local shopping plaza
West	A1 – Agriculture (within ALR)	Agriculture

Subject Property Map: 3802 Gordon Drive

4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	**C2 ZONE REQUIREMENTS**	**PROPOSAL**
Development Regulations		
Site Coverage of Buildings (%)	40%	39%
Floor Area Ratio	0.65	0.318
Height	2.5 storeys / 10.5 m	2 storeys / 9.5 m
Building Setbacks (m):		
Front Yard (West)	4.5 m	7.6 m
Side Yard (North)	3.0 m	4.5 m
Side Yard (South)	4.5 m	10.0 m
Rear Yard (East)	6.0 m	6.0 m
Other Regulations		
Minimum Parking Requirements	24	24
Bicycle Parking	2 class 1 3 class 2	2 class 1 3 class 2

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

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

- 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: Oct 17, 2018
Date Public Consultation Completed: N/A
Date of Ministry of Environment Release: Dec 27, 2018

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 DP18-0206
Schedule 'A': Rational, Plans & Renders
Schedule 'B': Elevations & Sections
Schedule 'C': Landscape Plan

ATTACHMENT A
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

CITY OF KELOWNA

MEMORANDUM

Date: October 23, 2018

File No.: DP18-0206

To: Community Planning (AC)

From: Development Engineering Manager (JK)

Subject: 3802 Gordon Drive

The Development Engineering Branch 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 add a second floor residential unit and a ground floor restaurant will be required at Building Permit to complete the following works as laid out in this Engineering Memo:

      i. Water service upgrade
      ii. Sanitary service upgrade
      iii. Landscaping improvements on Gordon Drive and Cook Road

   b. 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 100mm-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.

ATTACHMENT A
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

5. **Road Improvements**

   a. Gordon Drive has already been upgraded to an urban standard along the full frontage of this proposed development. No Further upgrades are needed at this time.

   b. Cook Road has already been upgraded to an urban standard along the full frontage of this proposed development. No Further upgrades are needed at this time.

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.

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 where required.

   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.

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. <u>Bonding and Levy Summary</u>

a. Bonding To be Determined

James Kay

James Kay, P. Eng.
Development Engineering Manager

JA

ATTACHMENT A
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

Development Permit
DP18-0206

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

3802 Gordon Dr

and legally known as

Lot A, District Lot 134, ODYD, Plan 40137

and permits the land to be used for the following development: Gas Station redevelopment

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

Issued Date:

Development Permit Area: Comprehensive

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

Existing Zone: C2 – Neighbourhood Commercial Future Land Use Designation: COMM - 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: The Pit Stop C-Store & Gas Bar Ltd., Inc. No. BC0566689

Applicant: Randi Fox

_____

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 **$68,606.25**

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 <u>CURRENT LAND OWNER</u>.
Security shall <u>ONLY</u> be returned to the signatory of the
Landscape Agreement or their designates.

MEMO

SCHEDULE A
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

October 10, 2018

Design Rationale for Form and Character:
Development Permit Kiran Building 3802 Gordon Dr.

Overview:
Located at the corner of Gordon & Cook, the existing building consists of a 1980's single-storey structure with a convenience store, Husky gas bar, and car wash. We propose to create a more urban model of mixed-use using multiple new uses in a remodel and second floor addition in order to activate all four facades.

The entire building form will be modern with dynamic rooflines, canopy and overhangs. The proposed building uses a "gridiron " form to showcase the ponted corner on the trapezoidal site, and uses (and re-uses) a combination of steel frame, curtain wall, stucco and concrete block to provide a professional looking signature building at the intersection. This proposal combines the needs of an expressway commercial gas station, with the walkable neighbourhood uses of a formal restaurant, and then transitions to residential use facing the adjacent housing.

The existing gas pumps will be retained on the east side facing Gordon Dr, the associated C-Store will be reduced in area, and the car wash and rear drive removed. A new 40-seat restaurant will occupy the south side of the main floor, oriented to the adjacent shopping mall, while the new entrances to the new second floor will face north oriented towards Cook St. Upstairs, professional offices will face north, east and south, while a residential unit and private yard will face the adjacent condos to the west.

Vehicle and bicycle parking areas have been re-designed to meet both the City of Kelowna's current Section 7 Landscaping & Screening as well as Section 8 Parking & Loading requirements, with interlocking and overlapping planting and parking areas. The parking is broken into a variety of smaller locations each addressing the adjacent use. Planners Adam Cseke and Andrew Ferguson declared staff support for this innovative approach at our pre-application meeting.

Multiple access points at grade will serve pedestrian-oriented uses, and an outdoor south-facing seating area will help activate the site. Generous glazing on all sides will further create a vibrant street presence, provide the occupants a dynamic experience of street and agricultural views, while also assisting in CPTED "eyes on the street". Site lighting will respect Kelowna's "Dark Skies" ambitions and will consist of "Full-Cutoff" fixtures to minimize light pollution off-site.

This building is intended to be an innovative and exciting prototype rethinking the use and form of a 21st C neighbourhood store and gas bar.

FOX.ARCHITECTURE RANDI FOX ARCHITECT AIBC, WA
510 West Ave Kelowna BC V1Y 1Z9 778-484-3696

1 VIEW FROM SE

2 VIEW FROM NE

3 VIEW FROM NW

4 VIEW FROM SOUTH

Materials & Colours:

CURTAIN WALL - BLACK ANODIZED	
DOORS - BLACK	
COLUMNS - STEEL PAINT RED	
FENCING - NATURAL FINISH WOOD	
STAIR - NATURAL WOOD FINISH	
RAILINGS - BLACK POWDER COAT	
RAILINGS - TEMPERED GLASS	
STUCCO - WHITE	
STUCCO - BLUE	
BRICK - WHITE	
FASCIA TRIM - BLACK	
CANOPY FASCIA TRIM - RED	
- WHITE	
- BLUE	

Sheet Index:

ARCHITECTURAL

A-001 COVER SHEET
A-100 FDN & SITE
A-101 MAIN FLOOR PLAN
A-102 2ND FLOOR PLAN
A-103 ROOF PLAN
A-104 UPPER ROOF PLAN
A-201 ELEVATIONS
A-202 ELEVATIONS
A-901 STREET VIEWS
A-902 SITE & CONTEXT PHOTOS

CIVIL
SEE CIVIL SUBMITTAL

ELECTRICAL
SEE ELECTRICAL SUBMITTAL

MECHANICAL
SEE MECHANICAL SUBMITTAL

STRUCTURAL
SEE STRUCTURAL SUBMITTAL

SCHEDULE **A & B**

This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

Kiran Building - Project Description

Remodel & Additions to an existing commercial building on an existing developed lot.

Legal Description:	Lot A, Pln 40137, DL 134 ODYD.
Address:	3802 Gordon Dr, Kelowna BC
Ordinance:	BCBC 2012
	City of Kelowna Zoning Bylaw 8000
	City of Kelowna Zoning Bylaw 10248
Development Permit:	**DP xx**
Zoning:	**C-2**
Occupancy:	**A-2, C, D, F-2, F-3**
Sprinklers:	**NFPA 13**
Building Area:	Main: 301 m^2
	2nd: 442 m^2
	Total: 743 m^2

Zoning Bylaw Analysis:

City of Kelowna Zoning Bylaw 8000

Section 7 - Landscaping & Screening
7.1 Required Landscaping per 7.1
7.2 Landscaping Standards per 7.2
7.3 Refuse bins screened from adjacent lots & streets.
7.6 Landscape Buffers per Table 7.1 or Width of Yard
Table 7.1 Front-Level 2: 3m
Side-Level 3: 3m / opaque barrier
Rear Level 3: 3m / opaque barrier
Urban Plaza: No

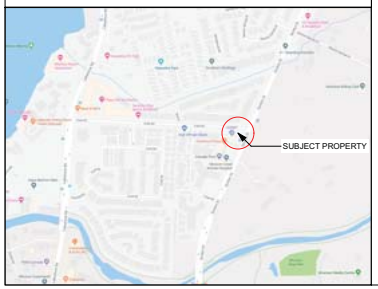
Section 8 - Parking & Loading

		Required	Proposed
8.1.2 Parking:			
Food	1/4 seats	10	10
Gas Bar	1/2 Staff	1	1
Office	2.5/100m^2	8	8
C-Store	2/100m^2	2	2
Residence	1.5/unit + 1	3	3
Total Parking		**24**	**24**
8.1.7 Disabled parking		1	1
8.1.10c Setbacks			
Front yard		2.0m	2.0m
Side Street		2.0m	6.0m
Side		N/A	3.0m
Rear Residential		1.5m	3.0m
8.1.11	Dive Aisle	7.0m	7.0m
Stall Size:			
Full Size 50%		12	12
Medium 40%		10	10
Small 10%		2	2
8.2 Loading:		1	1
8.4 Bicycle Parking:			
Class I		2	2
Class II		3	3

Section 14 - Commercial Zones

14.2.2 Principle Uses		
(e) Food		
(f) Gas Bar		
(i) Office		
(n) Convenience Store		
14.2.3 Secondary Uses		
(c) Apartment Housing		
14.2.4 Subdivision Regulations		
a) Lot Width	40m	40m varies
b) Lot Depth	30m	54m varies
c) Lot Area:	1500m^2	1992m^2
14.2.5 Development Regulations		
a) F.A.R: 0.3+0.2 Res	0.5 = 995m^2	0.4 = 743m^2
b) Site Coverage	40%= 796m^2	39% =706m^2
c) Height	2.5 St / 10.5m	2 St / 9.5m
d) Front Yard	4.5m	7.6m (Existing)
e) Side Yard - street	4.5m	10.0m
e) SideYard	3.0m	4.5m
f) Rear Yard	6.0m	6.0m
14.2.6b Private open space	15.0m^2	50.0m^2

Location & Context Map:



Building Code Analysis:

British Columbia Building Code 2012

Governing Code: Part 3, Part 4

3.1.2.1 Occupancy: Group A-2, C, D, F-2, F-3
3.1.3 Multiple Occupancy
1) Fire separation ratings per Table 3.1.3.1
All occupancies separation = 1 Hr except
All occupancies separation to F-2 = 2 Hr
3.1.3.2 Prohibited Occupancy Combinations
2) Max one residential suite with F-2
3.1.17 Occupant Load:
Table 3.1.17.1 Occupant Load Determination

Dining	Design load with signage	=	40
Dwelling	2 per bedroom	=	4
Offices	225m^2/9.3	=	24
Mercantile	93m^2/3.7	=	25
Kitchen	54m^2/9.3	=	6
Total			100

3.2.2 Building Size / Construction / Occupancy
3.2.2.27 Group A-2, up to 2 storeys, Sprinklered.
1) Combustible/Non-Combustible Construction.
3.2.2.53 Group C, up to 3 storeys, Sprinklered.
2) Combustible/Non-Combustible Construction.
a) 45 Minute Rating.
3.2.2.61 Group D, up to 2 storeys, Sprinklered.
2) Combustible/Non-Combustible Construction.
a) 45 Minute Rating.
3.2.2.77 Group F-2, up to 2 storeys, Sprinklered.
2) Combustible/Non-Combustible Construction.
a) 45 Minute Rating.
3.2.2.84 Group F-3, up to 2 storeys, Sprinklered.
2) Combustible/Non-Combustible Construction.
a) 45 Minute Rating.
3.2.5.12 Automatic Sprinklers
1) NFPA 13
3.2.3.1 Limiting Distance

Table 3.2.3.1D	**Exposed Face**	**Area**
North Elevation	>9m	100%
East Elevation	>9m	100%
South Elevation	6m	52%
West elevation	6m	68%

3.2.3.7.1 Construction of Exposed Face
Table 3.2.3.7 Construction Requirements
0-25% I hour rating
25-100% 45min rating
3.2.3.17 Canopy Protection for Vertically Separated Openings
3) Canopy not required if sprinklered
3.2.8.4 Sprinklers
1) If interconnected floor space, then sprinklers required throughout.
3.3.1.1 Separation of Suites
4) No fire separation between suites of business & personal service occupancy.
3.3.1.4 3) No fire separation between floor area & corridor if sprinklered
3.3.1.5 Egress doorways
d) Single egress allowed. Travel distance < 25m.
3.3.1.21 3) No fire separation for Janitor room if sprinklered
3.3.4.2 Residential Occupancy Fire Separations
4)No separation required between residential over garage if sprinklered - 5 vehicle max.
3.3.4.4 Egress from Dwelling Unit
3) Single exit permitted, not more than one storey.
3.4 Exits
3.4.2.1 Minimum number of Exits
1) Main Floor Required: 5 Proposed: 5
2) Second Floor Required 2 Proposed 2
3.4.2.3 Distance between Exits
1.b) Required: 1/2 diagonal floor area or 9m minimum
Proposed: 9m
3.4.2.5 Location of Exits
3.4.2.5 1.c) Allowed: Max travel distance 45m sprinklered
Proposed: Max 20m sprinklered
3.4.3.2 Exit Width
1.a) Business Offices - 6.1mm x (9.3m^2/person)
Required: 1370mm
Proposed: 1370mm
3.4.4.1 Fire Resistance of Exit Separation
1) Fire separation per 3.3.3. 45 Minute rating
6.2.2.3 Ventilation of Storage Garages
6.2.2.3 6) Mech ventilation not required - Open Air Storey

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN
510 West Ave
Kelowna BC V1Y 4Z4
foxarchitecture.ca
778.484.3696

CONSULTANTS

18-041

Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

COVER SHEET

10.11.18 DP SUBMITTAL

A-001

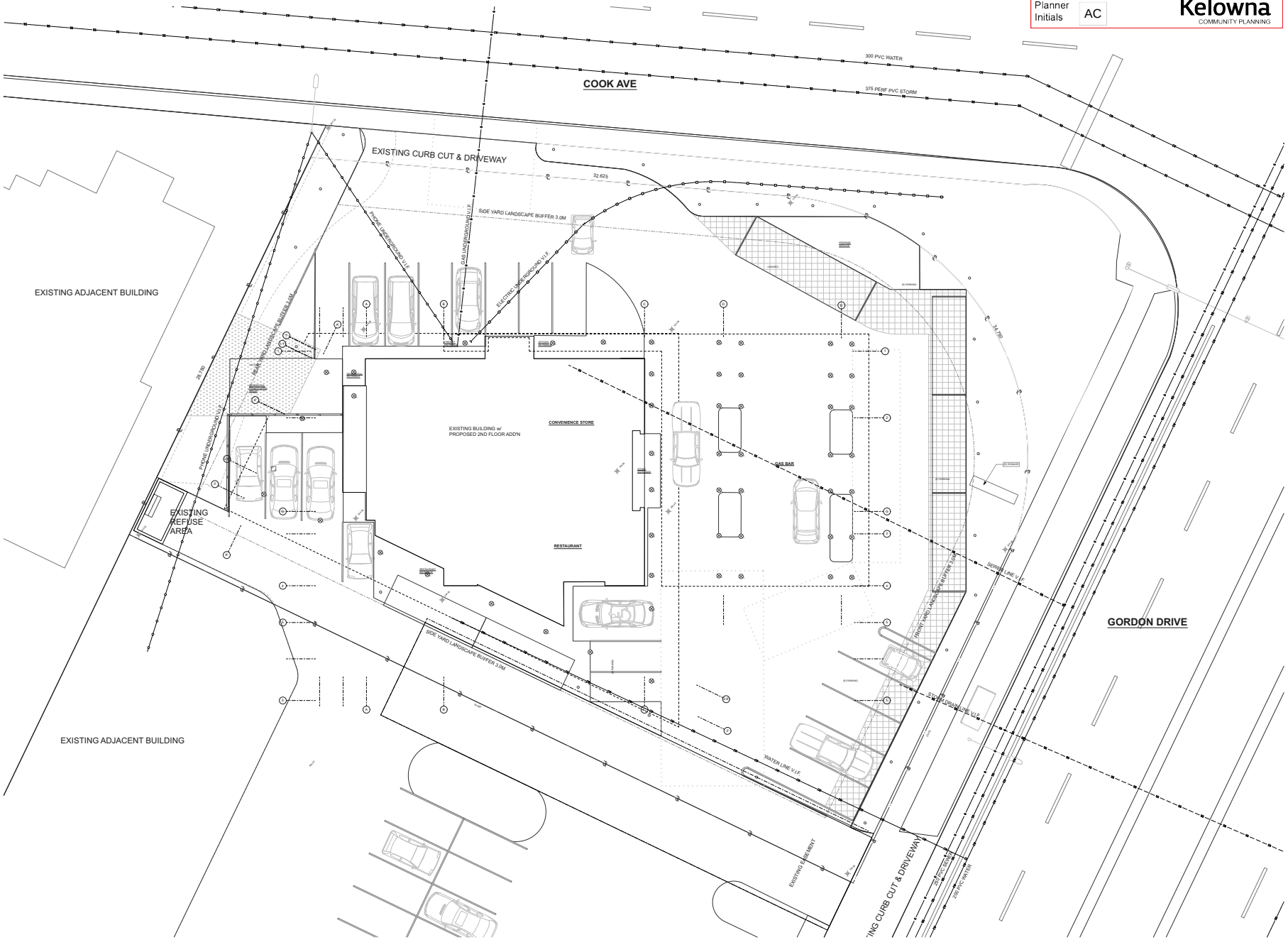
SCHEDULE **A & B**

This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING



1 FDN & SITE
SCALE: 1/8" = 1'-0"

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN
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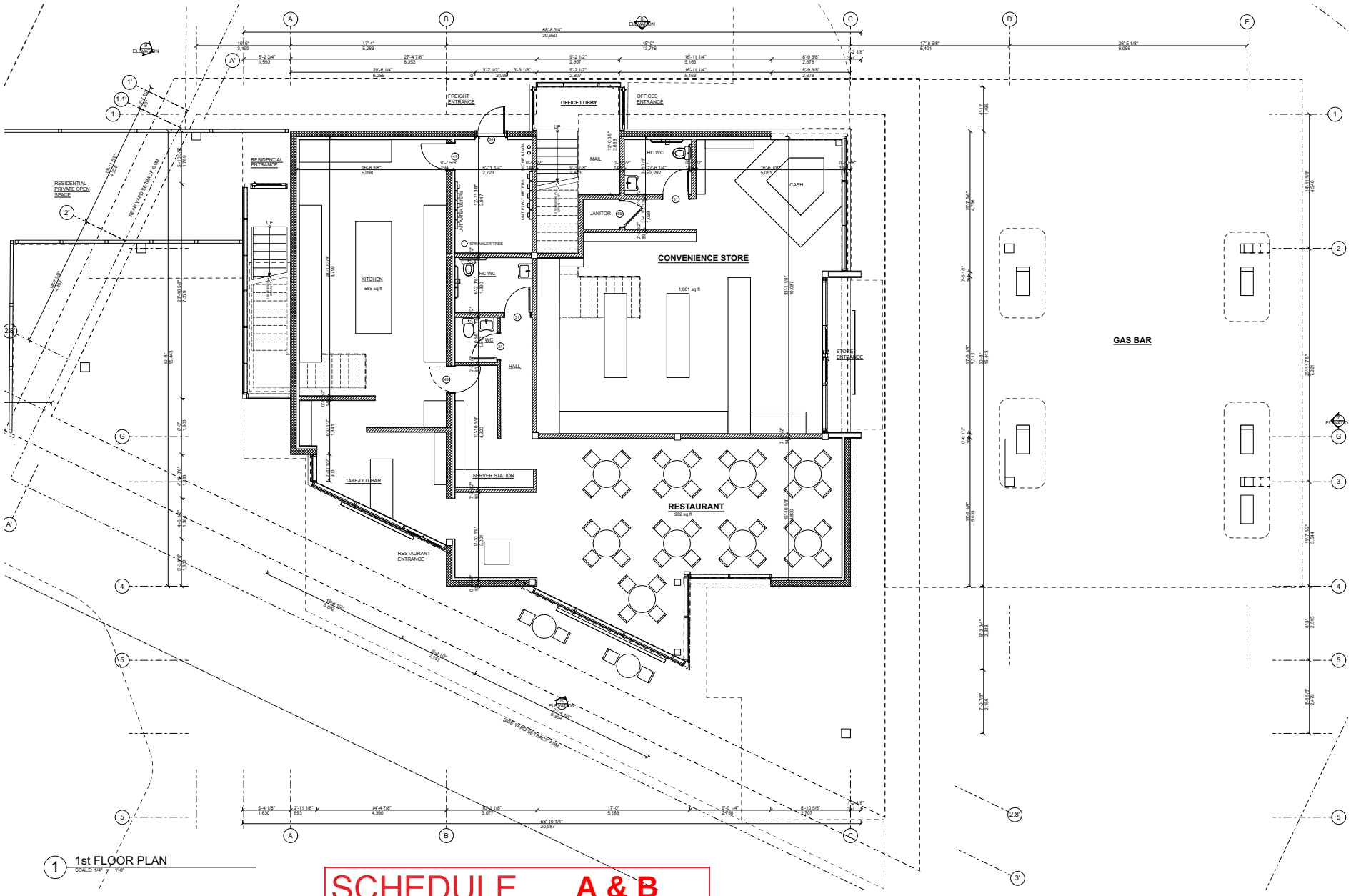
PRELIMINARY

FDN & SITE

10.11.18 DP SUBMITTAL

A-100



1 1st FLOOR PLAN
SCALE: 1/4" = 1'-0"

SCHEDULE A & B

This forms part of application

DP18-0206

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City of Kelowna
COMMUNITY PLANNING

FOX ARCHITECTURE
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18-041

Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

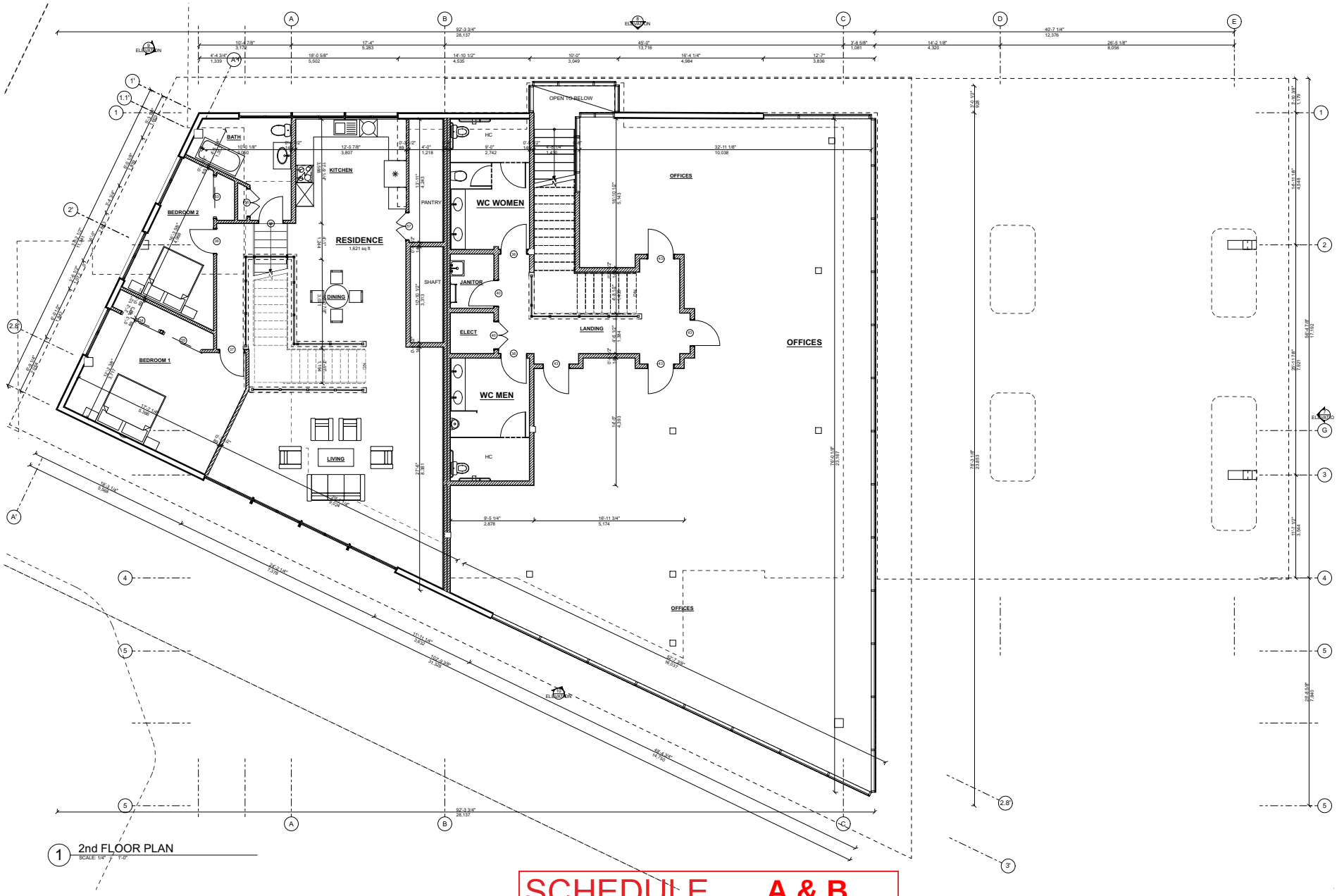
PRELIMINARY

MAIN FLOOR PLAN

10.11.18 DP SUBMITTAL

PLAN NORTH

A-101



1 2nd FLOOR PLAN
SCALE: 1/4" = 1'-0"

SCHEDULE A & B

This forms part of application

DP18-0206

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COMMUNITY PLANNING

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN

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18-041

Kiran Building

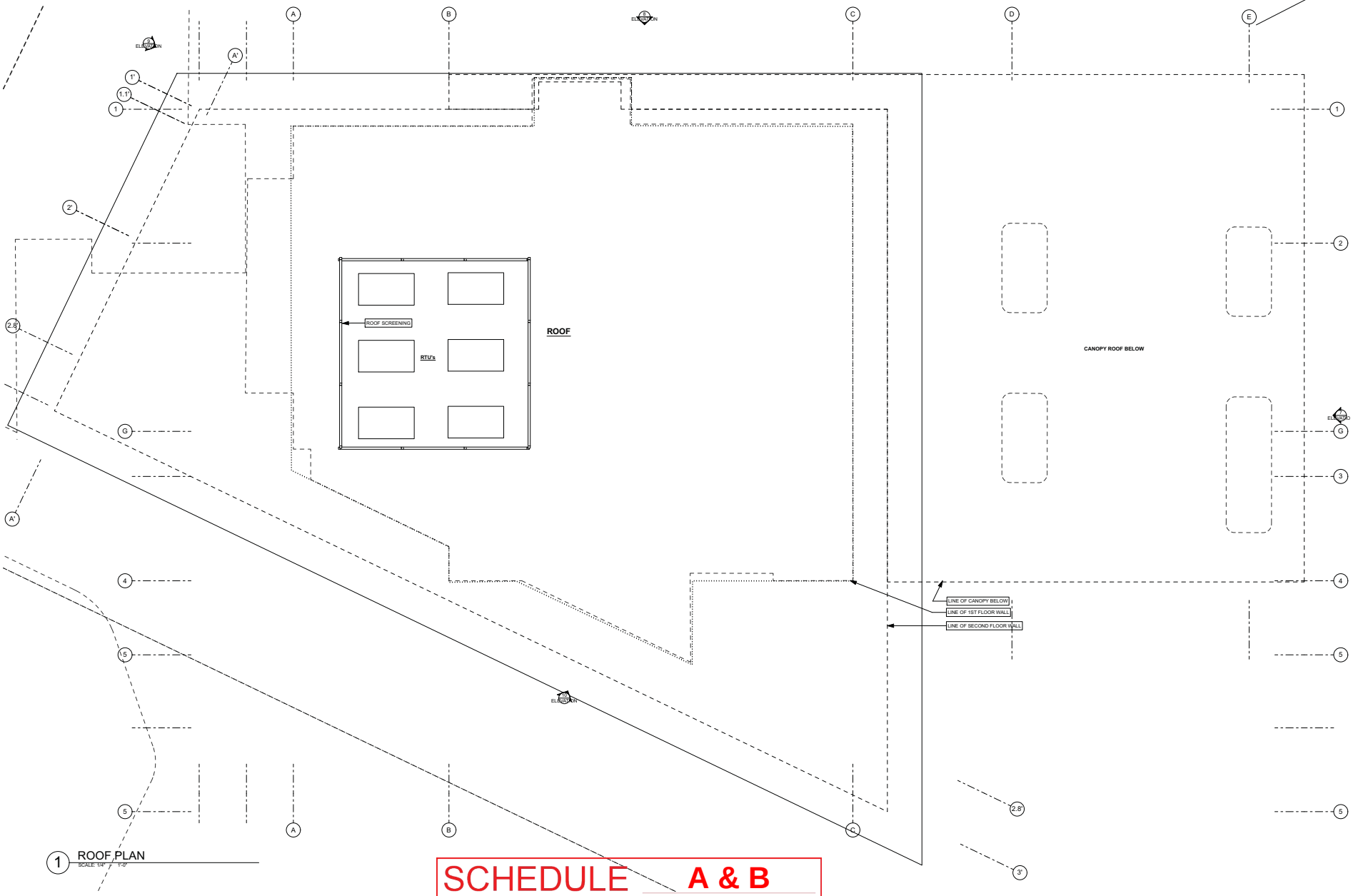
3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

2ND FLOOR PLAN

10.11.18 DP SUBMITTAL

A-102



1 ROOF PLAN
SCALE: 1/4" = 1'-0"

SCHEDULE A & B

This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN
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CONSULTANTS

18-041

Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

ROOF PLAN

10.11.18 DP SUBMITTAL

PLAN NORTH

A-103

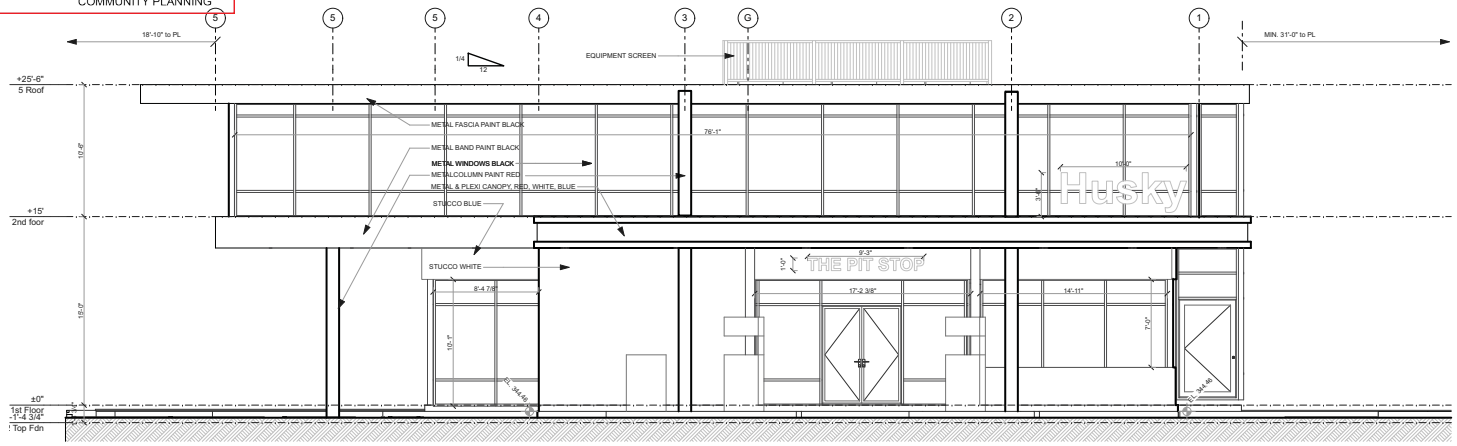
SCHEDULE **A & B**

This forms part of application

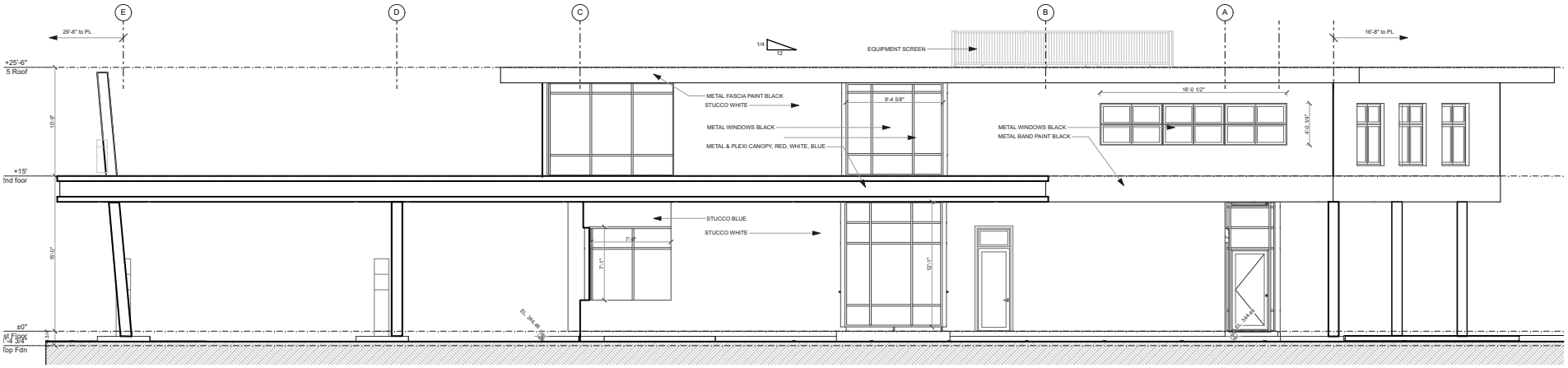
DP18-0206

City of Kelowna
COMMUNITY PLANNING

Planner Initials AC



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN

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778.484.3696

CONSULTANTS

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Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

ELEVATIONS

10.11.18 DP SUBMITTAL

A-201

SCHEDULE **A & B**

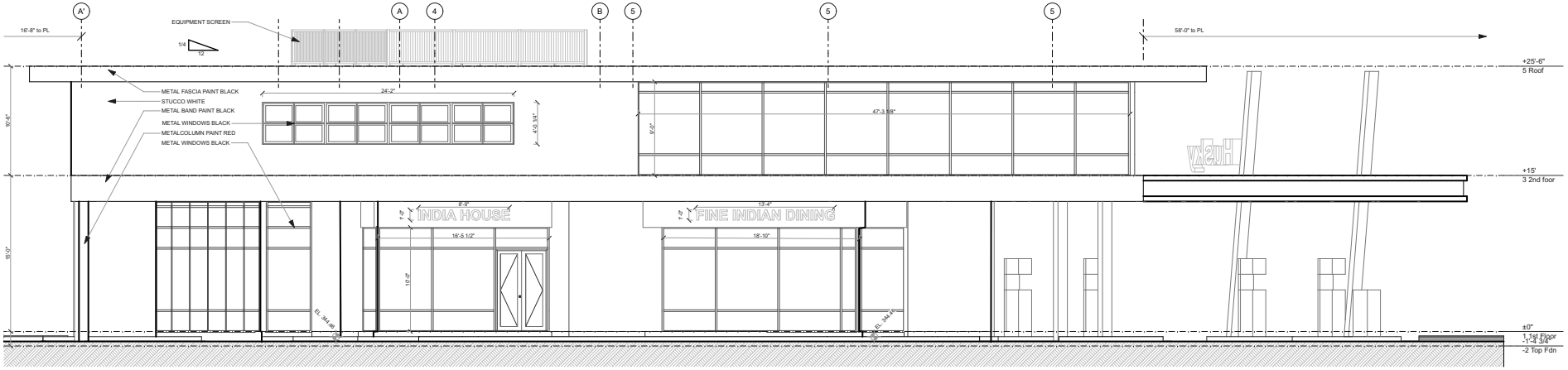
This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

1 WEST ELEVATION
SCALE: 1/4" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN

510 West Ave
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778.484.3696

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Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

ELEVATIONS

10.11.18 DP SUBMITTAL

A-202

1 STREET VIEW LOOKING EAST

2 VIEW LOOKING NORTH

3 VIEW LOOKING WEST

4 STREET VIEW LOOKING SOUTH
SCALE: 1:37.8484

SCHEDULE **A & B**

This forms part of application
DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN
510 West Ave
Kelowna BC V1Y 4Z4
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CONSULTANTS

18-041

Kiran Building

3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

STREET VIEWS

10.11.18 DP SUBMITTAL

A-901

1 VIEW LOOKING NW

2 VIEW LOOKING SW
SCALE: 1:1.3015

SCHEDULE **A & B**

This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

FOX ARCHITECTURE
SUSTAINABLE MODERN DESIGN
510 West Ave
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CONSULTANTS

Kiran Building

18-041

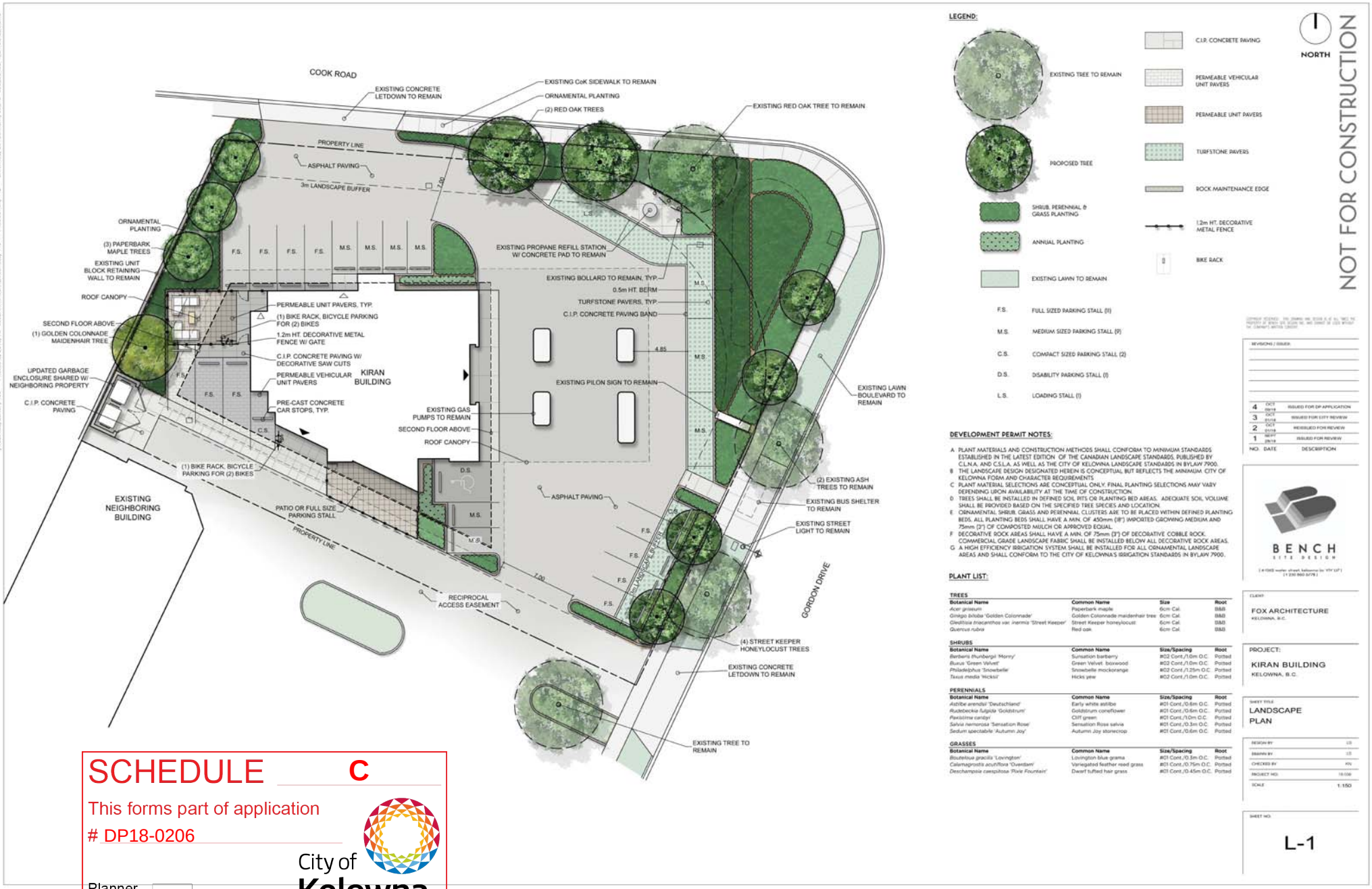
3802 GORDON DR
KELOWNA BC V1W 3Y3
Lot A, Pln 40137, DL 134 ODYD.

PRELIMINARY

SITE & CONTEXT IMAGES

10.11.18 DP SUBMITTAL

A-902



SCHEDULE C

This forms part of application

DP18-0206

Planner Initials AC

City of Kelowna
COMMUNITY PLANNING

/VOLUMES/BENCH/A00 – PROJECTS/2018/18-036_KIRANHUSKY_MULTIUSE/A40 – PRODUCTION/442 – DRAWINGS/00-CURRENT/00_18-036_CONCEPT_LAYOUTS_M.DWG

LEGEND:

- HIGH WATER USE (LAWN BOULEVARD)
- HIGH WATER USE (TURFSTONE PAVERS)
- MODERATE WATER USE (SHRUB, PERENNIAL, GRASS & ANNUAL PLANTING)
- UNWATERED PERVIOUS AREAS (PERMEABLE PAVERS)
- UNWATERED PERVIOUS AREAS (ROCK MULCH)

NORTH

NOT FOR CONSTRUCTION

COPYRIGHT RESERVED. THIS DRAWING AND DESIGN IS AT ALL TIMES THE PROPERTY OF BENCH SITE DESIGN INC. AND CANNOT BE USED WITHOUT THE COMPANY'S WRITTEN CONSENT.

REVISIONS / ISSUED:

NO.	DATE	DESCRIPTION
4	OCT 09/18	ISSUED FOR DP APPLICATION
3	OCT 01/18	ISSUED FOR CITY REVIEW
2	OCT 01/18	REISSUED FOR REVIEW
1	SEPT 28/18	ISSUED FOR REVIEW

BENCH SITE DESIGN
| 4-1562 water street kelowna bc V1Y 1J7 |
| t 250 860 6778 |

CLIENT:
FOX ARCHITECTURE
KELOWNA, B.C.

PROJECT:
KIRAN BUILDING
KELOWNA, B.C.

SHEET TITLE
HYDROZONE PLAN

DESIGN BY	LS
DRAWN BY	LS
CHECKED BY	KN
PROJECT NO.	18-036
SCALE	1:150

SHEET NO.
L-2

SCHEDULE C
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

BENCH
SITE DESIGN

SCHEDULE C
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

October 09, 2018

City of Kelowna
1435 Water Street
Kelowna, B.C.
V1J 1J4

Attention: Community Planning & Real Estate Division

Project: Kiran Husky Multi-Use Development

Please be advised that a landscape security bond of **$68,606.25** will be required for the Kiran Husky multi-use development project. This sum is equal to 125% of the estimated installed cost for all soft landscape. As per City of Kelowna requirements, the estimate includes trees, shrubs, grasses, perennials, seeded lawn, topsoil, mulch, irrigation and bike racks. Please see the attached Estimate of Probable Costs for Bonding for a detailed breakdown of these costs.

Should you require any additional information, please do not hesitate to contact me.

Sincerely,

Keith Nyhof, BCSLA, CSLA
Registered Landscape Architect

cc
Randi Fox – Fox Architecture

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BENCH
SITE DESIGN

SCHEDULE C
This forms part of application
DP18-0206
Planner Initials AC
City of Kelowna
COMMUNITY PLANNING

Kiran Husky Multi-Use Development

Estimate of Probable Costs of Construction for Bonding

Prepared on: October 9, 2018

Items	Description	Units	Qty.	Price	Item Total
1.0	**Plant Material**				
1.1	Trees				
1.1.1	6cm Cal.: Deciduous Shade Tree	ea.	10	$550.00	$5,500.00
				Sub-Total	*$5,500.00*
1.2	Shrubs, Perennials, Ground Covers				
1.2.1	#2 Pot: Shrubs (1.0m O.C.)	ea.	266	$35.00	$9,310.00
1.2.2	#1 Pot: Grasses (0.6m O.C.)	ea.	370	$20.00	$7,400.00
1.2.3	#1 Pot: Perennials (0.6m O.C.)	ea.	370	$15.00	$5,550.00
				Sub-Total	*$22,260.00*
1.3	Seeded Lawn				
1.3.1	Seeded Lawn	m^2	112	$5.00	$560.00
1.3.2	Top-dress Existing Boulevard	m^2	89	$10.00	$890.00
				Sub-Total	*$1,450.00*
				1.0 Total	***$29,210.00***
2.0	**Topsoil & Mulch**				
2.1	Topsoil				
2.1.1	Shrub Bed + Planter Topsoil (450mm Depth)	m^3	185	$55.00	$10,175.00
2.1.2	Tree Topsoil ($1m^3$/Tree)	m^3	10	$55.00	$550.00
2.1.3	Lawn Area Topsoil (50mm Depth)	m^3	6	$55.00	$330.00
				Sub-Total	*$11,055.00*
2.2	Mulch & Rock				
2.2.1	Ogogrow Mulch (75mm Depth)	m^3	35	$65.00	$2,275.00
2.2.2	Cobble Mulch Maintenance Strip (100mm Depth)	m^3	1	$75.00	$75.00
				Sub-Total	*$2,350.00*
				2.0 Total	***$13,405.00***
3.0	**Servicing**				
3.1	Irrigation				
3.1.1	Sleeving	l.s.	1	$1,500.00	$1,500.00
3.1.2	Point of Connection (Water + Electrical)	l.s.	1	$1,000.00	$1,000.00
3.1.3	Control System	l.s.	1	$750.00	$750.00
3.1.4	Irrigation system (heads, pipes, valves)	m^2	468	$15.00	$7,020.00
				Sub-Total	*$10,270.00*
				3.0 Total	***$10,270.00***
4.0	**Site Construction**				
4.1	Site Furniture				
4.1.1	Bike Racks	ea.	2	$1,000.00	$2,000.00
				Sub-Total	*$2,000.00*
				4.0 Total	***$2,000.00***
				Subtotal	***$54,885.00***
				Security Total *(125%)*	***$68,606.25***

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CITY OF KELOWNA

BYLAW NO. 11716
Z18-0098 –1969 Knox 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 6, District Lot 14, ODYD, Plan 2767, located on Knox 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 3rd day of December, 2018.

Considered at a Public Hearing on 15th day of January, 2019.

Read a second and third time by the Municipal Council this 15th day of January, 2019.

Approved under the Transportation Act this 16th day of January, 2019.

Blaine Garrison
(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council

Date:	February 4, 2019
File:	1200-40
To:	City Manager
From:	Ross Soward, Planner Specialist
Subject:	Responding to the Infrastructure Challenge: 2018 Community Trends Report

Recommendation:

THAT Council receives, for information, the report from the Planner Specialist dated February 4, 2019, with respect to Kelowna's 2018 Community Trends Report.

Purpose:

To introduce "Responding to the Infrastructure Challenge: 2018 Community Trends Report"

Background:

The *2018 Community Trends Report (CTR)* examines the infrastructure challenge from a national perspective, while considering the local impacts for the City and community in Kelowna. Recent reports estimate the national infrastructure deficit to be approximately $270 billion and Kelowna's 10-year Capital Plan identified the local infrastructure funding shortfall to be approximately $478 million. The infrastructure challenge facing Kelowna and other cities across Canada is the result of a convergence of infrastructure demand as greater levels of funding are needed to renew existing assets and cities are challenged to find new capital to fund the infrastructure of the 21st century.

This is the fifth year Policy and Planning has prepared the CTR and this year's topic was selected to support a range of work that is currently underway or upcoming in 2019-20. The CTR will augment the City's understanding of the relationship between the Official Community Plan Review, the Transportation Master Plan and long-term infrastructure costs. Further, the trends report will serve as an additional resource for the City as the 20-year Servicing Plan is updated and funding options are reviewed to tackle the funding shortfall and support the City's future growth management strategy.

The CTR is one of several analytical reports produced by the Policy and Planning Department. While other reports focus on specific areas, such as housing or development statistics, the CTR explores major trends and examines possible local impacts. The CTR is not meant to establish formal City recommendations, but instead sets the stage for the City's work on other planning projects or initiatives. Ultimately, the aim of the CTR is to research and to understand future trends that will impact the City and the broader community in the years ahead and to understand where attention and action may be needed in the future. The report is intended to inform and to empower local businesses, citizens and community partners to respond better to a changing and evolving community.

Discussion

The CTR highlights options for responding to the infrastructure challenge, using the four Imagine Kelowna (IK) principles: *responsible, smarter, collaborative, and connected* to understand how the City could apply the strategic priorities of Imagine Kelowna.

- *Responsible* – Cities are taking a closer look at how responsible growth management can be an effective tool to reduce long-term infrastructure liabilities. By shifting growth away from greenfield development, cities can reduce the amount of new long-term liabilities (roads and utilities) that are assumed as a by-product of each new development.
- *Smarter* – A Smart City approach leverages technology to improve operations, increase efficiency or deliver improved customer service. By using technology cities can ensure constrained resources have the greatest impact to address many demands facing community infrastructure.
- *Collaborative* – Local governments are exploring different partnership-driven approaches to infrastructure development to fund emerging infrastructure priorities. By focusing on projects with opportunities for partnerships diverse funding sources can be brought to bear, leveraging public investment and delivering a greater benefit to the community in the long-term.
- *Connected* – By expanding the options for how people can get around beyond the automobile, cities can improve traffic flow and extend the lifespan of existing roads. For example, if a modest portion of the 1.2 million kilometres driven each day in Kelowna were shifted to active modes like transit, walking, or cycling, Kelowna could improve traffic flow and defer roadway expansion, thereby decreasing long-term renewal and maintenance costs.

The CTR is about more than just reporting on data and trends. The Policy and Planning Department recognizes the need to explore emerging trends from a long-term perspective, to help guide and prioritize policy and tools for the City to remain resilient. The CTR is not a comprehensive or exhaustive analysis of the infrastructure challenge, but highlights the scale of the challenge and need for a range of funding tools and responses on the part of the City and other partners to reduce the long-term infrastructure deficit in the years ahead.

Examples of Areas for Future Action

- Identify partnerships with Regional District, school district and other institutional partners to deliver shared infrastructure projects
- Partner with community to leverage local fundraising and philanthropy networks to advance projects that benefit all residents (e.g., arts & cultural facilities)
- Identify capital servicing costs for all major new developments to understand long-term renewal and liability costs for City
- Explore opportunities for moving towards mass transit on key corridors
- Investigate the suitability of new funding strategies (e.g. CACs, Park Development DCC, Density Bonus etc.) through upcoming Facts in Focus on Infrastructure Funding Options
- Explore a reduction of service levels or increased risk tolerance to reduce infrastructure deficit
- Investigate stormwater management DCC for green infrastructure projects
- Review structure of DCC program and taxation assist levels for DCC projects to ensure that new development pays its fair share

Cities all across Canada are faced with the daunting challenge of maintaining and replacing the infrastructure that exists today and finding new funding sources to invest in infrastructure that will attract the jobs and residents of 21st century. There is no silver bullet for addressing a challenge of this scale, it will require cities to introduce new funding tools and strategies that reduce future costs. At the same time every future investment must be leveraged to ensure the greatest possible benefit to the community. Kelowna's response to the infrastructure challenge will require innovative thinking, unique partnerships, responsible planning and strategic decisions to ensure a resilient future for Kelowna.

The observations of the CTR are also meant to be integrated into several strategic planning initiatives underway at the City. Specifically, the report highlights the significant relationship between long-term infrastructure costs and the outcomes of the OCP review and the Transportation Master Plan update. Of particular note, the CTR identifies the cascading impacts of growth management decisions on the City's long-term infrastructure budgets.

Overall, the infrastructure challenge will require a holistic approach and commitment on the part of City and community to address the long-term funding shortfall. The forthcoming Facts in Focus on Infrastructure Funding Options will identify specific funding strategies with the greatest applicability for the City of Kelowna.

Internal Circulation:
Policy and Planning Department Manager
Community Planning & Real Estate Divisional Director
Communications Consultant
Infrastructure Div. Director
Infrastructure Engineering Manager

Integrated Transportation Department Manager
Financial Planning Manager
Business and Entrepreneurial Development Director
Community Planning Department Manager
Urban Planning Manager
Strategic Investments Director
Infrastructure Operations Department Manager

Communications Comments:
The 2018 Community Trends report can be found on kelowna.ca/publications. The report will also be distributed to key stakeholders and the broader community.

Submitted by: R. Soward, Planner Specialist

Approved for inclusion: J. Moore, Long Range Policy Planning Manager

Attachment Responding to the Infrastructure Challenge: 2018 Community Trends Report

City of Kelowna

Community Trends 2018

Responding to the Infrastructure Challenge

INTRODUCTION

Municipalities across Canada are facing a growing infrastructure challenge that poses a significant threat to the economic stability and quality of life for many communities. Nationally, municipalities own roughly 60 per cent of the core infrastructure in Canada and are facing a growing backlog of unfunded projects with limited options for raising the capital to respond.[1] At the same time, infrastructure is no longer about just building roads and maintaining pipes in the ground. Infrastructure is now synonymous with quality of life for citizens and a city's ability to remain economically competitive.[2]

The Community Trends Report is prepared annually to explore how major changes in the future might impact the long-term management of cities. The Community Trends Report is a researched-based document that sets the stage for future action by identifying the local implications of broader national trends. The report allows the corporation to explore complex topics in a less formal manner that is more accessible to the broader community. For this reason, the Community Trends Report is intended to serve as a resource for the corporation and to inform residents, businesses and local community organizations about future shifts in society and the anticipated local impacts.

The Community Trends Report is comprised of two key parts each year. First, the Trends Infographic highlights current key data to gain an understanding of today's community landscape in Kelowna. The other part of the Community Trends Report is a broader review of a larger theme that warrants further research to better understand how the City of Kelowna might shift business practices, policies or service delivery to adapt to challenges that we're seeing other cities face nationally. This year's infrastructure challenge theme was selected to act as a supporting document for the development of the Official Community Plan Review and the Transportation Master Plan work in 2019-20 currently underway. The Community Trends Report will enhance the City's understanding of the cascading servicing impacts between land use and transportation decisions and long-term infrastructure planning.[3]

The Trends Infographic, represents key statistical information related to Kelowna's economy, demography, housing market, community infrastructure and other relevant information to paint a picture of Kelowna in 2018. Statistical information from 2017 and 2018 are used to show year-over-year changes on key metrics. The data reinforces that Kelowna continues to experience robust economic growth as the development and tech sectors, job market and airport all reported banner years. In addition, the infrastructure asset management data confirms Kelowna is experiencing similar challenges as many other municipalities across Canada: maintaining our existing infrastructure and responding to our needs for new infrastructure required for growth is increasingly becoming a struggle.

POPULATION >>> 131,600

= 1,000

population

GROWTH IN KELOWNA

- 63% ..... INTERPROVINCIAL
- 39% ..... INTRAPROVINCIAL
- 3% ..... INTERNATIONAL
- 5% ..... NATURAL INCREASE

% OF POPULATION OVER 65

★ KELOWNA ★ 20.7%

COMPARED TO

★ CANADA ★ 16.9%

MEDIAN HOUSEHOLD INCOME

$68,627

Up $6,014 from 2014

unemployment rate >>> 5.0%

tourist info centre visits 2017-18

FROM 15,394 TO

124,455

AIRPORT TRAFFIC INCREASED

8.2%

2 million total passengers in 2018

$478M

ESTIMATED INFRASTRUCTURE DEFICIT

30% *of capital funding is allocated to renewal*

35% OF ASSETS ARE IN FAIR TO POOR CONDITION

will require action in the short/mid-term

$1.53B GROWTH RENEWAL & NEW INFRASTRUCTURE

INVESTMENT OVER NEXT 10 YEARS

DEVELOPMENT SECTOR

IMPACT

13% OF JOBS IN KELOWNA ARE IN THE DEVELOPMENT & CONSTRUCTION INDUSTRY

compared to 10% across Canada

BUILDING *permit values*

$912 MILLION

VACANCY RATE 1.9%

FOR SALE

14%

SALES OF HOMES OVER $1 MILLION

down from 208 to 178

MEDIAN HOUSING COSTS

SINGLE HOMES ⬆ 5%

$682,260

TOWNHOUSES ⬆ 5%

$446,792

CONDOS ⬆ 9%

$331,000

TECH SECTOR IMPACT

399 TECH BUSINESSES IN CENTRAL OKANAGAN

up 9.5%

83 EOC DAYS IN 2018

down from 131 days in 2017

20 *days when pollutants exceeded acceptable limits*

COMPARED TO 25 DAYS IN 2017

BIKESHARE

35,000 TRIPS TO DATE

4,626 trips during the busiest week

THE CHALLENGE

DEFINING THE INFRASTRUCTURE CHALLENGE

All cities in Canada are facing the challenge of directing finite financial resources toward a long list of competing infrastructure needs. Recent estimates peg the national infrastructure deficit at roughly $270 billion.[4] In some ways the need for infrastructure dollars is at its most acute, as cities face a long list of different infrastructure demands.[5] Infrastructure managers are having to dedicate a greater share of budgets to replacing or renewing existing assets (Renewal Capital).[6] If maintenance is delayed the deficit will only rise further, as assets that reach the end of their service life have even higher repair and replacement costs.

At the same time, cities are tasked with funding infrastructure to accommodate new development, be it in the core of the city or the suburbs (Growth Capital). These funding needs are often in direct competition with funding to support enhanced service levels (New Capital). New Capital in the form of parks and recreation facilities, iconic cultural spaces or rapid transit systems are increasingly seen as critical infrastructure to raise quality of life and attract talent and jobs in the 21st century.[7i] Not to mention, cities are now facing the very real impacts of climate change with elevated risks of drought, flooding, landslides or wildfires, requiring infrastructure investments.[8] This convergence of infrastructure demand highlights the severity of the challenge and the risk of a runaway infrastructure deficit unless cities commit to taking action.

The reality is that cities will not be able to tackle the infrastructure challenge on their own. Nationally, local governments only collect 8% of tax revenues, but own roughly 60% of core infrastructure.[9] As a point of reference, during the 1950s and 1960s, generational infrastructure investments from the federal and provincial governments financed much of the growth of roads and utilities in Canada's post-war suburbs. From 1975-2005, government funding (as percentage of GDP) for infrastructure declined significantly, burdening local governments with a greater share of infrastructure costs.[10] As a result of the funding shift, reduced funding levels and poor asset management, 35 per cent of Canada's core infrastructure assets are in fair, poor, or very poor condition and are in need of attention.[11] The Federation of Canadian Municipalities estimates the costs associated with assets in very poor or poor condition to be $141 billion. A major part of the infrastructure deficit is roads, with costs to replace or renew roads in poor or very poor condition estimated at $48 billion. Meanwhile, all levels of government recognize that taxpayers are feeling squeezed, meaning the infrastructure challenge is unlikely to be solved by merely increasing taxation. Overall, the scale of the problem points to the needs for creative solutions that will provide Canadian cities with new tools.

KELOWNA INFRASTRUCTURE SCORECARD[12]

$1.53B	Investment required over next 10 years for new infrastructure, renewal, and growth
$478M	Estimated infrastructure deficit or unfunded infrastructure in the next 10 years
30%	Infrastructure investment allocated to renewal
70%	Infrastructure allocated to growth and improved services
35%	Assets in fair to poor condition and will need investment in the short-term to mid-term

The City of Kelowna initiated a Corporate Asset Management program in 2012 to pro-actively manage long-term infrastructure costs. The program is continually updated to monitor service levels and improve asset and financial stability. A major success of the program is that all renewal projects for the City's Water and Wastewater Services are fully funded.

Here in Kelowna, our infrastructure deficit is identified through the 10-Year Capital Plan as requiring an investment of $1.05 billion. While our general fund is forecasted to provide funding of $573 million, there is a deficit of $477 million of infrastructure project which remains unfunded and will require new funding tools moving forward. The recent Citizen Survey showed that 58 per cent of citizens would support investments in infrastructure renewal rather than new assets.

Cities are recognizing the strong links between land use patterns and long-term infrastructure costs as they take steps to respond to the infrastructure challenge. Over the last 50-60 years a large proportion of growth has occurred in low-density suburban areas where upfront infrastructure costs are largely covered by developers.[13] The suburban development model provides a low cost of entry for municipalities and an initial cash inflow, but commits municipalities to new long-term maintenance and renewal costs once the development is complete.[14] Historically, cities have not had enough data to fully grasp the long-term costs to maintain and renew suburban infrastructure and the degree to which the tax revenue in these areas covers the long-term costs. As a result of major differences in unit density, low-density suburban residential development results in lower levels of tax revenue per hectare compared to high-density mixed-use development. This means that suburban low-density areas require higher subsidies on a per unit basis to cover the long-term costs of maintaining and renewing (lifecycle costs) core infrastructure.[15] Consequently, cities are realizing that suburban development patterns present significant impacts to City budgets in the long-term.

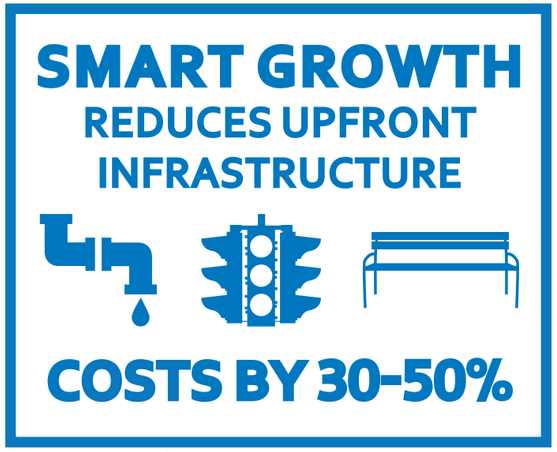
At a time when cities face extraordinary needs for infrastructure funding, local governments are stuck in a cycle of growth where they rely on enhanced revenues from suburban growth that only serve to increase the long-term infrastructure challenge. As more funding is required to maintain and renew infrastructure in suburban areas, less funding is then available for new infrastructure projects or to tackle emerging priorities such as climate change.

SUBURBAN DEVELOPMENT MODEL

For example, Kelowna's ten-year capital plan allocates 30 per cent of the budget to renewal, noting that the annual transportation renewal costs are expected to triple due to aging roads, bridges, and traffic signals over the next 20 years.[16] Infrastructure projects that focus on renewing aging roads and utilities simply serve to maintain existing service levels and to reduce long-term replacement costs, but do little to enhance quality of life. In some cases, renewal cannot be deferred without compromising services or public safety due to potential failure or service disruption unless cities are willing to accept higher risk levels with aging infrastructure.[17]

Kelowna's annual transportation renewal costs are expected to increase by 250 per cent over the next 20 years due to aging roads, bridges, and traffic signals.

Within dense mixed-use urban areas where redevelopment has lower long-term (lifecycle) infrastructure costs, cities are often lacking the funding tools necessary to deliver the required up-front infrastructure. Without the funding to invest in urban areas, cities are then challenged to deliver the quality of life needed to attract growth in areas that have higher tax revenue and lower long-term infrastructure costs. Overall, the current development pattern has created a vicious cycle of growth that only accelerates the infrastructure challenge facing cities across Canada.



Based on analysis from Smart Growth America

RESPONSIBLE

GROWTH MANAGEMENT CAN BE AN EFFECTIVE TOOL TO REDUCE INFRASTRUCTURE COSTS AND CREATE COMPLETE COMMUNITIES.

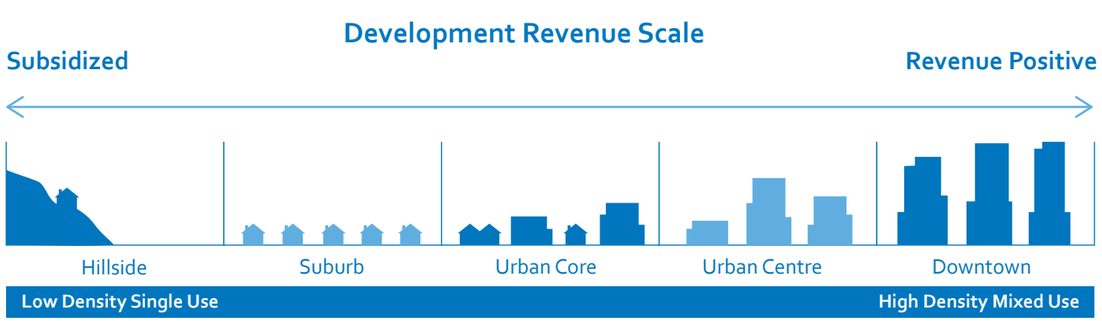
The Community Trends Report uses the recently adopted Imagine Kelowna (IK) principles to highlight potential responses to the infrastructure challenge. This section offers promising strategies that relate back to the four IK principles: responsible, collaborative, smarter and connected to provide direction for future action. These principles demonstrate some of the ways that Cities could shift infrastructure planning to increase funds for new capital, reduce long-term liabilities and ensure investments provide the greatest return for the public.

Many cities are taking a closer look at how responsible growth management can be an effective tool for reducing long-term infrastructure liabilities. Cities are recognizing the financial benefits of infill and urban redevelopment. By shifting growth away from greenfield development, cities can reduce the amount of new long-term liability (roads and utilities) that are assumed as a by-product of each new development.[18] At the same time, these low-density suburban areas often generate lower levels of per hectare tax revenue, requiring subsidies from dense mixed-use areas or commercial areas to cover their long-term infrastructure costs.[19] By reducing the amount of long-term liabilities associated with new development, the proportion of a city budget required for renewal in the long-term decreases.[20] As a result, cities that are able to shift land uses away from sprawl are better positioned to maintain budget funding for new infrastructure projects that benefit the broader community as opposed to devoting a larger and larger proportion of capital spending to the renewal of roads at the edge of the city.

Cities are also recognizing that redevelopment or infill in the core does not require the same scale of upfront infrastructure as low-density suburban development and generates higher tax revenue on a per hectare basis.[21] When redevelopment occurs in urban areas there is often excess service capacity that can be drawn upon, thereby reducing the amount of new long-term lifecycle costs created by new infill development.

Upfront costs to service hillside development are estimated by local developers to range from $200,000-$300,000 per lot.

However, urban redevelopment does pose a challenge for municipalities. Key public infrastructure such as public spaces and transportation improvements are often required to spur private investment in urban redevelopment or to encourage the urban development pattern that generates a strong tax base to fund infrastructure in the future.[22] These same urban infrastructure investments often reinforce existing climate action policies and sustainable transportation goals, while enhancing quality of life and economic competitiveness. Municipalities, however, struggle to deliver upfront improvements in urban areas on their own, increasingly relying on one-off partnerships with developers or senior levels of government. This form of urban redevelopment generates some of the highest levels of tax revenue on a per hectare basis. For this reason, cities (e.g.: Edmonton, Halifax, Montreal & Vancouver) are exploring new funding tools that leverage lower lifecycle costs and higher tax revenue in mixed-use urban areas to deliver improvements in the urban core.[23] Urban infill redevelopment is an important tool for cities to reduce the proportion of infrastructure dollars dedicated to renewal, indirectly freeing up capital to support infrastructure priorities that enhance quality of life.



KELOWNA GROWTH BY THE NUMBERS

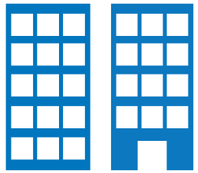
As the Tax Revenue map below shows, the highest tax revenue per hectare is within Kelowna's urban core in areas where densities are higher and there is a greater proportion of mixed-use residential and commercial development. It is worth noting that commercial tax rates are roughly 2.5 times higher than residential tax rates in Kelowna.

$19,500

Average annual municipal tax revenue per hectare of single-detached housing in Kelowna

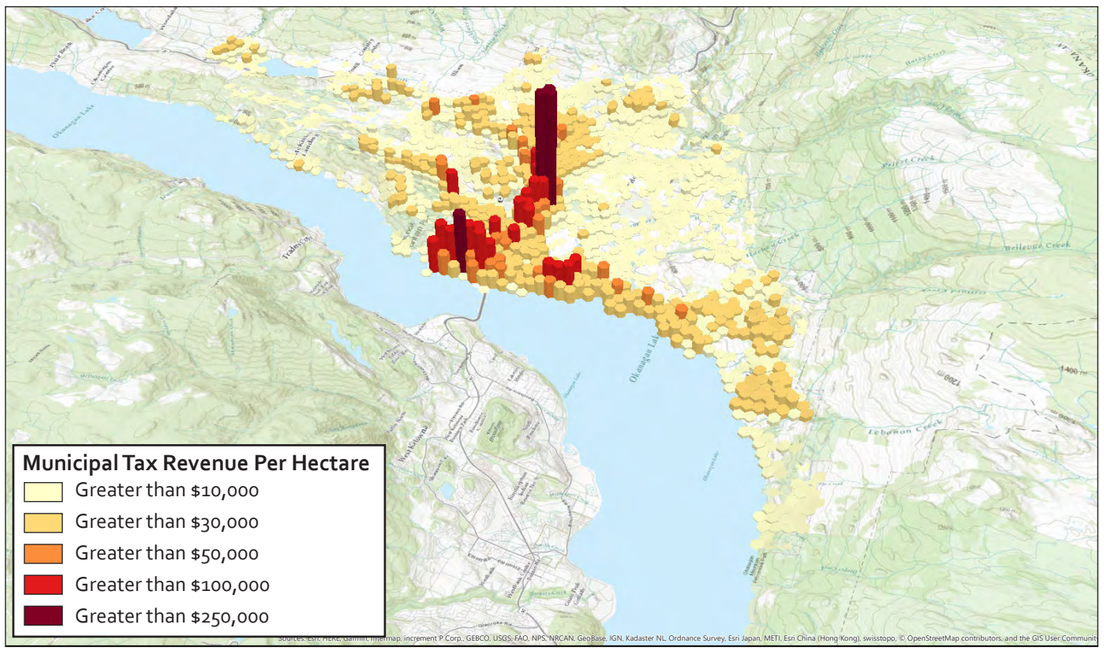
$37,000

Average annual municipal tax revenue per hectare of townhouses in Kelowna



$58,000 / $189,000

Average annual municipal tax revenue per hectare of multi-family apartments and mixed-use apartments in Kelowna



AREAS FOR FUTURE ACTION

- Review structure of Development Cost Charge (DCC) program and taxation assist levels for DCC projects to ensure development pays its fair share and taxation impacts of suburban expansion are reduced
- Require all suburban developments to disclose capital servicing costs to understand long-term renewal and liability costs for the City
- Expedite development application process in areas that are likely revenue positive, explore use of pre-zoning for infill or urban centre redevelopment tools
- Explore reduced service levels and higher risk tolerance to decrease infrastructure deficit
- Consider infrastructure lifecycle cost against future revenue when planning future land use

SMARTER

A SMART CITY APPROACH ALLOWS CITIES TO USE REAL TIME DATA AND TECHNOLOGY TO IMPROVE RESILIENCY AND SERVICE DELIVERY.

By embracing a Smart City approach, cities are realizing opportunities to improve asset management, to reduce greenhouse gases (GHGs), and to enhance resilience by limiting additional capital infrastructure investments. Although, Smart City is a popular buzzword, fundamentally it is about looking for ways to leverage technology to improve operations, increase efficiency or deliver improved customer service.[24] In the era of climate change, a Smart Cities approach provides an opportunity to improve understanding of how infrastructure systems are performing during extreme weather events that test City infrastructure.[25] By taking a Smart City approach, cities can use real-time flow data to enhance understanding of how infrastructure is performing during extreme weather events or peak traffic and informing where intervention is required. This type of analysis can result in early identification of pinch points in a system that could be addressed to extend the life of the existing infrastructure and defer major replacement projects.

Another example of where a Smart City approach can be used to address the infrastructure challenge relates to opportunities for adopting energy efficient technology to reduce cost and environmental impact. For example, LED streetlight conversion project is a good example of where the City finances the costs of converting to a more sustainable technology through the energy savings. By embracing a Smart City approach cities can realize long-term infrastructure costs and adopt businesses practices that support the shift to a low carbon economy. Overall, a smarter approach will allow for cities to leverage technology to ensure constrained resources have the greatest impact to address many demands facing community infrastructure.

CASE STUDY: PREDICTIVE MODELLING

During the 2018 Spring Freshet Kelowna took a Smart City approach, working proactively to monitor infrastructure performance and mitigate damages associated with potential flooding. The regional emergency operations centre (EOC) began by standardizing the measurement of flow metres and discharge rates in 24 different creeks and streams in the region to create a real-time data that enhanced the understanding of flooding impacts associated with the large snowpack. Based on the modelling, staff determined a threshold when pumps would be required to ensure the City's stormwater system would not backup. Also, real-time analysis allowed staff to deploy sandbags in advance of any flooding, mitigating public and private property damage along Okanagan Lake and area creeks. This Smart City response enabled proactive flood management that prevented damage of core municipal infrastructure and limited property damage.

CASE STUDY: LED STREET LIGHT CONVERSION

In 2018, the City of Kelowna converted 10,000 high-pressure sodium street lights to LED street lights. The conversion is expected to save the City $13 million dollars over the next 15 years. The high-pressure sodium lamps have a life span of five years, compared to LED lighting which lasts 3-4 times longer, resulting in reduced annual maintenance costs for the City. The total cost to replace the lighting is $4 million and that cost will be recouped within the next three to four years due to energy savings and avoiding the need to replace bulbs.

CASE STUDY: DARK FIBRE EXPANSION

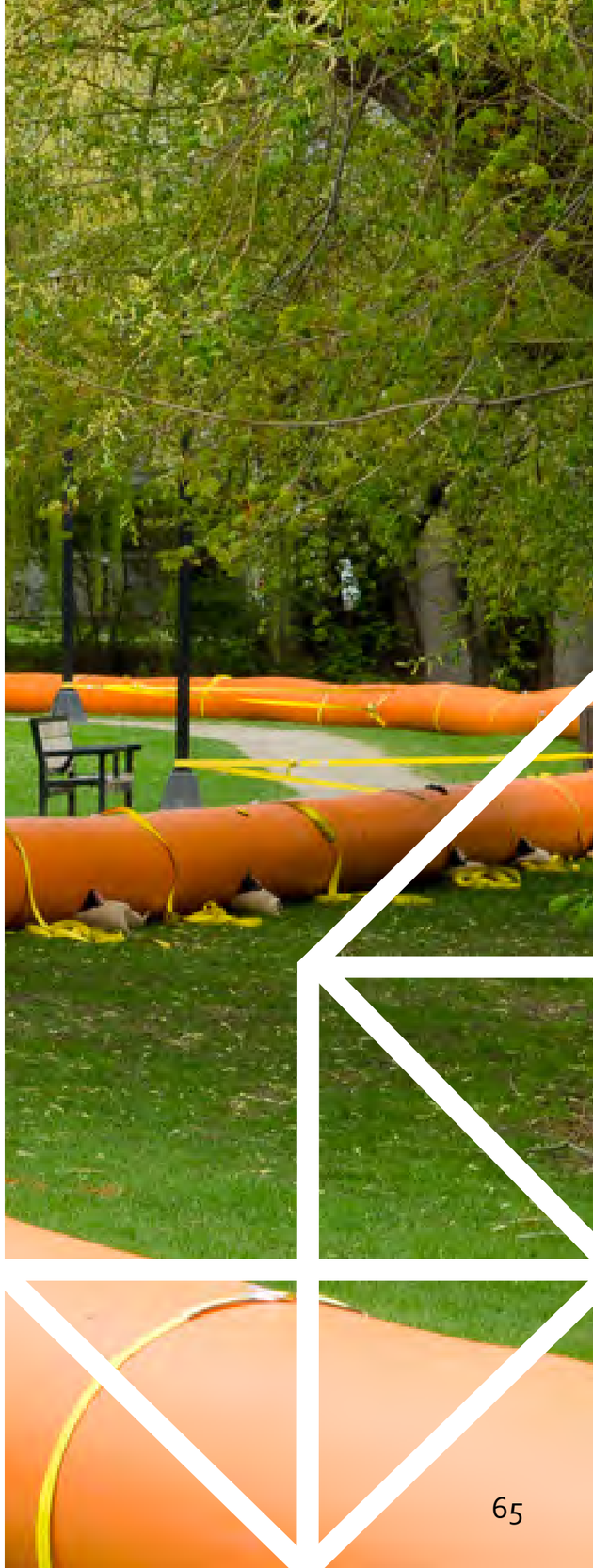
City of Kelowna expanded its dark fibre network with the installation of an additional 22km that connects the Airport, Landfilll and UBC Okanagan in the north, Okanagan College, and City infrastructure in the south to the central City core.

City of Kelowna will continue to explore ways to use Smart City principles to tackle the infrastructure challenge.

AREAS FOR FUTURE ACTION

- Continue to apply data-driven Smart City approach to infrastructure planning and asset management
- Introduce stormwater management DCC or levy to provide a stable funding source for Green Infrastructure projects
- Consider expansion of street sensors to improve parking management and traffic flow
- Explore opportunities of smart power poles or street lights to provide real-time data

DARK FIBRE
30 LOCATIONS
38KMS
$280,000
YEARLY SAVINGS



COLLABORATIVE

CITIES ARE EXPLORING PARTNERSHIPS TO FUND EMERGING COMMUNITY INFRASTRUCTURE NEEDS.

The ability of the City to deliver and to maintain infrastructure has a significant impact on the day-to-day quality of life of residents and is quickly becoming an important factor as cities look to attract new residents and businesses.[26] However, many Cities are stretched to maintain core infrastructure and find funding for large new capital projects that can drive urban revitalization or enhance the quality of life for residents. Frequently, a barrier to attracting growth to urban areas is the lack of funding tools for City-led capital investments such as parks, public space, sustainable transportation or other amenities that will serve as a catalyst for urban redevelopment.[27] In other cases, it is a challenge to find the funding for renewal projects that maintain service levels citizens have come to expect.[28] In response, cities are exploring collaborative or partnership-driven approaches to infrastructure to address the backlog of community infrastructure needs.

To find funds for emerging infrastructure priorities, local governments are exploring a range of partnership-driven approaches to infrastructure development. In some cases, a collaborative approach could result in cities re-thinking the role of the community or the private sector in delivering important community infrastructure. Within many cities, major private development projects are being leveraged as opportunities to partner with developers to develop new infrastructure to accommodate growth, using tools such as community amenity contributions.[29] Some cities are looking to community fundraising or crowdsourcing models to fund infrastructure that provides a benefit to the broader community. In other cases, a project scope could be expanded to bring on another partner or funder, leveraging additional resources and achieving more than any one group could achieve independently. By considering projects that emphasize partnerships valuable public sector investment can be leveraged, meaning a greater benefit to the community in the long-term.

CASE STUDY: A REGIONAL RAIL TRAIL

Together with Lake Country, Okanagan Indian Band and the Regional District of North Okanagan, an Inter-Jurisdictional Development Team acquired 50 km of the former CN railway corridor for $22 million. In partnership with the local community, roughly 25 km of the Okanagan Rail Trail was constructed in 2018.

TYPES OF INFRASTRUCTURE PARTNERSHIPS

- Public-private (P3) or Infrastructure Bank: Leverage private sector investment on projects with revenue potential
- Community Amenity Contribution: Leverage major development to build key community amenities such as public spaces, daycares, and community centres
- Community to Community: Work with neighbouring local governments on regionally important infrastructure
- Crowdsource: Leverage community fund-raising and philanthropy for quality of life projects with a broad benefit for community (ORT, RCA, cultural facilities etc)
- Non-profit partnerships: Work with housing providers to deliver important social infrastructure (Community Land Trust for Affordable Housing, Long-term land lease etc)
- Shared-use facilities: Explore partnerships for infrastructure projects with complementary uses such as school / community centre / recreation centre to leverage multiple funding sources
- Pilot projects: Remain open to partnerships with the private sector to allow for low-cost entries to test 21st century infrastructure (bikeshare, uber, lime, shared mobility and micro-mobility)

At a time when government budgets are constrained and there is significant demand for community infrastructure, cities will need to look for new strategies to deliver infrastructure. A more collaborative approach can leverage new funding streams and keep pace with the substantial demands for new infrastructure over the next 30 years.

CASE STUDY: BIKESHARE PILOT

In 2018, Kelowna Council entered into a partnership with Dropbike for a 18 month bikeshare pilot. The pilot began in spring 2018 operated by Dropbike at no cost to the City. Through the pilot a fleet of bicycles were available for short term rental allowing users to get a bicycle at one location and drop it off at another. The pilot resulted in over 35,000 bike share trips, enhancing transportation options for residents and tourists in Kelowna.

BIKESHARE BY THE NUMBERS

4,626	Trips during the busiest week of the year (Centre of Gravity, July 23-29)
35,000	Total number of trips taken via Dropbike
17,144	Total number of people who signed up for the app
302	Average number of daily trips taken via Dropbike
21	Average number of daily trips taken per 1,000 residents

AREAS FOR FUTURE ACTION

- Investigate the suitability of new funding strategies (e.g. CACs, Park Development DCC, Density Bonus etc) through upcoming Facts in Focus on Infrastructure Funding Mechanisms
- Explore partnerships with the Regional district, school boards and other institutional partners to deliver shared infrastructure projects
- Partner with community to leverage local fundraising networks and private philanthropy on projects that benefit for all residents (e.g. arts & cultural facilities)
- Explore permit system to facilitate micro-mobility partnerships for innovative pilot projects to support 21st century transportation (e.g. Dropbike, Lime etc)

CONNECTED

BY PRIORITIZING DIVERSE TRANSPORTATION OPTIONS CITIES CAN DEFER COSTLY ROAD WIDENING PROJECTS.

In Kelowna, nearly $20 million is spent annually on new transportation infrastructure with many other important projects remaining unfunded.[30] The roadways line item is often the largest part of the capital budget, with the cost to widen a major road in the core of Kelowna estimated at $26 million per kilometer.[31] Although cities often face public pressure to build new roads as a way to reduce congestion, cities are increasingly recognizing that this only serves to encourage more drivers by inducing demand in urban areas.[32] At the same time, cities simply cannot afford to build their way out of congestion, reinforcing the importance of strategies that move people more efficiently in cities. By looking at diverse transportation options, cities can optimize the use of existing infrastructure, deferring costly road-widening projects and support community goals of climate action and healthy community design.

By expanding the options for how people can get around beyond the automobile, cities can improve traffic flow and extend the lifespan of existing roads. If even a portion of the 1.2 million kilometres driven each day in Kelowna were shifted to active modes like transit or cycling, a reduction in congestion and GHGs could be achieved. The greatest potential to shift trips to active modes is within dense mixed-use areas where services, amenities and employment are within a short distance.[33] The majority of transportation trips in Kelowna's urban centres are less than 3kms and could be easily shifted to transit, cycling, or walking.[34] To encourage this behaviour change, transportation demand management tools such as reduced parking requirements or incentives to encourage transit or cycling are critical. A reduction in the number of cars on the road could improve traffic flow and defer roadway expansion, thereby decreasing long-term renewal and maintenance costs.

A traffic lane can move 800 cars with 1,000 people in an hour. Bus rapid transit could carry upwards of 15,000 people in the same road space in an hour.

Another strategy to make more efficient use of existing roadway space is mass transit or bus rapid transit (BRT) on key corridors. BRT provides faster and more reliable service as a result of separation from traffic and transit priority at key intersections. Instead of adding an extra lane on a congested corridor and having to acquire costly land to move cars at the cost of $26 million / km, mass transit can carry upwards of 10,000-15,000 people per hour on an existing road at a cost of $3-14 million per km, providing a more cost-effective way of moving people at peak times.[35]

Also, by giving buses the priority and getting them out of traffic, transit becomes more competitive with the private automobile.[36] Overall, strategies like BRT offer the potential to move more people in the available roadway space, deferring future roadway projects and enabling reductions in GHGs.

CASE STUDY: CALGARY CYCLE TRACK PILOT

In 2015, Calgary piloted three protected cycling corridors in the downtown to enhace safety and encourage cycling. The pilot was built rapidly using flexible delineators, planter boxes, temporary curbs, and floating signals. Bicycle counts showed that during the pilot there were 1.2 million bicycle trips, representing a 40% increase in the number of residents arriving downtown via bicycle.[37] In 2016, council voted to make the network permanent, recognizing the cycle tracks as a cost-effective approach to enhance transportation options in the downtown core.

CASE STUDY: QUICK-BUILD CYCLE NETWORK[38]

The City of Seville built an 80 km bicycle grid in 18 months. The whole network cost $32 million for the protected network. It serves 70,000 trips per day compared to the local metro line that cost the equivalent of $1.2 billion and serves 44,000 trips.

AREAS FOR FUTURE ACTION

- Continue to focus growth in urban centres to provide residents with increased transportation options
- Explore opportunities for moving towards BRT on key corridors
- Accelerate the construction of protected bike lanes to establish a minimum to boost number of cycling trips
- Reduce minimum parking requirement in areas that are well served by transit, walking and cycling infrastructure
- Continue to expand bikeshare and investigate options for new types of shared mobility

CONCLUSION

A CHALLENGE THAT WILL REQUIRE LONG-TERM COMMITMENT

Cities across Canada are faced with the daunting challenge of maintaining and replacing the infrastructure that exists today, while finding new funding sources to invest in the infrastructure of the 21st century. The Community Trends Report outlines some of the factors associated with the infrastructure deficit and highlights how other cities are beginning to shift land use and funding strategies to encourage growth in urban areas to reduce future infrastructure liabilities. Also, the report has shown that technology and partnerships can be leveraged to improve the return on investment for cities as they spend valuable tax dollars. Regardless of the response, there is no silver bullet for addressing a challenge of this scale. Instead it will require a range of strategies to diversify funding options, to reduce future costs and to leverage future investments.

Although the areas for future action are not formal recommendations, they are intended to set the stage for future City processes. For example, the upcoming OCP review, Transportation Master Plan and the Servicing Plan will all have a strong relationship to long-term infrastructure planning.

It is clear that the infrastructure challenge will be one of the defining challenges for cities, requiring long-term commitment on the part of the corporation. It is a challenge that will require innovative thinking, unique partnerships, responsible planning and strategic decisions to ensure a resilient future for Kelowna.

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Responding to the Infrastructure Challenge

2018 Community Trends Report

February 4, 2019

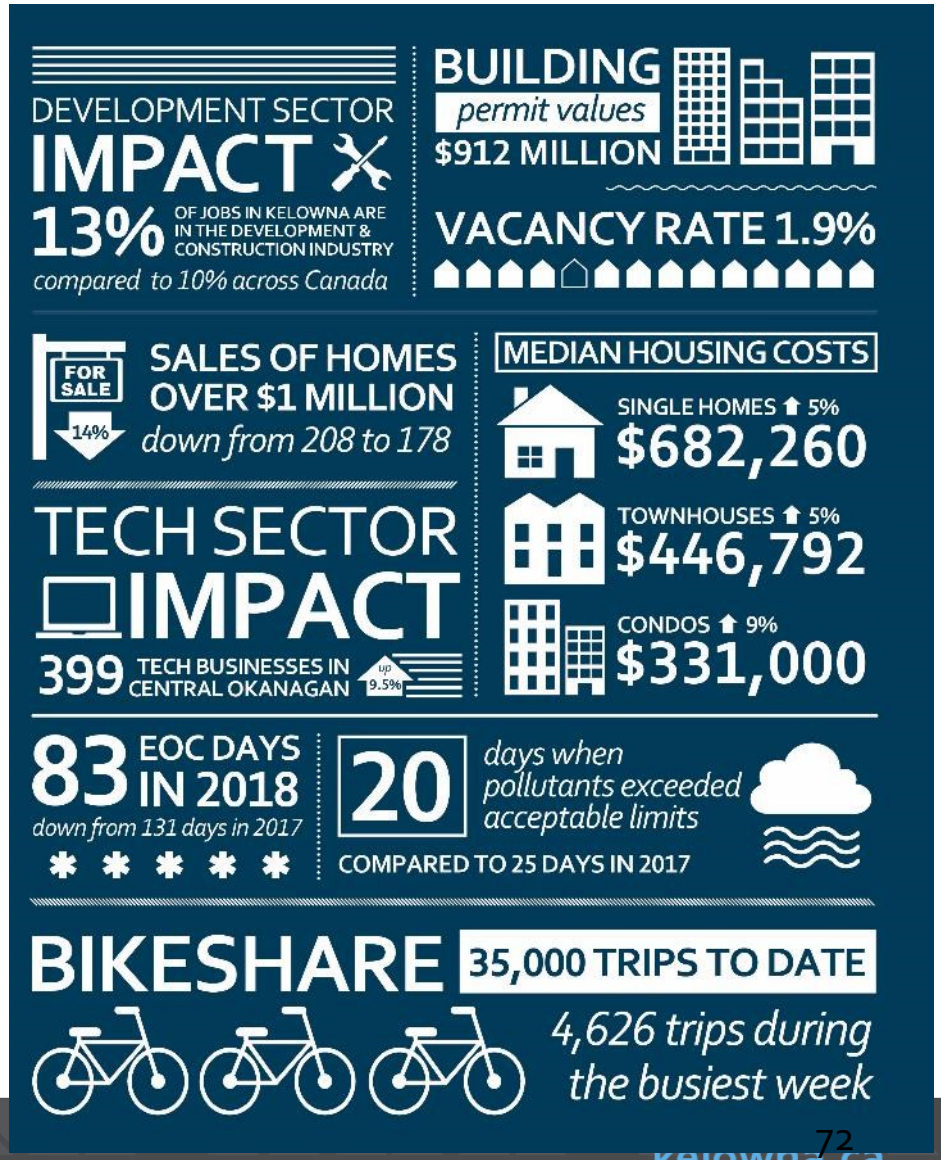
Role of Community Trends Report

- Forward looking document
- Infographic & major theme
- Understand local impact of global trends
- Prepare City & community for future trends
- Areas for future action

Trends Infographic Dashboard

City of Kelowna

- Growing & aging population
- Robust employment
- Tourism activity up
- Tech sector grows
- Record construction
- Housing market gains
- EOC remains active

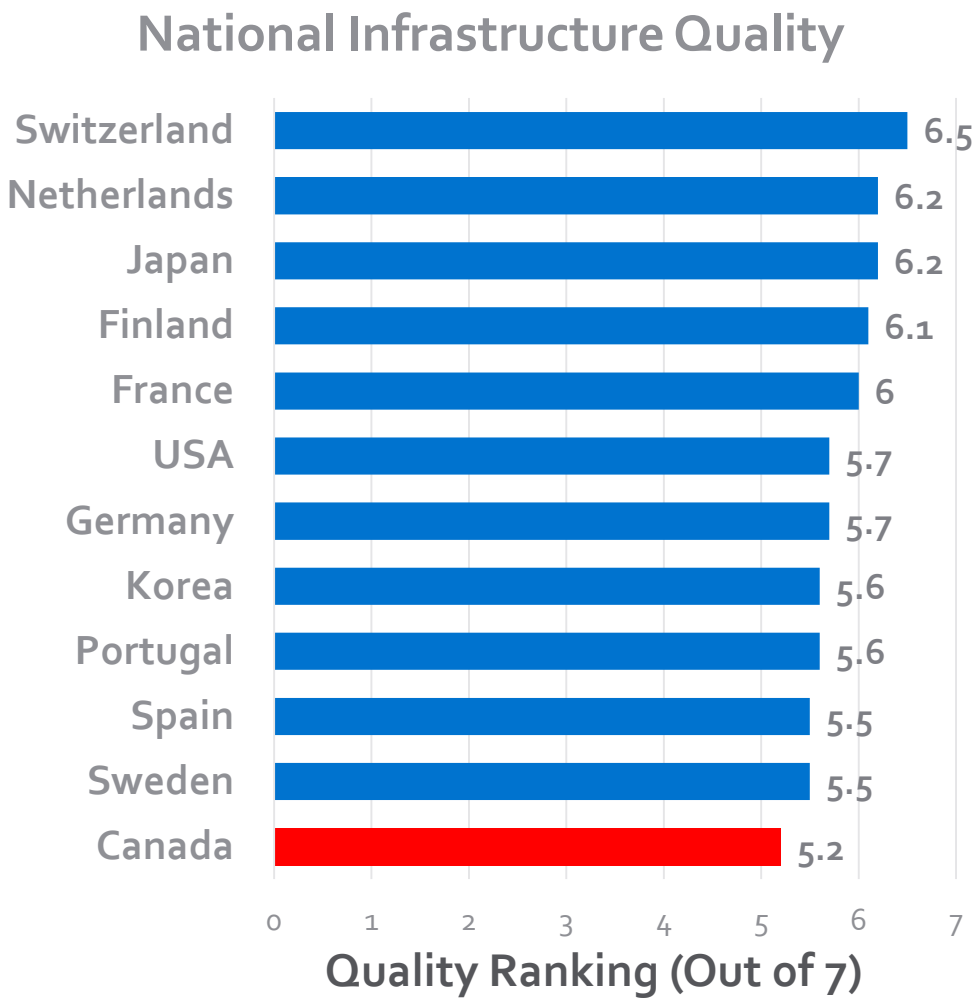


Theme for 2018 Trends Report

City of Kelowna

Why Focus on Infrastructure?

- National challenge
- Limited funding tools
- Impacts quality of life
- Affects economic competitiveness
- Investigate local impacts



Source:CanInfra.ca

The Local Infrastructure Challenge

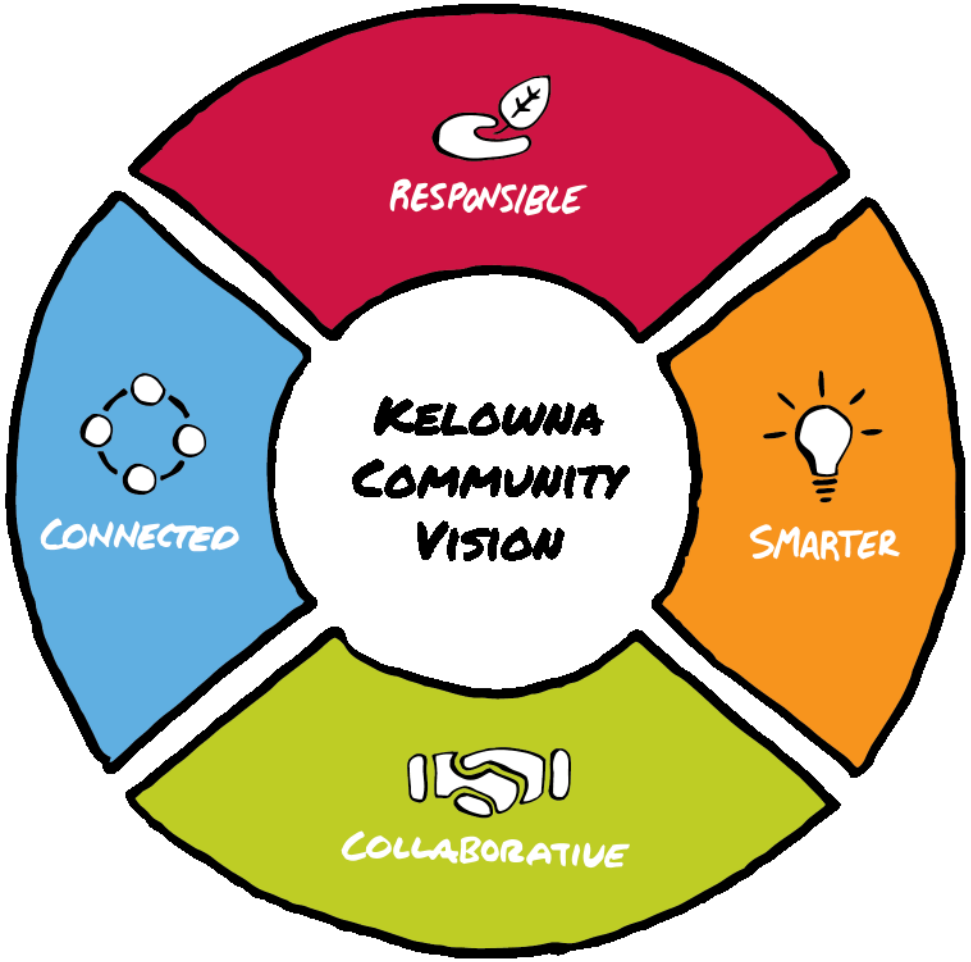
City of Kelowna

- Backlog of unfunded projects
- Challenges of maintaining infrastructure
- Taken progressive action on asset management
- Exploring new funding tools

$1.53B	Investment required over next 10 years for new infrastructure, renewal, and growth
$478M	Estimated infrastructure deficit or unfunded infrastructure in the next 10 years
30%	Infrastructure investment allocated to renewal
70%	Infrastructure allocated to growth and improved services
35%	Assets in fair to poor condition and will need investment in the short-term to mid-term

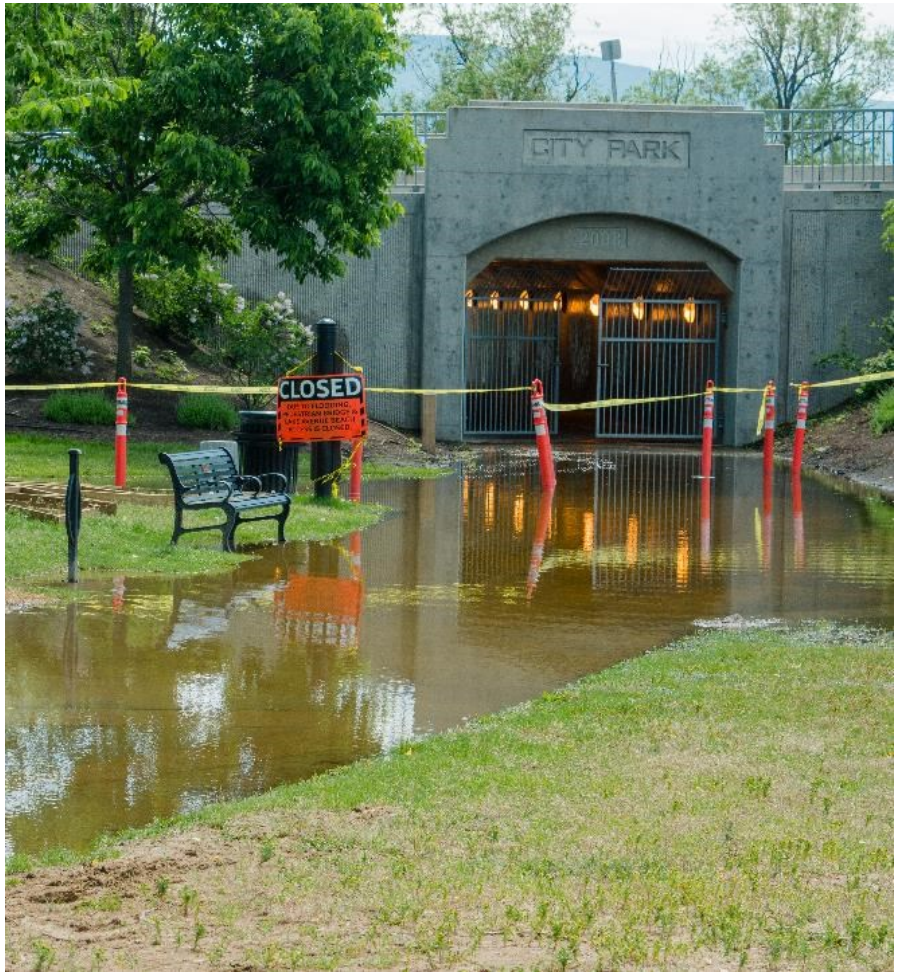
Link to Imagine Kelowna Principles

- Potential responses
- Taking a holistic approach
- Promising case studies
- Areas for future action



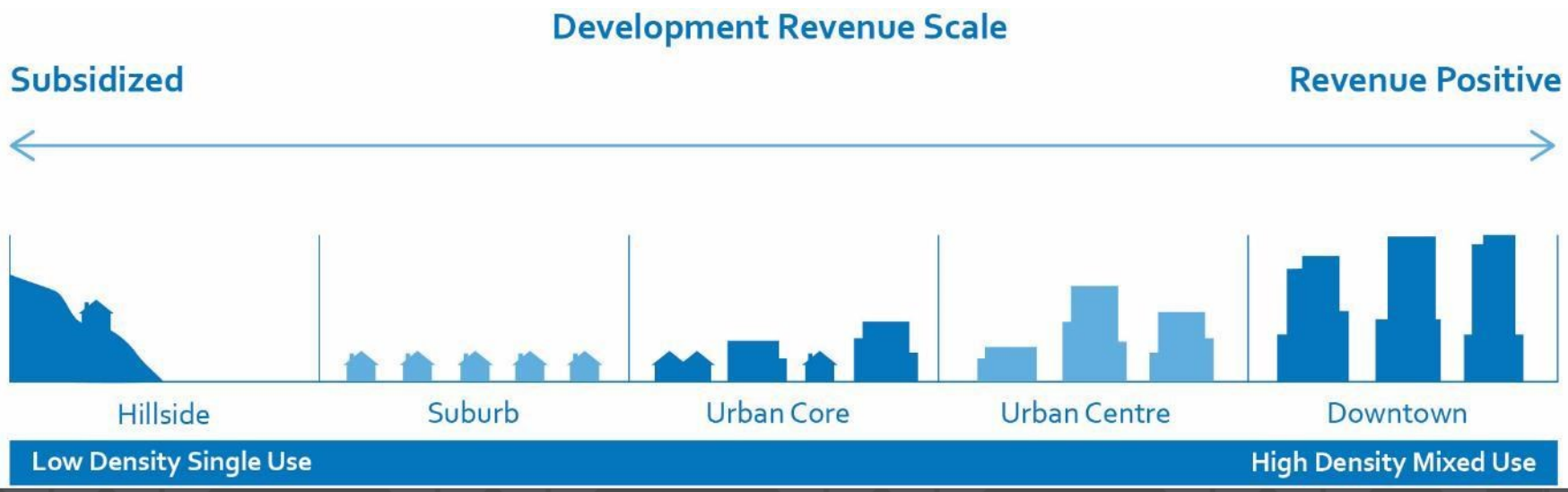
Smarter

- Support asset management
- Improve efficiency
- Enhance resilience
- Reduce costs & environment footprint
- ***Key Action***: Continue with data-driven infrastructure management

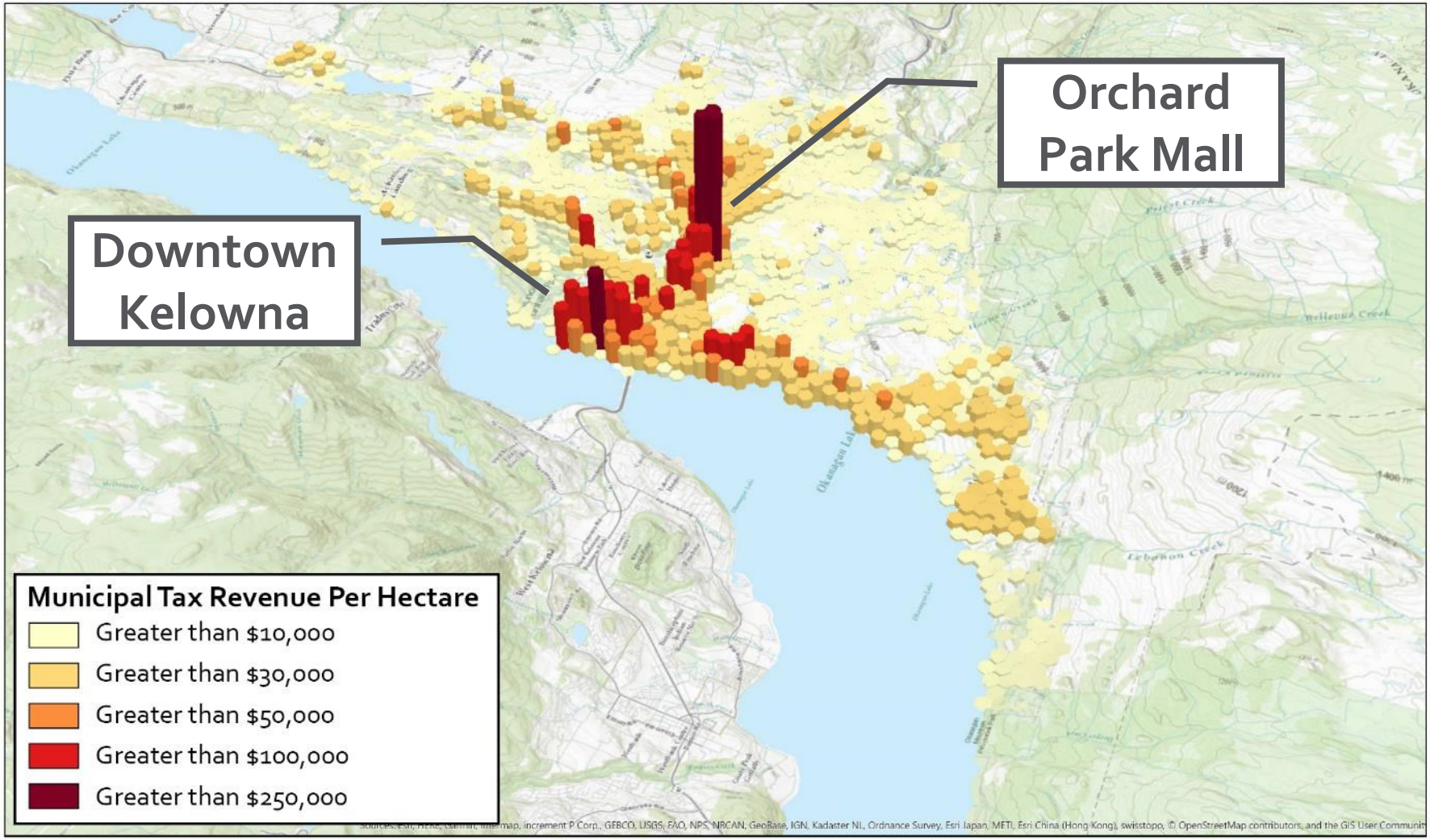


Responsible

- Benefits of infill / urban redevelopment
- Reduce future liabilities via growth management
- Dense mixed-use has higher tax revenue
- ***Key Action***: Require developments to disclose capital servicing costs to assess long-term cost



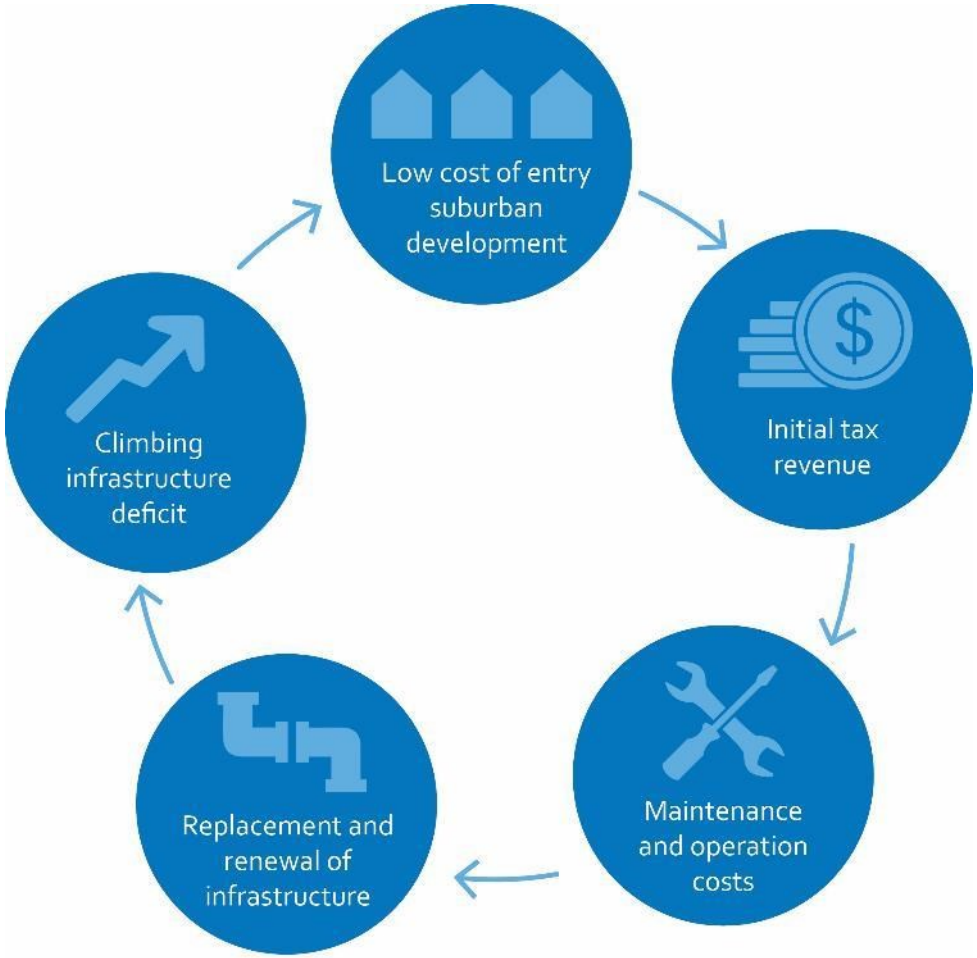
Growth by the Numbers



The Local Infrastructure Challenge

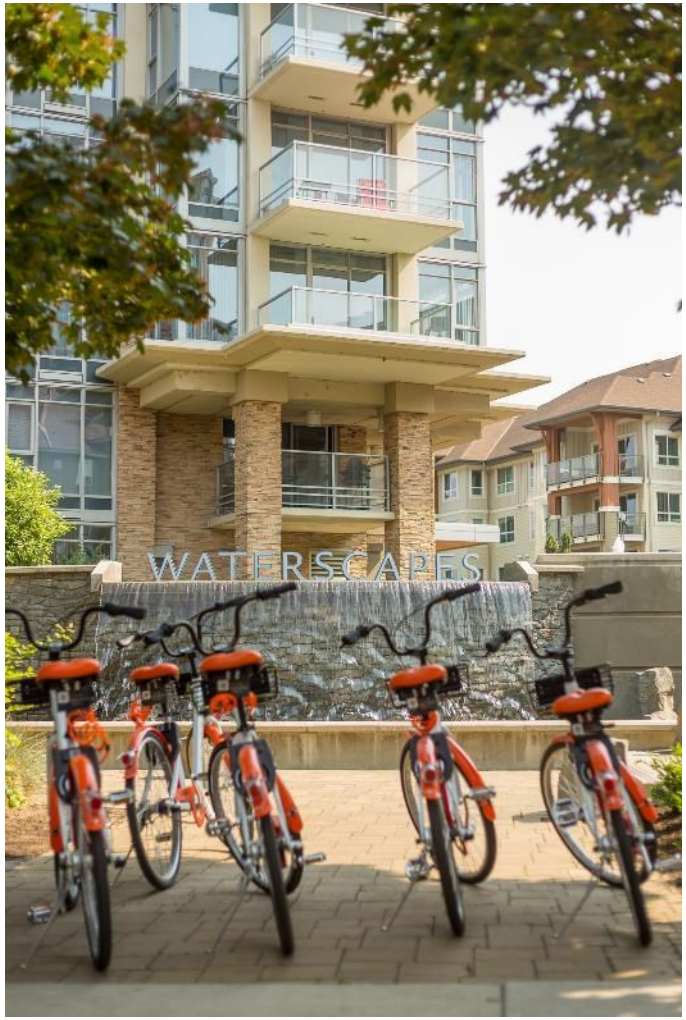
City of Kelowna

- Relationship to land use patterns
- Suburban growth offers easy entry for cities
- Adds to future renewal costs
- Tax revenue is challenged to cover replacement costs



Connected

- Cost-effective way to move people efficiently
- Costly to add space for cars
- Opportunity to shift behaviour in urban centre
- Improve traffic flow and reduce long-term costs
- ***Key Action***: Investigate options for mass transit & expanding shared mobility



Collaborative

- Challenge to fund new capital projects
- Rethink traditional projects / roles
- Bring new partners & funders to table
- ***Key Action***: Review suitability of new funding tools through upcoming Facts In Focus

Conclusion

- Challenge for all cities
- Promising approaches
- Link to key planning processes
- Facts in Focus on Funding Tools is forthcoming
- Range of tools and strategies needed

Report to Council

Date: February 4, 2019

File: 0710-40

To: City Manager

From: James Moore, Long Range Policy Planning Manager

Subject: 2019 Rental Housing Grants Amendment

Report Prepared by: Ross Soward

Recommendation:

That Council approve the revised rental housing grant amounts as described in the report from the Long Range Policy Planning Manager, dated February 4, 2019.

Purpose:

To consider revised rental housing grant amounts for 2019.

Background:

On January 14, 2019 staff presented the annual Rental Housing Grant recommendation for Council approval. At that time, staff recommended that six rental housing projects be awarded rental housing grants. The grant amount for each of the six applicants was calculated based on the understanding that there were 395 rental units applying for the $320,000 in 2019 rental housing grants.

As a result, Council approved the following grant amounts per unit type on January 14, 2019

Three Bedroom Units	Two Bedroom Units	One Bedroom / Studio Units
$1,960	$980	$490

Subsequently, staff became aware that a seventh rental housing grant application from Mission Group for 48 purpose-built rental units was submitted to the City prior to the November 19, 2018 deadline. Due to an administrative error by staff the Mission Group application was not included in the January 14, 2019 report. To account for this error, staff is recommending the grant amounts be revised to reflect the additional 48 units, bringing the total number of units applying to the program up from 395 to 443.

Based on the increase in the number of units applying, the following revised grant amounts per unit are recommended:

Three Bedroom Units	Two Bedroom Units	One Bedroom / Studio Units
$1,758	$879	$439

By applying the revised grant (subject to council approval) the following grant amounts for each project are proposed in the table below.

Project	Number of Units	Amended Grant Amount
1759 Highway 33 East	49	$44,835
1145 Pacific Ave	31	$29,450.
1044-74 Cawston Ave	40	$32,967
1149-87 Sutherland Ave	36	$19,340.
2080 Benvoulin Crt	64	$28,131
333 Drysdale Blvd	175	$132,307
454-464 West Ave (Project Added)	**48**	**$32,967**
Total	**443**	**$320,000**

As a result of the addition of the West Ave project and the associated 48 units the grant amounts for the six projects approved on January 14, 2019 have decreased by 10 per cent. Should Council approve the amended rental housing grant amounts, staff will notify each applicant directly of the change in the grant amount to avoid any confusion.

Internal Circulation:
Divisional Director, Community Planning and Real Estate
Manager, Long Range Policy and Planning
Department Manager, Policy and Planning
Manager, Urban Planning
Department Manager, Community Planning
Budget Supervisor,

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 to support 443 rental units at a rate of $439 per 1-bedroom/studio unit, $879 per 2-bedroom unit and $1,758 per 3-bedroom unit.

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**

Approved for inclusion: Danielle Noble-Brandt, Dept. Manager of Policy & Planning

Report to Council

Date: February 4, 2019

File: 0710-20

To: City Manager

From: Christine McWillis, Cultural Services Manager

Subject: 2019 Cultural Grants – General Operating and Project

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Recommendation:

THAT Council receives, for information, the list of 2019 recipients for Cultural General Operating and Project Grants as outlined in the report from the Cultural Services Manager dated February 4, 2019.

Purpose:

To provide Council an update regarding recipients of 2019 Cultural General Operating and Project grants.

Background:

The Active Living & Culture Division manages a number of grant programs which provide funding to community organizations.

In 2019, Cultural General Operating and Project grants totaling $159,300 will be distributed to local non-profit organizations providing arts, culture and heritage programs, services and events:

- $115,200 in General Operating Grants, and
- $44,100 for Project Grants.

The list of 2019 General Operating Grant recipients is attached in Appendix A and 2019 Project Grant recipients are listed in Appendix B.

For the 2019 grant cycle, guidelines and the arms-length evaluation process, for both programs, included only minor housekeeping changes and guideline reformatting. These were approved by Divisional Director of Active Living and Culture.

Internal Circulation:
Director, Active Living & Culture Division
Communications Advisor

Financial Services – Payroll & Internal Control Services

Existing Policy:
This report is submitted pursuant to Council Policy 274 (Cultural Policy).

Financial/Budgetary Considerations:
The total funding available in budget for the Cultural General Operating and Project Grant programs in 2019 is $164,300; $109,300 for the General Operating Grant and $55,000 for the Project Grants.

Through the evaluation and review process $115,200 was approved for the Operating Grants and $44,100 for the Project Grants,

While the overall funding outcome stayed within the total budget, $10,900 in Project funding was reallocated as follows:

- $5,000 to support the Professional Operating Grant Program and the transition of Opera Kelowna to this category (covered under Cultural Grants -Professional Operating Council report, February 4, 2019); and
- $5,900 to support the General Operating Program (as described in Appendix A).

These allocations were made based on submissions received, evaluation of requests and the applicant's alignment with the program goals and objectives.

External Agency/Public Comments:
This report has been prepared in consultation with the Central Okanagan Foundation in their role as contracted facilitator of the grant panel review for these grants.

Considerations not applicable to this report:
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Financial/Budgetary Considerations
Personnel Implications
Communications Comments
Alternate Recommendation

Submitted by:
C. McWillis, Cultural Services Manager

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

Attachments:
Appendix A – 2019 General Operating Grant Recipients
Appendix B – 2019 Project Grant Recipients

Cc: Director, Active Living & Culture Division
Communications Supervisor
Director of Grants & Community Initiatives, Central Okanagan Foundation

Appendix A – 2019 General Operating Grant Recipients Report from Cultural Services Manager, February 4, 2019			
	ORGANIZATION **(* denotes new recipient)**	**2019 OPERATING GRANT**	**DESCRIPTION**
1	BC Old Time Fiddlers	$3,500	Promotes, encourages and fosters connections among the fiddling community and encourages youth to take up fiddling and violin playing.
2	Central Okanagan Heritage Society	$10,000	Owns, operates and maintains several heritage buildings and delivers a range of heritage programs and services.
3	Centre Culturel Francophone de L'Okanagan	$9,900	Owns and operates the French Cultural Centre and provides programs which share and celebrate French culture in Kelowna/ Canada.
4	Chamber Music Kelowna	$10,000	Annual performance series which brings acclaimed classical performers to Kelowna. Outreach to youth through classes, workshops and school performances.
5	Cool Arts Society	$15,000	Provides arts experiences for adults and teens with 'diversabilities' through workshops, projects and exhibitions.
6	Creative Okanagan Artist and Event Development Society	$3,000	Produces and develops events which support, promote and showcase emerging and established artists from various creative disciplines.
7	Dolyna Ukrainian Cultural Society	$4,000	Provides programs which celebrate Ukrainian culture in Canada, including dance, language, food, traditions and special events.
8*	Inspired Word Café	$5,000	Inspired Word Café features two selected artists each month from diverse art forms, from poetry, to music, to clowning. They encourage a community's mosaic blend of words and music, in a setting that embraces everyone who participates.
9	Kelowna City Concert Band Society	$5,000	50 musicians of all ages, both amateur and professional, perform at a variety of events such as Canada Day and Remembrance Day.
10*	Kelowna Pipe Band Society	$5,000	Being the only Pipe Band in Kelowna, they play at events and provide an atmosphere of fun, learning and musical heritage to both their members and their audiences.

11	Kiwanis Music Festival	$7,000	This festival provides opportunities for amateur performing artists to showcase their achievements in dance, music and voice. They demonstrate their talents to their peers and the community and are professionally evaluated in order to provide opportunities for growth.
12	New Vintage Theatre Society	$15,000	Professional theatre offering stage productions, career development for actors and playwrights and special events.
13	Okanagan Festival Singers	$7,000	Produces and performs large-scale choral works, often in collaboration with other groups and the Symphony.
14	Okanagan Historical Society	$5,000	Stimulating an active interest in our heritage, promoting the preservation of historical sites, monuments, buildings, and pictures and cooperate with museums and educational institutions. Maintain Father Pandosy Mission site.
15	Ponderosa Spinners, Weavers & Fibre Artist Guild	$1,000	Fosters fibre arts through public demonstrations, classes and hands-on educational programs for SD23 Grade 3 classes.
16	Sing for Your Life Foundation	$5,000	Silver Song Groups provide participatory musical experiences to improve the health and well-being of older Canadians who live at home or in residential care.
17	Society of Friends of the Early Music Studio	$800	Specializes in public performance of early music on rare period instruments, both restored and built to historic specifications. Students and researchers gain access to unique repertoire and instruments.
18	Theatre Kelowna Society	$4,000	Community theatre is made by and intended for members of the community. Theatre Kelowna productions provide interested community participants the opportunity for theatrical education and experience.
	TOTAL AWARDED	**$115,200**	
	TOTAL AVAILABLE	**$109,300**	
	BALANCE	**($5,900)**	Covered by balance of funds available in the Cultural Project Grant Program

Appendix B – 2019 Project Grant Recipients Report from Cultural Services Manager, February 4, 2019			
	ORGANIZATION & PROJECT (*denotes new project)	**2019 PROJECT GRANT**	**DESCRIPTION**
1	Arts Council of Central Okanagan – Art Walk Market – July & August, 2 days per week – Artwalk, Downtown Kelowna	$5,000	To create a world class summer market downtown that will fuel the creative economy through engagement and participation with tourists and locals. It will provide artists another place to sell art to the community. This festival like market will bring together the Cultural District.
2	Arts Council of Central Okanagan – Fringe Festival – Sept 19-22, 2019 – RCA and Black Box Theatre	$5,000	Fringe Festival performances are presented by local, national and international theatre companies. Shows tend to be shorter, one-act performances allowing audience members to attend more than one show in an evening. Ticket prices are kept low and 100% of the box office revenue is returned to the performers.
3*	Global Citizens Events – Human Trafficking Awareness Play – February 2020	$5,000	"The Walk" is a play on human trafficking and tells a victims' story. The aim is to use art to engage the community in a meaningful way to create dialogue among people who may otherwise not have listened. Art is serving as a vehicle to examine an important issue and inspire action.
4*	Inspired Word Café – Poetry Slam – September 28, 2019 - Stuart Park	$2,100	Kickoff Classic Poetry Slam is an all ages literary event that is a wildly popular type of poetry event where poets compete over three rounds for prizes. This will be hosted in a public space – Stuart Park, enhancing cultural vitality at street level.
5	Inner Fish Theatre Society – Living Things: a festival of puppets, masks and performing objects – January & February, 2020 – Rotary Centre for the Arts, UBCO, Black Box Theatre	$5,000	The Living Things Festival offers professional theatre performances, complemented by dance, music and animated films. The professional performances are presented in collaboration with the PuSH Festival in Vancouver and the High-Performance Rodeo in Calgary. The 2019 Living Things is being held Jan. 11 – Feb. 9. Funding is for the Living Things Festival in 2020.

6*	Kelowna Arts Council – Our Coffeehouse – Every 2nd Wednesday in 2019 – The Marmalade Cat Café	$2,000	Our Coffeehouse focuses on allowing amateur musicians to gain performance experience in an inclusive, welcoming setting. An informal mentoring process occurs to help amateur artists progress.
7	Kelowna Visual and Performing Arts Centre Society – 2019 Culture Days Kelowna Hub–Sept. 27, 28 and 29th, 2019 - Rotary Centre for the Arts and various locations in Kelowna	$10,000	Culture Days is a 3-day annual event held to raise awareness, accessibility, participation and engagement of Canadians in the arts and cultural life of their communities. The RCA will convene a Steering Committee that will engage local organizations in participating. The Rotary Centre will be available at no cost to participating organizations, and promotional material will be developed and distributed.
8	New Vintage Theatre Society – Secret Theatre – July 9-13, Sept 18-21, Nov TBA – The Black Box, Okanagan Regional Library, Kelowna Parks, Studio 11 - RCA	$5,000	New theatre experiences presented in unexpected locations. Using the chosen locations as their sets, artists interact with audience members in improvised and imaginative ways.
9	Okanagan Caribbean Festival Society – 2019 Okanagan Caribbean Festival – July 20, 2019 – City Park	$5,000	A free family event filled with live music, dancing, activities for all ages. An opportunity to enjoy the tastes and aromas of the Caribbean Islands.
	TOTAL AWARDED	**$44,100**	
	TOTAL AVAILABLE	**$55,000**	
	BALANCE	**$10,900**	$5,900 reallocated to General Operating Program and $5,000 re-allocated to the Professional Operating Grant Program.

2019 General Operating and Project Cultural Grants

February 4, 2019

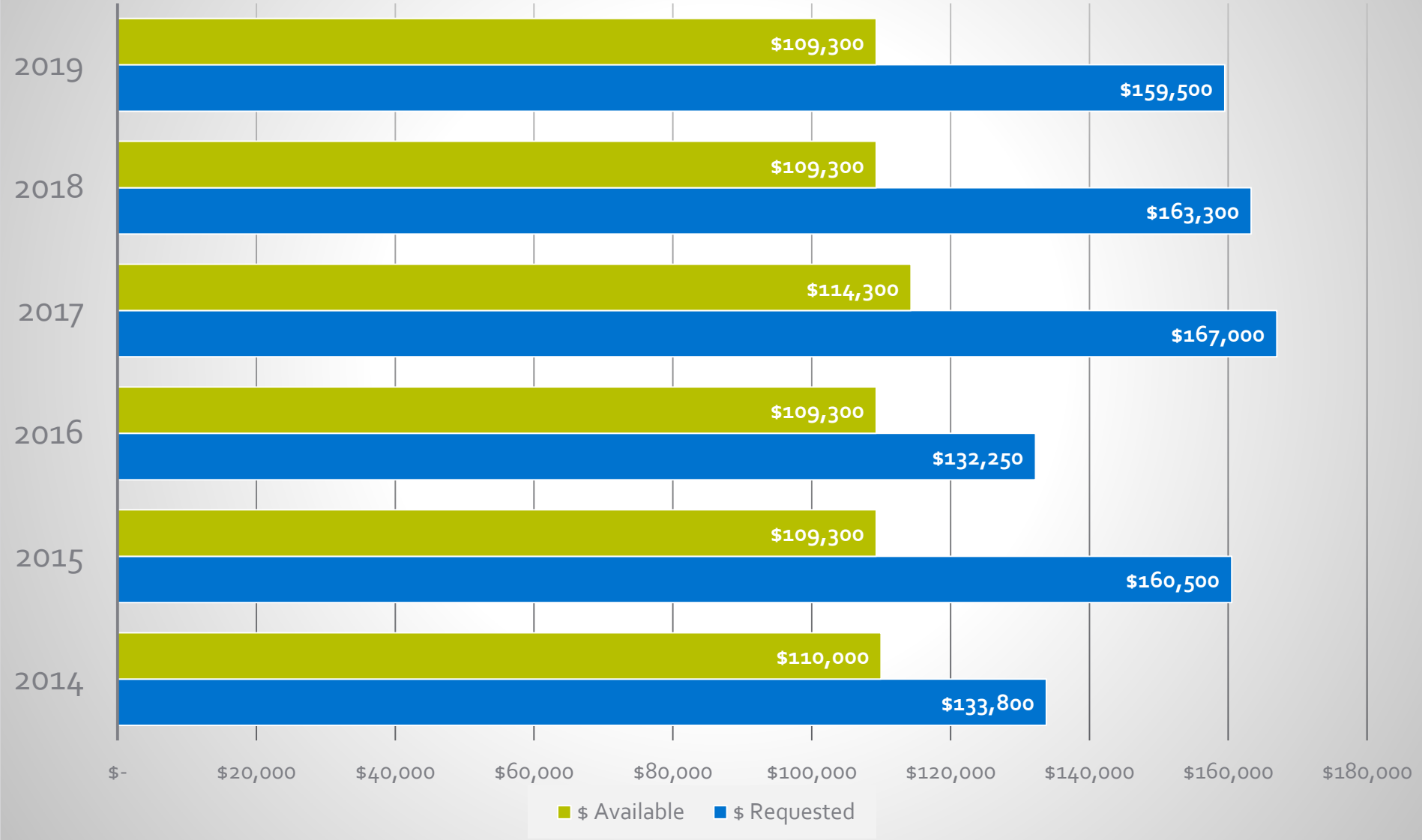
2019 Program Goals

- Cultural vitality
  - Leadership and excellence
  - Integrate local heritage
  - Visible activity in urban centres
  - Increased attendance
  - Engagement and outreach
- Cultural Ecosystem
  - Raising Kelowna's cultural profile
  - Paid work for artists and cultural workers

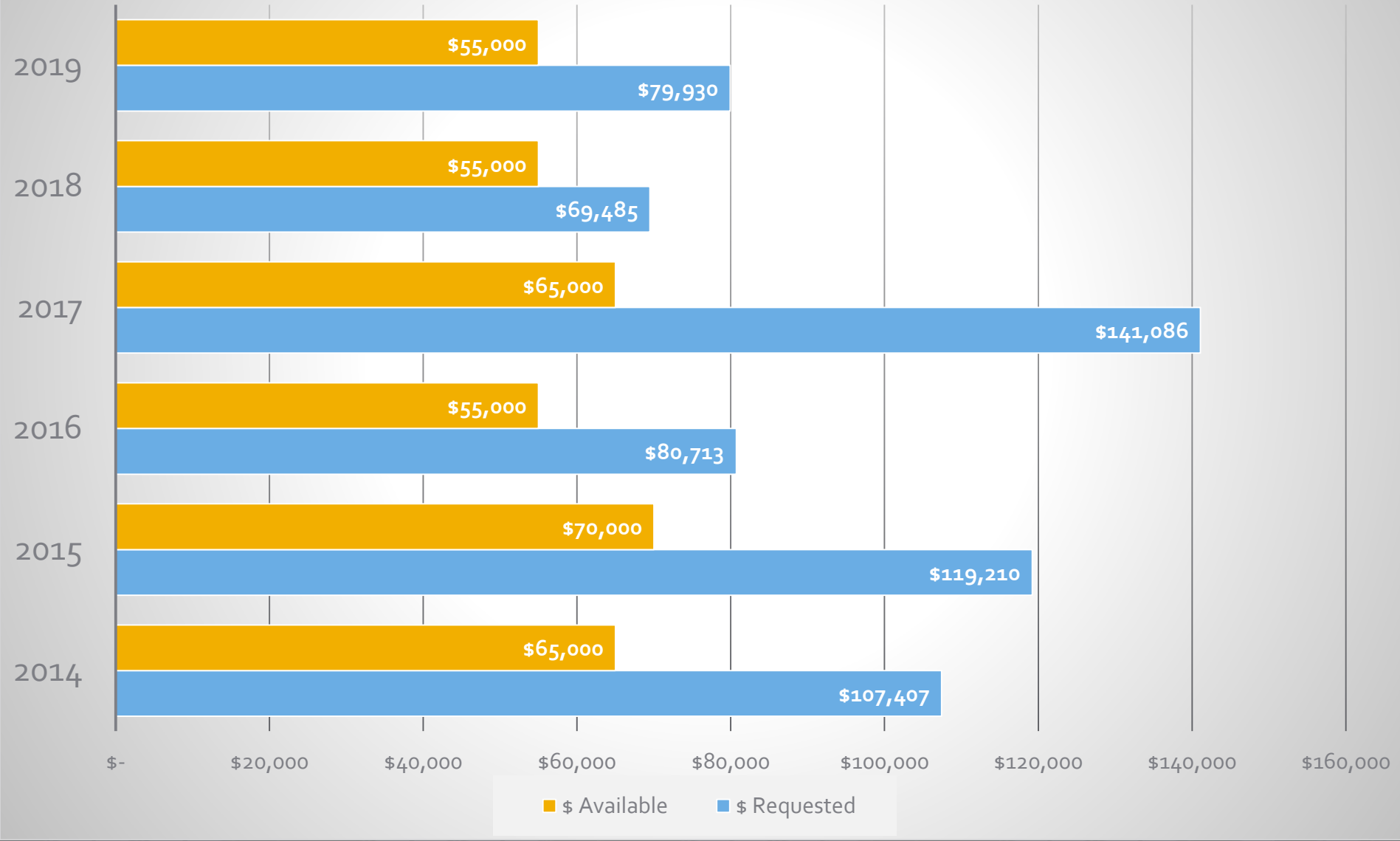
2019 Funding

- General Operating Grants - $115,200
  - 19 applications
  - 18 awards
- Project Grants - $44,100
  - 10 applications
  - 9 awards

General Operating Grant Demand vs. Availability of Funding



Project Grant Demand vs. Availability of Funding



Questions?

For more information, visit **kelowna.ca**.

Report to Council

Date: February 4, 2019

File: 0710-20

To: City Manager

From: Christine McWillis, Cultural Services Manager

Subject: 2019 Cultural Grants – Professional Operating

Recommendation:

THAT Council receives, for information, the report dated February 4, 2019 from the Cultural Services Manager regarding the 2019 Cultural Grants – Professional Operating;

AND THAT Council approves the distribution of $145,0000 in grant funding for the 2019 Cultural Grants - Professional Operating as recommended in the report dated February 4, 2019 from the Cultural Services Manager.

Purpose:

To seek Council's approval of the annual grants-in-aid to professional arts organizations.

Background:

The purpose of professional operating grants is to provide consistent and reliable annual support to professional, established non-profit arts and cultural organizations which provide impactful, quality programs and services, demonstrate sustainable operations and contribute to the realization of the City's cultural vision, principals and goals as outlined in the Cultural Plan.

New guidelines for this program were introduced in 2016 and have remained relatively unchanged. Again, for the 2019 grant cycle there were only minor housekeeping changes and the reformatting of the guidelines and application form. The program objectives and criteria remained the same.

Eligible organizations in this program are active for at least five years with professional artistic and administrative staff leadership, a proven record of delivering quality artistic programs in the community, an annual cash budget of at least $200,000, and an active Board of Directors with a clear governance role. Finally, professional artistic contributors must be compensated at standard rates.

In 2018, three organizations participated in this program, at the following funding levels:

- Okanagan Symphony - $62,000
- Ballet Kelowna - $36,000
- Okanagan Artists Alternative Association - $26,000

For 2019, there are no changes to funding for the Okanagan Symphony, Ballet Kelowna or Alternator Centre for Contemporary Art. Based on the program's goals and objectives, program criteria and the organizations application, it is recommended that Opera Kelowna be funded through this program for the first time at $21,000.

Evaluation process:

Pursuant to the program guidelines, the evaluation process began with staff review of materials provided by organizations and a meeting with organization representatives to discuss findings.

In preparation of the recommendations in this report, staff have considered the following factors:

- The organization's previous funding history with the City of Kelowna, including how it has responded to previous feedback or suggestions for improvement
- The review findings and subsequent interview
- The assessment criteria published in the program guidelines

Background information to support the funding recommendation for each organization is contained in Schedules A through D. The following is an overview.

Okanagan Symphony Orchestra – recommended funding of $62,000:

- The Okanagan Symphony Orchestra will be celebrating its 60th anniversary season in 2019-2020. Partnerships with other arts organizations are in progress and details of the celebration season will be announced in late Spring.
- Moving forward the orchestra seeks to be at the vanguard of change among orchestras, reflecting more cultural diversity through their art form. Mainstage programming will continue to feature works of contemporary composers including the promotion of and collaboration with Indigenous artists. The orchestra endeavours to be a meaningful part of reconciliation in our community through inclusive and collaborative arts practices.
- In 2018, the Okanagan Symphony Orchestra created a "Heartstrings" program which allows for private and corporate patrons to donate funds utilized to purchase tickets for those who aren't able to afford a ticket. The tickets are distributed through community agencies such as KCR, Karis Support Society, Boys and Girls Club and the Ki Low Na Friendship Centre Society.

Ballet Kelowna – recommended funding of $36,000:

- Ballet Kelowna continues to encourage, promote, teach and develop Canadian dancers and choreographers by providing a nurturing and creative environment in which they can learn and refine their skills.
- A new three-year strategic plan will be announced at the end of January 2019. In addition to regional touring engagements, Ballet Kelowna will seek national and international opportunities. For 2019, the Board of Directors is focused on financial sustainability and is developing new communications, marketing and sponsorship opportunities.
- In September 2018, the Company made its international debut at the China International Performing Arts Expo in Beijing, China, followed by its Eastern Canadian debut at Toronto's Fall for Dance North festival.

Alternator Centre – recommended funding of $26,000:

- 2019 marks the 30th Anniversary of the Okanagan Artists Alternative Association (OAAA)
- With recently awarded funding from the Central Okanagan Foundation, OAAA will be creating an artist vending machine project. This project expands the reach of OAAA into the community including opportunities in the tourism sector and fosters collaboration with other arts organizations for the presentation of local talent.
- 27,874 attendees have participated in Alternator Centre programs, special events or exhibitions in 2018. This is almost double that of 2017 and primarily a result of a partnership for an off-site exhibition at Kettle River Brewing Co. and a partnership with Lake Country Public Art Committee for the presentation of David Jacob Harder's 'Ponderosa Sphere'. The attendance is anticipated to remain high through 2019 as a result of new outreach activities launching soon

Opera Kelowna – recommended funding of $21,000:

- Opera Kelowna was established in 2013, making 2018 their 5th year of operation. Opera Kelowna has an established reputation of artistic excellence and continues to leverage this in the community.
- Overall the organization is in a growth stage of development. This means that while programs and services are excelling (artistic excellence) a need for strengthening the organization's systems and practices is evident.
- In a typical year, residents can expect to enjoy a range of events such as:
  - Annual Christmas Concert
  - Fundraising Gala
  - Opera Under the Stars
  - Opera in the Park
  - Mainstage Event
  - Summer Intensive Training Program

Upon approval of the funding recommendation by Council, staff will provide each organization with a funding confirmation letter which sets out the conditions for the release of funding and may contain feedback or suggestions for improvement from the funder's perspective.

Internal Circulation:
Division Director, Active Living & Culture

Communications Supervisor
Financial Services – Payroll & Internal Controls Manager

Existing Policy:
Council Policy 274 – Cultural Policy

Financial/Budgetary Considerations:
The total funding available in budget for the Professional Operating Grant program in 2019 is $140,000.

Funding recommendations for 2019 Professional Operating Grants total $145,000. The additional $5,000 required will be reallocated from the Cultural Grants - Project Program. The overall amount required for all Cultural Grants is fully funded from existing budget.

Considerations not applicable to this report:
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by: C. McWillis, Cultural Services Manager

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

Cc: Communications Supervisor
Business Manager, Okanagan Symphony Society
Artistic Director & CEO Ballet Kelowna
Artistic and Administrative Director, Alternator Centre for Contemporary Art
Artistic Director, Opera Kelowna

2019 Professional Operating Grants

February 4, 2019

Program objectives

Consistent, reliable operating support for established professional arts organizations which:

- Deliver impactful, quality programs
- Demonstrate sustainable operations
- Contribute to realization of the City's cultural vision

2019 Recommendations

- Okanagan Symphony $62,000
- Ballet Kelowna $36,000
- Alternator Centre for Contemporary Art $26,000
- Opera Kelowna Society $21,000

- **Total $145,000**

Artistic excellence

- Diversity
- New work
- Balancing local and guest artist work
- Touring to and from Kelowna
- Local relevance

Okanagan Symphony Orchestra

- Celebrating 60th anniversary
- Cultural diversity through their art form
- Heartstrings program

Ballet Kelowna

- Continues to encourage, promote, teach and develop Canadian dancers & choreographers
- New three-year strategic plan
- International debut in China in 2018

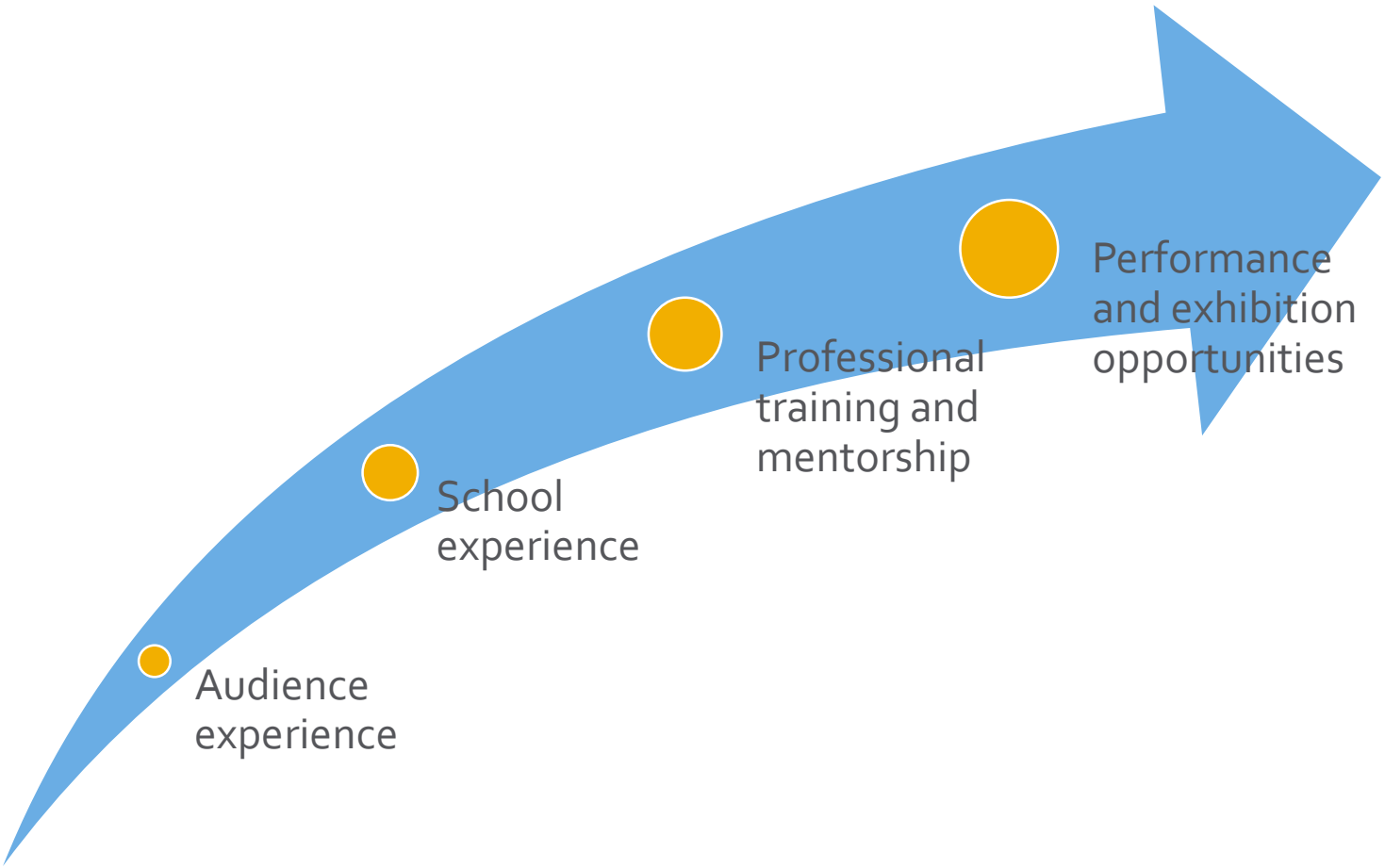
Alternator Centre for Contemporary Art

- Celebrating 30th anniversary
- Funding from Central Okanagan Foundation
- 27,874 attendees

Opera Kelowna

- Established community reputation
- Range of events
- Growing

Artistic growth and careers



Community outreach

Total Audience

51,173 in Kelowna

14,378 additional audience within the touring area

City of Kelowna

$850,607 earned revenue

$2.51 million total revenue

Questions?

Report to Council

Date: February 4, 2019

File: 0915-20-109-001

To: City Manager

From: A. Warrender, Acting Manager, Real Estate Services

Subject: Road Closure – 1690 Saucier Road (adjacent to)

Recommendation:

THAT Council receives, for information, the Report from the Acting Manager, Real Estate Services dated February 4, 2019, recommending that Council adopt the proposed closure of a portion of road adjacent to 1690 Saucier Road;

AND THAT Bylaw No. 11740, being proposed road closure of a portion of road adjacent to 1690 Saucier Road, be given reading consideration.

Purpose:

To close a 0.518-hectare portion of excess road adjacent to 1690 Saucier Road for consolidation with the adjacent residential property at 1690 Saucier.

Background:

The proposed road closure (shown as "Closed Road" on the attached Schedule 'A') has been deemed excess to municipal needs, and will be transferred to and consolidated with the adjacent 1690 Saucier Road in exchange for a portion of their adjacent property that will be dedicated as road for the City's Stewart Road West and Saucier Road Improvement Project.

Legal/Statutory Authority:

Section 26 and 40, Community Charter

Considerations not applicable to this report
Internal Circulations:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:

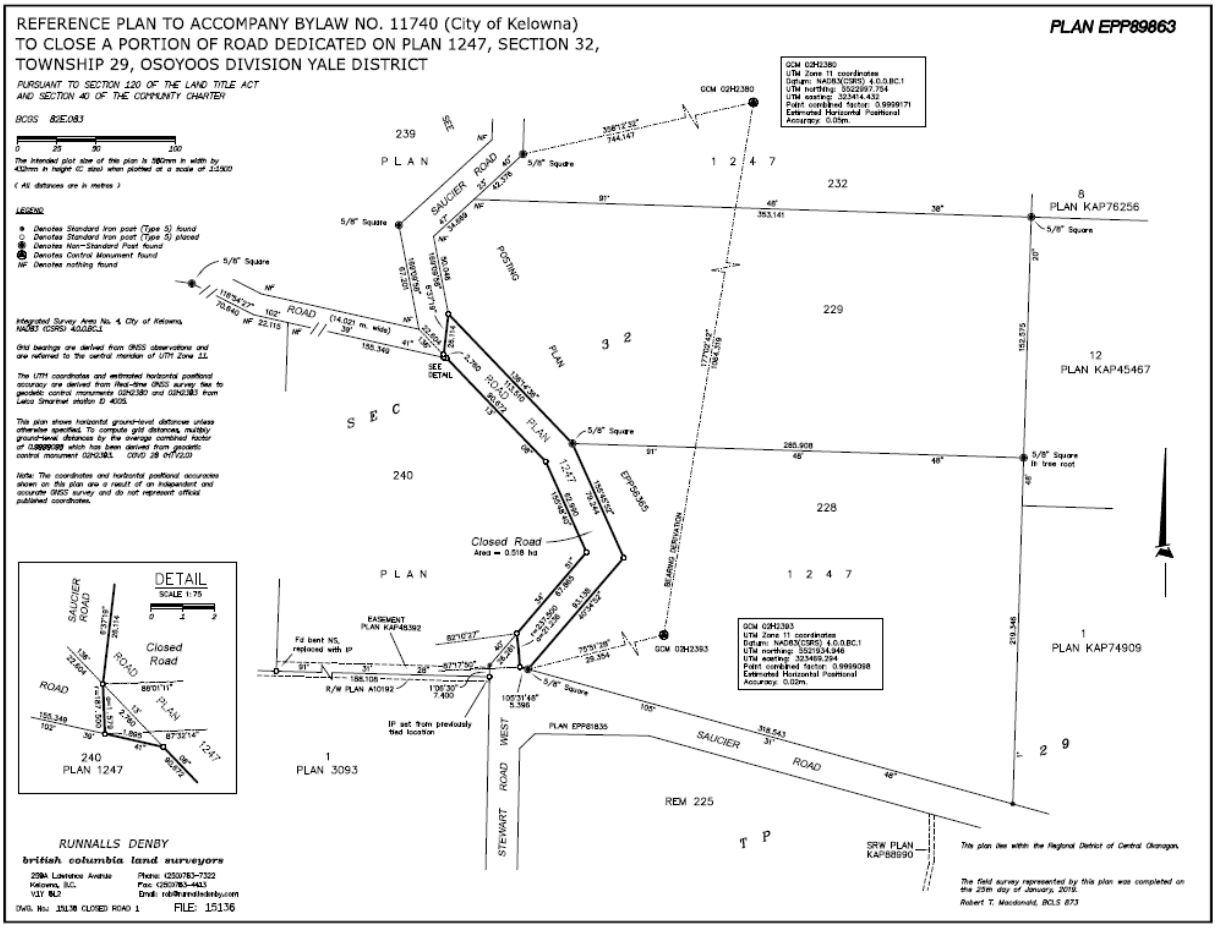
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation**:**

Submitted by: A. Warrender, Acting Manager, Real Estate Services
Approved for inclusion: J. Säufferer, Acting Director, Real Estate

Attachment: 1. Schedule A – Survey Plan

cc: J. Kay, Manager, Development Engineering
G. Foy, Manager, Transportation Engineering
B. Beach, Department Manager, Infrastructure Delivery

Schedule A


REFERENCE PLAN TO ACCOMPANY BYLAW NO. 11740 (City of Kelowna)
TO CLOSE A PORTION OF ROAD DEDICATED ON PLAN 1247, SECTION 32,
TOWNSHIP 29, OSOYOOS DIVISION YALE DISTRICT
PLAN EPP89863
PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
AND SECTION 40 OF THE COMMUNITY CHARTER
Closed Road
Area = 0.516 ha
DETAIL
SCALE 1:75
PLAN 1247
PLAN 3093
PLAN KAP76256
PLAN KAP45467
PLAN KAP74909
REM 225
RUNNALLS DENBY
british columbia land surveyors
FILE: 15136

CITY OF KELOWNA

BYLAW NO. 11740

Road Closure and Removal of Highway Dedication Bylaw
(Adjacent to 1690 Saucier Road)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Saucier Road

---

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

1. That portion of highway attached as Schedule "A" comprising 0.518ha shown in bold black as Closed Road on the Reference Plan prepared by Robert T. Macdonald, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.

2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

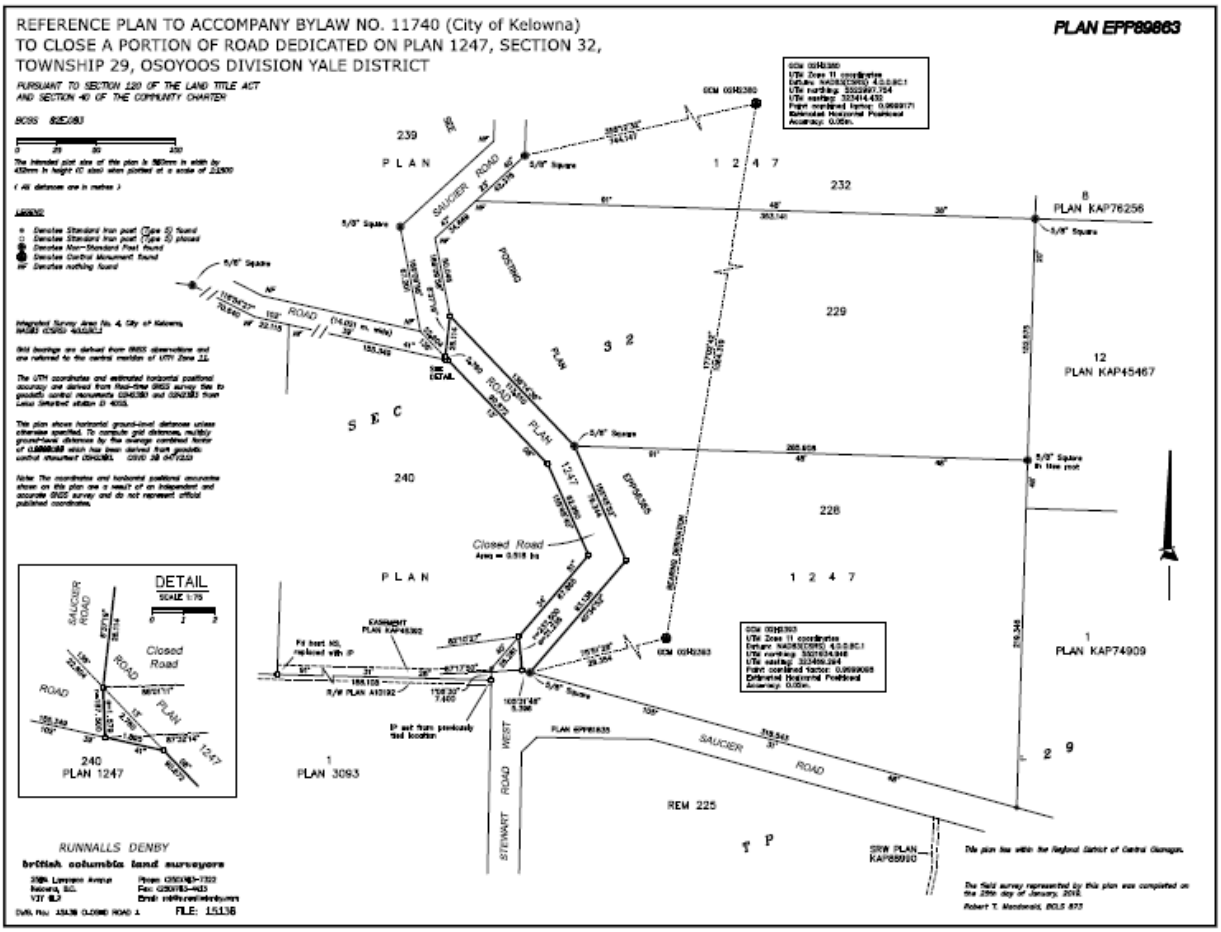
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Schedule "A"


REFERENCE PLAN TO ACCOMPANY BYLAW NO. 11740 (City of Kelowna)
TO CLOSE A PORTION OF ROAD DEDICATED ON PLAN 1247, SECTION 32,
TOWNSHIP 29, OSOYOOS DIVISION YALE DISTRICT
PLAN EPP89863
PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
AND SECTION 40 OF THE COMMUNITY CHARTER
DETAIL
Closed Road
PLAN 1247
240
PLAN 3093
PLAN KAP76256
PLAN KAP45467
PLAN KAP74909
REM 225
SAUCIER ROAD
STEWART ROAD WEST
RUNNALLS DENBY
British Columbia Land Surveyors
FILE: 15138

Report to Council

Date: February 4, 2019

File: 1110-91-053-002

To: City Manager

From: A. Warrender, Acting Manager, Real Estate Services

Subject: Road Closure – 1651 Saucier Road (adjacent to)

Recommendation:

THAT Council receives, for information, the Report from the Acting Manager, Real Estate Services dated February 4, 2019, recommending that Council adopt the proposed closure of a portion of road adjacent to 1651 Saucier Road;

AND THAT Bylaw No. 11741, being proposed road closure of a portion of road adjacent to 1651 Saucier Road, be given reading consideration.

Purpose:

To close a 558.1 square meter portion of excess road adjacent to 1651 Saucier Road for consolidation with the adjacent residential property at 1651 Saucier.

Background:

The proposed road closure (shown as "Closed Road" on the attached Schedule 'A') has been deemed excess to municipal needs, and will be transferred to and consolidated with the adjacent 1651 Saucier Road in exchange for a portion of their property that will be dedicated as road for the City's Stewart Road West and Saucier Road Improvement Project.

Legal/Statutory Authority:

Section 26 and 40, Community Charter

Considerations not applicable to this report
Internal Circulations:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:

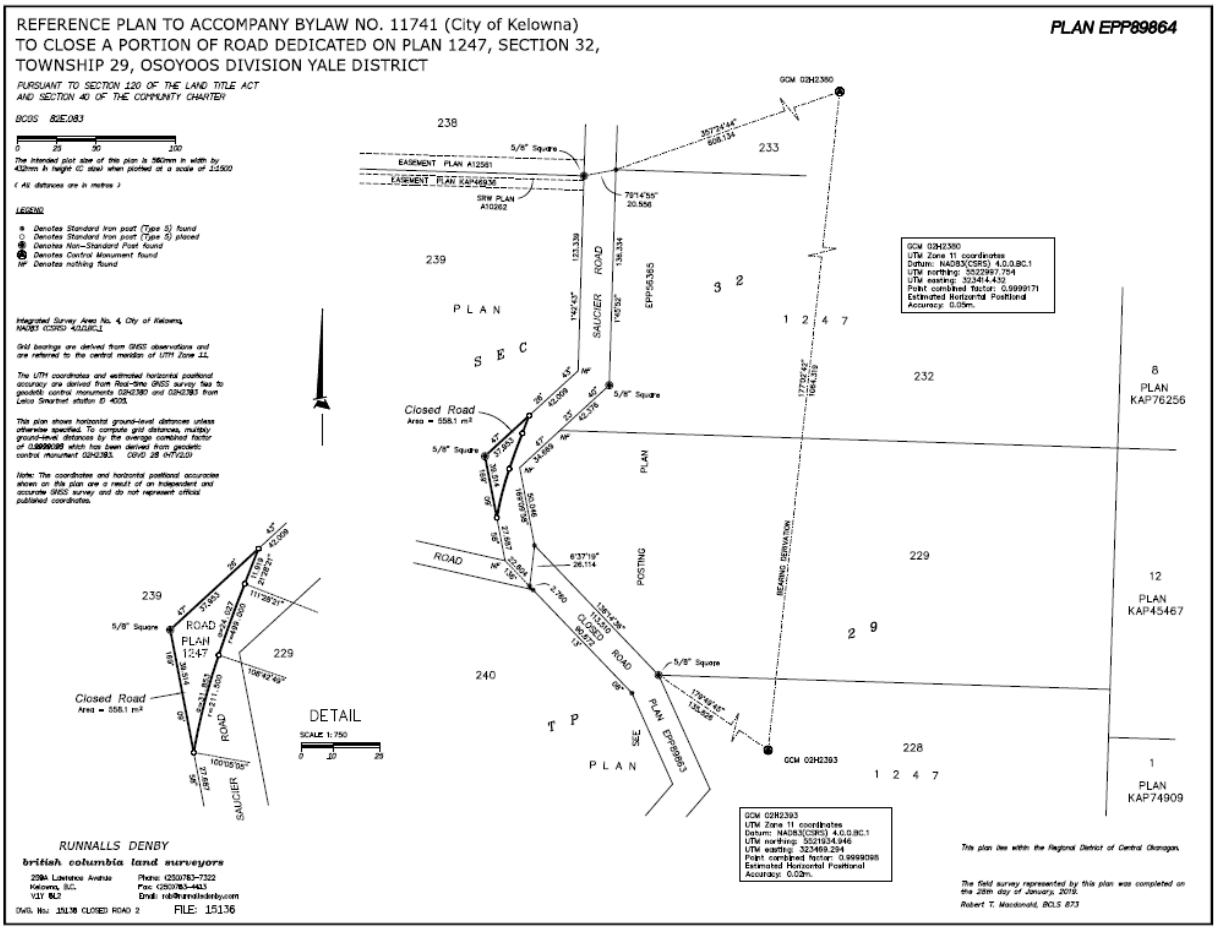
Personnel Implications:
External Agency/Public Comments:
Communications Comments:
Alternate Recommendation**:**

Submitted by: A. Warrender, Acting Manager, Real Estate Services
Approved for inclusion: J. Säufferer, Acting Director, Strategic Investments

Attachment: 1. Schedule A – Survey Plan

cc: J. Kay, Manager, Development Engineering
G. Foy, Manager, Transportation Engineering
B. Beach, Department Manager, Infrastructure Delivery

Schedule A


REFERENCE PLAN TO ACCOMPANY BYLAW NO. 11741 (City of Kelowna)
TO CLOSE A PORTION OF ROAD DEDICATED ON PLAN 1247, SECTION 32,
TOWNSHIP 29, OSOYOOS DIVISION YALE DISTRICT
PLAN EPP89864
PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
AND SECTION 40 OF THE COMMUNITY CHARTER
BCGS 82E.083
Closed Road
Area = 558.1 m²
DETAIL
SCALE 1:750
ROAD PLAN 1247
SAUCIER ROAD
PLAN EPP56355
PLAN EPP89863
PLAN KAP76256
PLAN KAP45467
PLAN KAP74909
RUNNALLS DENBY
british columbia land surveyors
FILE: 15136

CITY OF KELOWNA

BYLAW NO. 11741

Road Closure and Removal of Highway Dedication Bylaw
(Adjacent to 1651 Saucier Road)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Saucier Road

---

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

1. That portion of highway attached as Schedule "A" 558.1m^2 shown in bold black as Closed Road on the Reference Plan prepared by Robert T. Macdonald, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.

2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

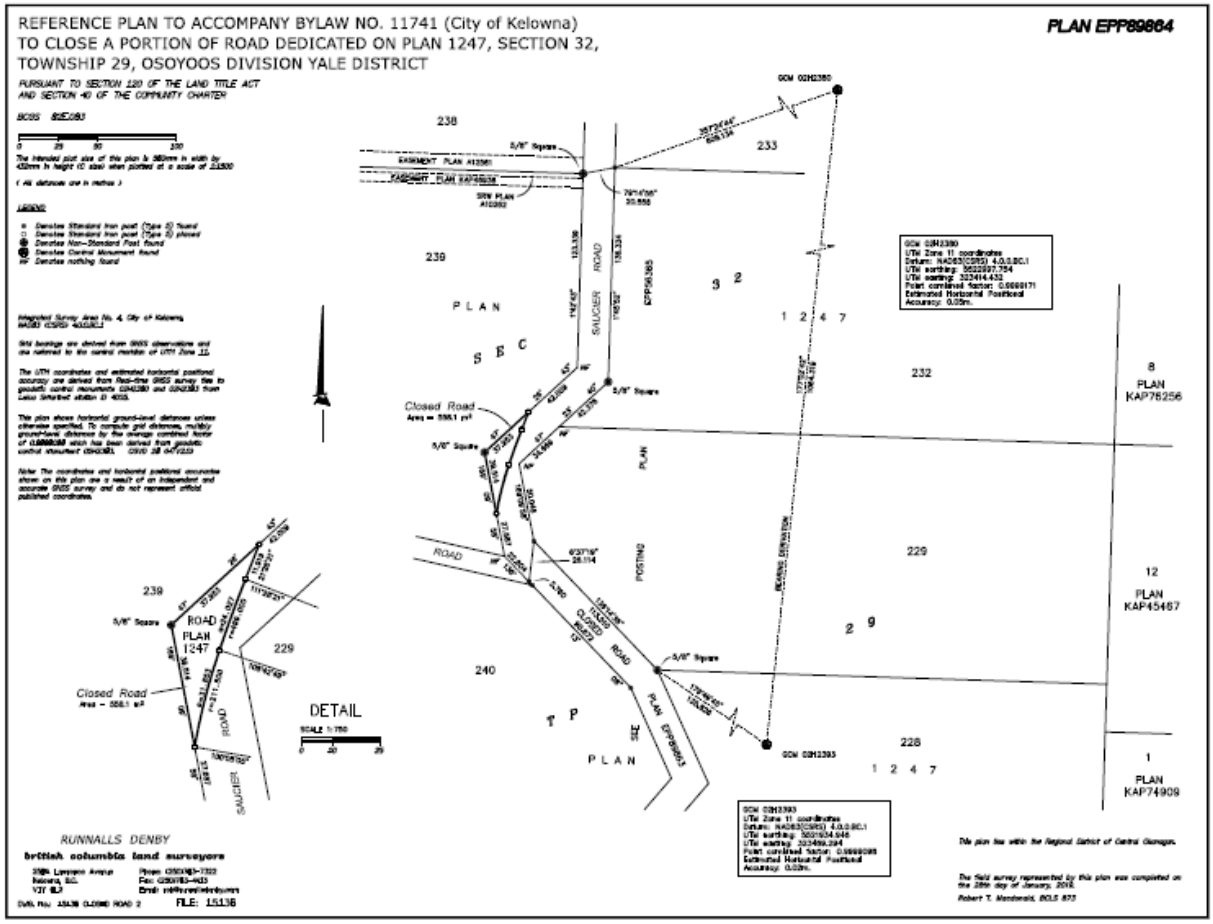
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

_____
Mayor

_____
City Clerk

Schedule "A"


REFERENCE PLAN TO ACCOMPANY BYLAW NO. 11741 (City of Kelowna)
TO CLOSE A PORTION OF ROAD DEDICATED ON PLAN 1247, SECTION 32,
TOWNSHIP 29, OSOYOOS DIVISION YALE DISTRICT
PLAN EPP89864
PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
AND SECTION 40 OF THE COMMUNITY CHARTER
238
233
239
232
229
240
228
SAUCER ROAD
PLAN
1 2 4 7
Closed Road
DETAIL
ROAD PLAN 1247
8
PLAN KAP76256
12
PLAN KAP45467
1
PLAN KAP74909
RUNNALLS DENBY
FILE: 15136