

City of Kelowna

Regular Council Meeting

AGENDA



Monday, February 10, 2020

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 - 10

Regular PM Meeting - February 3, 2020

3. Development Application Reports & Related Bylaws

3.1 Cadder Ave 338, Z19-0120 (BL11987) - Daniel Konrad

11 - 19

To rezone the subject property from RU1-Large Lot Housing to RU1C- Large Lot Housing with Carriage House to facilitate the construction of a carriage house.

3.2 Cadder Ave 338, BL11987 (Z19-0120) - Daniel Konrad

20 - 20

To give Bylaw No. 11987 first reading in order to rezone the subject property.

4. Non-Development Reports & Related Bylaws

4.1 Development Application Fees Bylaw No. 10560 Amendment

21 - 22

To amend the Development Application Fees Bylaw 10560 to permit a 2% increase in fees from 2020 to 2023.

4.2 BL11981 - Amendment No. 10 to the Development Application Fees Bylaw No. 10560

23 - 29

To give Bylaw No. 11981 first, second and third reading.

4.3 Revitalization Tax Exemption Bylaw - 2020 Update

30 - 32

To amend the Revitalization Tax Exemption Bylaw.

4.4	BL11976 - Amendment No. 8 to the Revitalization Tax Exemption Bylaw No. 9561	33 - 38
	To give Bylaw No 11976 first, second and third reading.	
4.5	Traffic Bylaw 8120 Update	39 - 42
	To update the Road Usage Permit fee table as it pertains to road usage and hoarding permits.	
4.6	BL11985 - Amendment No. 36 to Traffic Bylaw No. 8120	43 - 44
	To give Bylaw No. 11985 first, second and third reading.	
4.7	Decorative and Post-top Streetlight Retrofit to LED	45 - 51
	To provide Council information on the next phase of the LED streetlight conversion project.	
4.8	2020 Westside Gravel pit	52 - 59
	To enter into a minor partnership with Westlake Paving & Aggregates with respect to the City owned gravel pit.	
4.9	2019 Transportation Citizen Survey	60 - 141
	To present the results of the 2019 Transportation Citizen Survey.	
4.10	2020 B.C. Active Transportation Infrastructure Grant Applications	142 - 143
	To inform Council of the BC Ministry of Transportation and Infrastructure's Active Transportation Infrastructure Grant Program (formerly BikeBC) and to inform Council of the applications to be submitted under this program in 2020.	
4.11	UBCM-CEPF - Flood Risk Assessment, Mapping and Planning Program Grant	144 - 145
	To consider staff's recommendation to apply for a UBCM Community Emergency Preparedness Fund – Flood Risk Assessment, Mapping & Planning Program Grant.	
5.	Bylaws for Adoption (Non-Development Related)	
5.1	BL11971 - Property Tax Penalty Bylaw	146 - 146
	To adopt Bylaw No. 11971 to update the Property Tax Penalty Bylaw.	
5.2	BL11948 - Amendment No. 5 to the Development Cost Charge Bylaw No. 10515	147 - 150
	To adopt Bylaw No. 11948 to amend the Development Cost Charge Bylaw for Park Acquisition and Development, as part of the overall Parks Funding Program.	
6.	Mayor and Councillor Items	

7. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, February 3, 2020
 Location: Council Chamber
 City Hall, 1435 Water Street

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

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming, Director, Planning & Development Services, Ryan Smith*; Development Planning Department Manager, Terry Barton*; Planner Specialist, Alex Kondor*; Planner, Aaron Thibeault*; Controller, Jackie Dueck*; Financial Analyst, James Sexton*; Revenue Supervisor, Angie Schumacher*; Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:34 p.m.

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

2. Confirmation of Minutes

Moved By Councillor Donn/Seconded By Councillor Hodge

R0075/20/02/03 THAT the Minutes of the Regular Meetings of January 27, 2020 be confirmed as circulated.

Carried

3. Public in Attendance

3.1 Okanagan Regional Library Update

Don Nettleton, Okanagan Regional Library Chief Executor Officer and Chris Stephenson, Head Librarian

- Displayed a PowerPoint Presentation outlining the Okanagan Regional Library activities for 2019 and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor DeHart

R0076/20/02/03 THAT Council receives, for information, the Okanagan Regional Library Update presentation dated February 3, 2020, from the Okanagan Regional Library Chief Executor Officer.

Carried

4. Development Application Reports & Related Bylaws

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

Staff:

- Displayed a PowerPoint Presentation summarizing the application and providing reasons for amending the application and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0077/20/02/03 THAT Rezoning Application No. Z17-0117 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9 & 10 District Lot 138 and of Section 30 Township 26 ODYD Plan 3763 and Lot 1 District Lot 138 ODYD Plan 4282, located at 1026, 1036 & 1044 Coronation Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM5 – Medium Density Multiple Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw No. 11731 be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Community Planning Department dated February 3, 2020;

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

Carried

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

Moved By Councillor Hodge/Seconded By Councillor Singh

R0078/20/02/03 THAT Bylaw No. 11731 be rescinded at second and third reading.

Carried

4.3 Gordon Dr 5100, OCP-19004 (BL11977) and Z19-0103 (BL11978) - Trailhead Communities Ltd.

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Sieben

R0079/20/02/03 THAT Official Community Plan Map Amendment Application No. OCP19-0004 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing

the Future Land Use designation of The South ½ District Lot 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118, EPP55798, EPP45189, EPP72926, EPP74481 AND EPP77194 located at 5100 Gordon Drive, Kelowna, BC from the:

- Major Park / Open Space (public) (PARK) to Multiple Unit Residential- Cluster Housing (MRC);
- Multiple Unit Residential- Cluster Housing (MRC) to Major Park / Open Space (public) (PARK)

As shown on Map "A" attached to the Report from the Development Planning Department dated February 3, 2020, be considered by Council;

AND THAT the Official Community Plan Map Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT Council considers the Public Hearing process to be appropriate consultation for the Purpose of Section 879 of the *Local Government Act*, as outlined in the Report from the Community Planning Department February 3, 2020;

THAT Rezoning Application No. Z19-0103 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of The South ½ District Lot 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118, EPP55798, EPP45189, EPP72926, EPP74481 AND EPP77194 located at 5100 Gordon Drive, Kelowna, BC, from the A1 – Agriculture zone to RH3 – Hillside Cluster Housing zone, RU2h – Medium Lot Housing (Hillside Area) zone and P3- Parks and Open Space zone as shown on Map "B" attached to the Report from the Development Planning Department February 3, 2020, be considered by Council;

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

Carried

4.4 Gordon Dr 5100, BL11977 (OCP-19004) - Trailhead Communities Ltd.

Moved By Councillor Given/Seconded By Councillor Hodge

R0080/20/02/03 THAT Bylaw No. 11977 be read a first time.

AND THAT the Bylaw has been considered in conjunction with the City Financial Plan and Waste Management Plan.

Carried

4.5 Gordon Dr 5100, BL11978 (Z19-0103) - Trailhead Communities Ltd.

Moved By Councillor Given/Seconded By Councillor Donn

R0081/20/02/03 THAT Bylaw No. 11978 be read a first time.

Carried

4.6 Pandosy St 2660, Z19-0129 (BL11980) - Southgate Centre Holdings Inc., Inc. No. BC1077192

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0082/20/02/03 THAT Rezoning Application No. Z19-0129 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 14 ODYD Plan 33506, located at 2660 Pandosy Street, Kelowna, BC from the C4 – Urban Centre Commercial zone to the C4rcs – Urban Centre Commercial (Retail Cannabis Sales) zone, be considered by Council;

AND FURTHER THAT if the Rezoning Bylaw is adopted, Council direct Staff to send a recommendation to the British Columbia Liquor and Cannabis Regulation Branch that they support issuance of a non-medical cannabis retail store license for this legal lot with the following comments:

- The proposed location meets local government bylaw requirements and as such, no negative impact is anticipated;
- The views of the residents were captured during a public hearing process for the rezoning of the property and Council meeting minutes summarizing those views are attached; and
- Local government recommends that the application be approved because of compliance with local regulations and policies.

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

Carried

4.7 Pandosy St 2660, BL11980 (Z19-0129) - Southgate Centre Holdings Inc., Inc. No. BC1077192

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0083/20/02/03 THAT Bylaw No. 11980 be read a first time.

Carried

4.8 Gallagher Rd, 2975, TA19-0017, Supplemental - David Geen

Moved By Councillor Singh/Seconded By Councillor Hodge

R0084/20/02/03 THAT Council receives for information the Supplemental Report of the Development Planning department dated February 3, 2020, regarding Text Amendment No. TA19-0017 for Lot A, Section 12, Township 26, ODYD, Plan EPP71625 located at 2975 Gallagher Road, Kelowna, BC.

Carried

4.9 Gallagher Rd 2975, BL11983 (TA19-0017) - David Geen

Moved By Councillor Hodge/Seconded By Councillor Singh

R0085/20/02/03 THAT Bylaw No. 11983 be read a first time.

Carried

4.10 Cawston Ave 640-650 & Richter St 1284-1292, OCP20-0002 (BL11982) and Z19-0126 (BL11984) - 1145287 B.C. LTD., Inc. No. BC1145287

Staff:

- Displayed a PowerPoint Presentation summarizing the application and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Singh

R0086/20/02/03 THAT Official Community Plan Map Amendment Application No. OCP20-0002 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of The East ½ of Lot 19 District Lot 139 ODYD Plan 1037; Lot 18 District Lot 139 ODYD Plan 1037; Lot 17 District lot 139 ODYD Plan 1037; Lot A District Lot 139 ODYD Plan KAP68057; Lot 16 District Lot 139 ODYD Plan 1037; The South ½ of Lot 15 District Lot 139 ODYD Plan 1037; and Road Plan 1037 EPP99502, located at 640-650 Cawston Ave. and 1284-1292 Richter St., Kelowna, BC from the MRM – Multiple Unit Residential Medium Density designation to the MXR – Mixed Use Residential / Commercial designation, be considered by Council;

AND THAT the Official Community Plan Map Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the *Purpose* of Section 879 of the *Local Government Act*, as outlined in the Report from the Community Planning Department dated February 3, 2020;

AND THAT final adoption of the Official Community Plan Map Amending 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 February 3, 2020.

AND THAT Rezoning Application No. Z19-0126 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of The East ½ of Lot 19 District Lot 139 ODYD Plan 1037; Lot 18 District Lot 139 ODYD Plan 1037; Lot 17 District lot 139 ODYD Plan 1037; Lot A District Lot 139 ODYD Plan KAP68057; Lot 16 District Lot 139 ODYD Plan 1037; The South ½ of Lot 15 District Lot 139 ODYD Plan 1037; and Road Plan 1037 EPP99502, located at 640-650 Cawston Ave. and 1284-1292 Richter St., Kelowna, BC from the RU2 – Medium Lot Housing zone to the C7 – Central Business Commercial zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated February 3, 2020;

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

Carried

Councillors Hodge and Stack - Opposed

**4.11 Cawston Ave 640-650 & Richter St 1284-1292, BL11982 (OCP20-0002) - 1145287
B.C. LTD., Inc. No. BC1145287**

Moved By Councillor Stack/Seconded By Councillor DeHart

R0087/20/02/03 THAT Bylaw No. 11982 be read a first time.

AND THAT the Bylaw has been considered in conjunction with the City Financial Plan and Waste Management Plan.

Carried

Councillors Hodge and Stack - Opposed

4.12 Cawston Ave 640-650 & Richter St 1284-1292, BL11984 (Z19-0126) - 1145287 B.C. LTD., Inc. No. BC1145287

Moved By Councillor DeHart/Seconded By Councillor Stack

R0088/20/02/03 THAT Bylaw No. 11984 be read a first time.

Carried
Councillors Hodge and Stack - Opposed

4.13 650 Cawston Avenue Road Closure

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0089/20/02/03 THAT Council receives, for information, the Report from the Manager, Real Estate Services dated February 3, 2020, recommending that Council adopt the proposed closure of a portion of road adjacent to 650 Cawston Avenue;

AND FURTHER THAT Bylaw No. 11967, being proposed road closure of a portion of road adjacent to 650 Cawston Avenue, be given reading consideration.

Carried

4.14 650 Cawston Avenue, BL11967 Road Closure Bylaw

Moved By Councillor Stack/Seconded By Councillor DeHart

R0090/20/02/03 THAT Bylaw No. 11967 be read a first, second and third time.

Carried

5. Non-Development Reports & Related Bylaws

5.1 Investment of Kelowna Funds 2019

Staff:

- Displayed a PowerPoint Presentation summarizing the City's 2019 investment portfolio and an overview of the performance and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0091/20/02/03 THAT Council receives, for information, the Investment of Kelowna Funds for 2019 Report from Financial Services as presented on February 3, 2020 in alignment with Council's strong financial management priority.

Carried

5.2 Property Tax Penalty

Staff:

- Displayed a PowerPoint Presentation outlining the structure for penalties applied to property taxes outstanding.

Moved By Councillor Given/Seconded By Councillor Stack

R0092/20/02/03 THAT Council receives, for information, the Report from the Revenue Supervisor dated February 3, 2020 recommending that Council adopt a new Property Tax Penalty Bylaw;

AND THAT Bylaw No. 11971, being the Property Tax Penalty Bylaw, be forwarded to Council for reading consideration;

AND FURTHER THAT Bylaw No. 8639, being the current Tax Penalty Bylaw, be repealed.

Carried

5.3 BL11971 - Property Tax Penalty Bylaw

Moved By Councillor DeHart/Seconded By Councillor Stack

R0093/20/02/03 THAT Bylaw No. 11971 be read a first, second and third time.

Carried

6. Mayor and Councillor Items

Councillor DeHart

- Spoke to their attendance at the Annual Salvation Army Volunteer Breakfast event.
- Spoke to their attendance at an event featuring UBC President Santa Ono and his discussion regarding Mental Health.

Councillor Wooldridge

- Spoke to the Spring Lantern Festival event at Parkinson Recreation Centre on February 8th.

Councillor Given:

- Spoke to the Community Sport Hero Awards Reception on February 5th at the Rotary Centre for the Arts.

7. Termination

This meeting was declared terminated at 3:39 p.m.

Mayor Basran

/acm

City Clerk

REPORT TO COUNCIL



Date: February 10, 2020

To: Council

From: City Manager

Department: Development Planning (JB)

Application: Z19-0120

Owner: Daniel A. Konrad & Jeanine K. Wiens

Address: 338 Cadder Avenue

Applicant: Urban Options Planning & Permits

Subject: Rezoning Application

Existing OCP Designation: S2RES – Single/Two Unit Residential

Existing Zone: RU1 – Large Lot Housing

Proposed Zone: RU1c – Large Lot Housing with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z19-0120 to amend the City of Kelowna Bylaw No. 8000 by changing the zoning classification of Lot 4, District Lot 14, Osoyoos Division Yale District Plan 3514, located at 338 Cadder Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to 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 rezone the subject property from RU1-Large Lot Housing to RU1c- Large Lot Housing with Carriage House to facilitate the construction of a carriage house.

3.0 Development Planning

Development Planning supports the proposed rezoning to RU1c – Large Lot House with Carriage House.

The subject property has a Future Land Use Designation of S2RES – Single/Two Unit Residential and is within the Permanent Growth Boundary, which supports the proposed RU1c zone. The rezoning also relates to

compact urban form, which is an Official Community Plan (OCP) policy. The site is serviced by City sewer, storm and water.

4.0 Proposal

4.1 Background

The subject property currently contains an existing single-family dwelling and detached rear garage. The applicant is proposing to relocate the existing home and demolish the garage to facilitate future development of a new principal residence and carriage house.

4.2 Project Description

The proposed rezoning would allow for a new principal residence and carriage house on the subject property. The proposed carriage house is 1^{1/2} storey (4.55m) and one bedroom. The first floor of the carriage house will contain triple garage with three parking stalls, which includes parking for the primary dwelling. Access to the site is provided by an existing rear laneway.

The property is located within the Abbott Street Conservation Area; however, the existing dwelling is not on the Heritage Register. The Abbott Street & Marshall Street Heritage Conservation Area Development Guidelines identify the dominant style as 'Early Vernacular Cottage'.

4.3 Site Context

The subject property is located in the Central City OCP Sector on Cadder Avenue. It is in the Abbott Street Conservation Area. The surrounding properties are primarily zoned RU₁ – Large Lot Housing and RU_{1c} – Large Lot Housing with Carriage House and have a Future Land Use Designation of S₂RES – Single/Two Unit Residential.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU ₁ – Large Lot Housing	Single Family Dwelling
East	RU ₁ – Large Lot Housing	Single Family Dwelling
South	RU ₁ – Large Lot Housing	Single Family Dwelling
West	RU ₁ – Large Lot Housing	Single Family Dwelling

Subject Property Map: 338 Cadder Avenue



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus development to designated growth areas.

Policy .2 **Compact Urban Form** – 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 (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 Generalized Future Land Use Map 4.1

Objective 5.22 Ensure context sensitive housing development.

Policy .6 **Sensitive Infill**. Encourage new development or redevelopment in existing residential areas to be sensitive or reflect the character of the neighbourhood with respect to building design, height and siting.

Policy .12 **Carriage Houses & Accessory Apartments**. Support carriage houses and accessory apartments through appropriate zoning regulations.

6.0 Technical Comments

Development Engineering Department memo attached. Requirements will be fulfilled at time of Building Permit.

7.0 Application Chronology

Date of Application Received: September 30, 2019

Date Public Consultation Completed: October 31, 2019

Report prepared by: Jocelyn Black, Planning Specialist
Tyler Caswell, Planner I

Reviewed by: James Moore, Urban Planning & Development Policy Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A: Development Engineering Memo

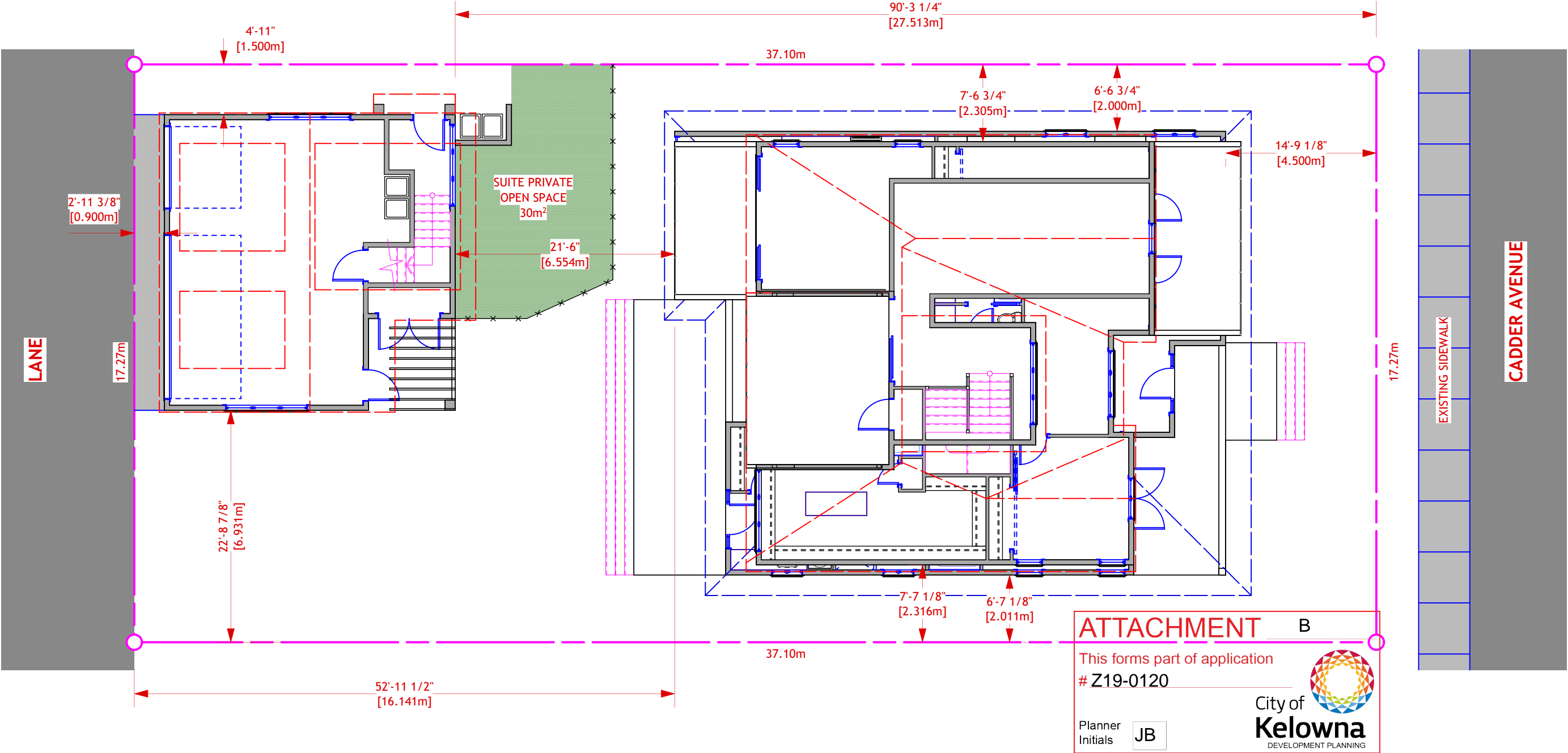
Attachment B: Conceptual Drawing Package

Attachment C: Applicant's Rationale

ZONING INFORMATION

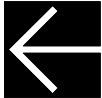
RU1-c - LARGE LOT HOUSING WITH CARRIAGE HOUSE	PERMITTED	PROPOSED
SITE AREA	550m2	640.7m2
PRINCIPAL BUILDING FOOTPRINT AT GRADE		186.9m2
CARRIAGE HOUSE FOOTPRINT AT GRADE	90m2	69.68m2
PROPOSED COVERED FRONT ENTRY		15.47m2
PROPOSED DRIVEWAY		7.96m2
SITE COVERAGE	40%	40%
SITE COVERAGE W/ HARDSURFACE	50.0%	41.3%
PRINCIPAL BUILDING HEIGHT	9.5m/2.5 STOREYS	9.40m/2.5 STOREYS
PRINCIPAL DWELLING SETBACKS		
FRONT (SOUTH) YARD SETBACK - CADDER AVE.	4.500m	4.500m
REAR (NORTH) YARD SETBACK - LANE	7.500m	16.141m
SIDE (EAST) YARD SETBACK - INTERIOR RU1	2.000m	2.000m
SIDE (EAST) YARD SECOND FLOOR SETBACK - INTERIOR RU1	2.300m	2.300m
SIDE (WEST) YARD SETBACK - INTERIOR RU1	2.000m	2.011m
SIDE (WEST) YARD SECOND FLOOR SETBACK - INTERIOR RU1	2.300m	2.316m

RU1-c - LARGE LOT HOUSING WITH CARRIAGE HOUSE	PERMITTED	PROPOSED
CARRIAGE HOUSE BUILDING HEIGHT	4.8m/1.5 STOREYS	4.549m/1.5 STOREYS
CARRIAGE HOUSE PEAK OF ROOF	10.533m	6.641m
CARRIAGE HOUSE TOTAL FINISHED FLOOR AREA		63.27m2
PRINIPAL DWELLING TOTAL FFA		341.59m2
PERCENTAGE CARRIAGE HOUSE FFA TO PRINCIPAL FFA	40.0%	18.5%
PERCENTAGE CARRIAGE HOUSE MAIN GFA TO SECOND GFA	75.0%	74.5%
TOTAL PRIVATE OPEN SPACE	30.00m2	42.00m2
CARRIAGE HOUSE SETBACKS		
FRONT (SOUTH) YARD SETBACK - CADDER AVE.	9.500m	27.513m
REAR (NORTH) YARD SETBACK - LANE	0.900m	0.900m
SIDE (EAST) YARD SETBACK - INTERIOR RU1	1.500m	1.500m
SIDE (WEST) YARD SETBACK - INTERIOR RU1	1.500m	6.931m
SETBACK BETWEEN BUILDINGS	4.500m	6.554m



IHS DESIGN

#202-1470 ST. PAUL ST.
KELOWNA, BC
250.212.7938
info@ihdesign.ca



RESIDENTIAL DEVELOPMENT
338 CADDER AVENUE
KELOWNA, BC V1Y 5N1

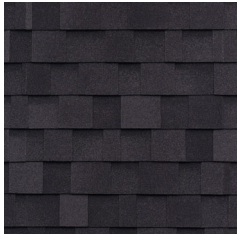
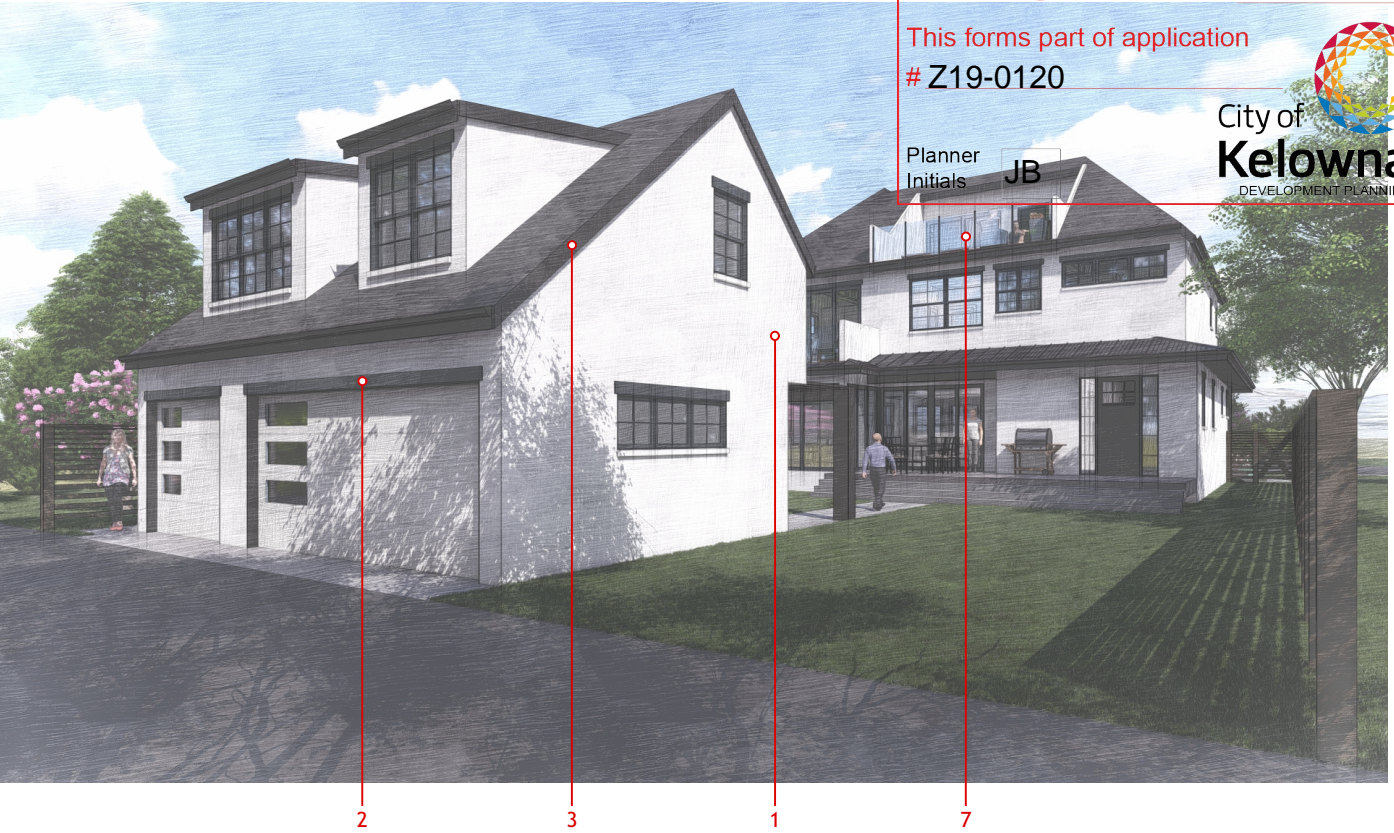
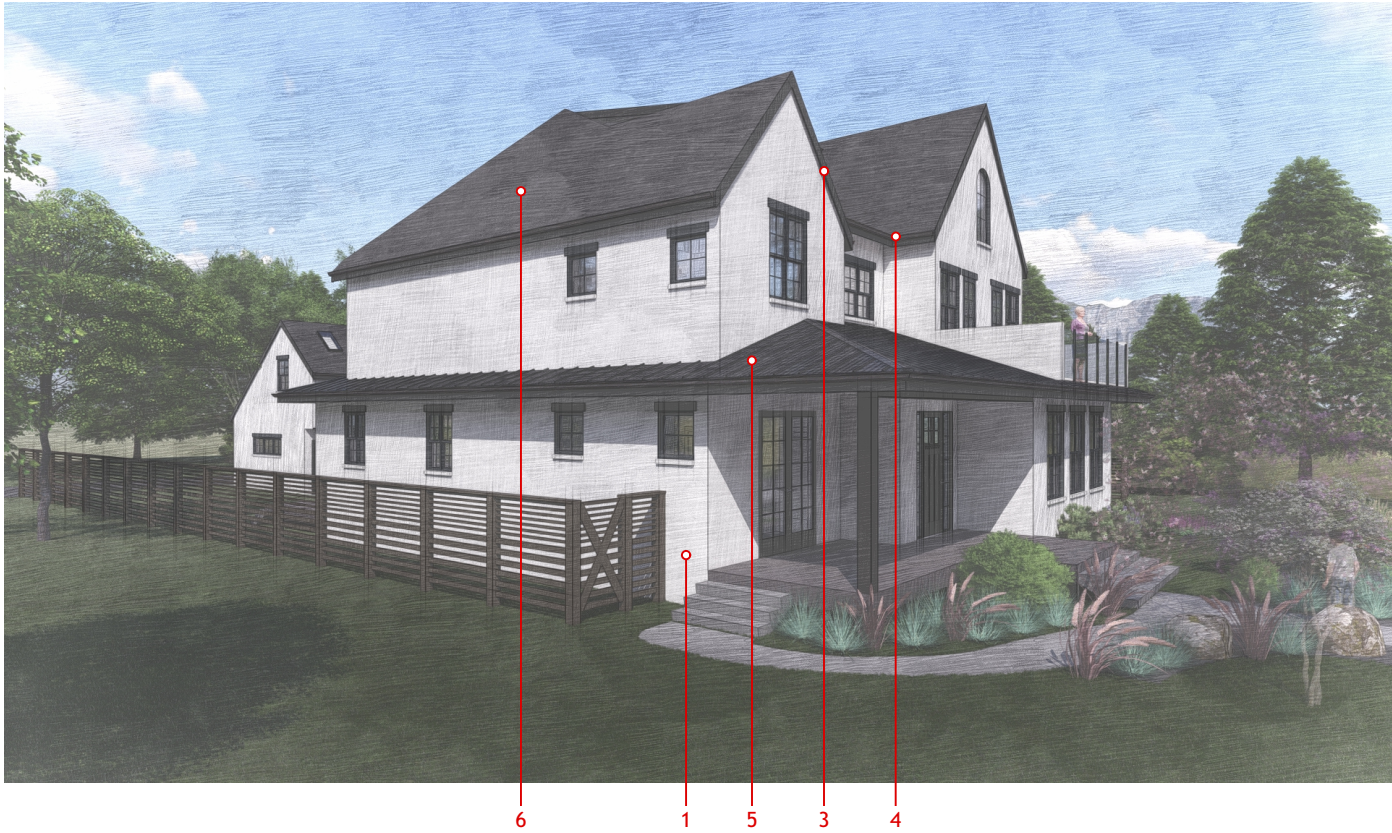
SITE PLAN

DATE: 27-Sep-19

SCALE: AS NOTED

ISSUED FOR: DEVELOPMENT PERMIT

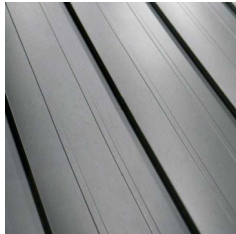
SHEET: A2



SHINGLES
IKO CAMBRIDGE
DUAL BLACK



TRIM/FIR TRELLIS
EXTERIOR STAIN
CHARCOAL



STANDING SEAM
METAL ROOF
INTERLOCK
BLACK



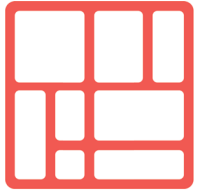
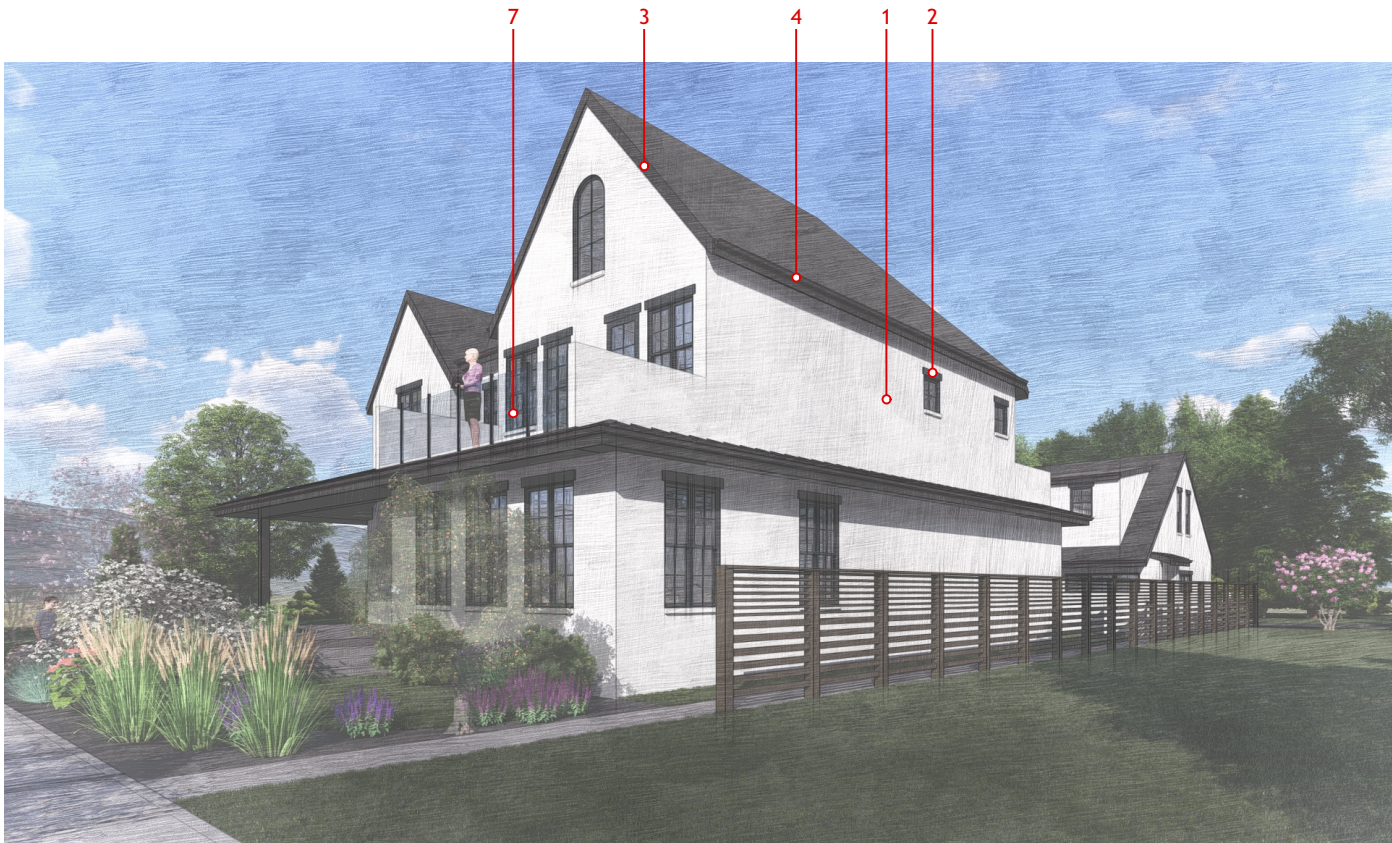
ACRYLIC STUCCO
BENJAMIN MOORE
SIMPLY WHITE OC-117



ALUMINUM GUTTERS
GENTEK
BLACK

EXTERIOR MATERIAL LEGEND

1. ACRYLIC STUCCO
2. 6" LINTEL FIR TRIM BOARD (STAINED)
3. 8" SMART BOARD FASCIA
4. ALUMINUM GUTTERS & DOWNSPOUTS
5. STANDING SEAM METAL ROOF
6. FIBERGLASS REINFORCED LAMINATE SHINGLES
7. ALUMINUM FRAME GLASS RAIL - BLACK
8. FIR TRELLIS (STAINED)



IHS DESIGN

#202-1470 ST. PAUL ST.
KELOWNA, BC
250.212.7938
info@ihdesign.ca



RESIDENTIAL DEVELOPMENT
338 CADDEN AVENUE
KELOWNA, BC V1Y 5N1

EXTERIOR MATERIALS
DATE: 27-Sep-19
SCALE: AS NOTED
ISSUED FOR: DEVELOPMENT PERMIT
SHEET: A11



ATTACHMENT		C
This forms part of application		
# Z19-0120		
Planner Initials	JB	The logo for the City of Kelowna Development Planning, featuring a colorful circular geometric pattern to the left of the text "City of Kelowna" and "DEVELOPMENT PLANNING" below it.

September 30, 2019

City Of Kelowna
Urban Planning Department
1435 Water Street
Kelowna, BC

RE: Proposed Rezoning and Heritage Alteration Permit at 338 Cadder Avenue

Dear Urban Planner:

We are applying to rezone the subject property from the existing “RU1 - Large Lot Housing” zone to the “RU1c - Large Lot Housing with Carriage House” zone in order to permit the construction of new single-family dwelling and carriage house. The dwelling that is currently located on the property is to be moved off the site and relocated within the City.

The subject property is located within the Abbott Street Heritage Conservation area and thus also requires an application for a Heritage Alteration Permit to authorize construction of the new dwelling and carriage house. The existing dwelling is not listed on the Heritage Register but is identified as within the “Early Vernacular Cottage” dominant style in the “Abbott Street & Marshall Street Heritage Conservation Area Development Guidelines”.

The dwelling has been designed with elements reminiscent of the “Vernacular Cottage (late)” style in order to complement the heritage design elements of other dwellings located in the neighbourhood. The proposed home creates a transition from modern to the west and the basic 1950’s bungalow to the east. The building meets the following character defining qualities:

- Less fanciful feel to the architecture
- Flush gable verges
- Stucco or horizontal siding
- Up to 2 storey massing
- Clustered vertical window sashes
- Asymmetrical facade design
- Gable roof forms
- Side or rear yard parking

The new dwelling adjacent to the Cadder Avenue frontage is 2½ storeys in height incorporating a front veranda. Plenty of outdoor spaces are provided including a deck area within the attic roof structure oriented towards the rear yard, other small balconies located off bedrooms and the abundant gardens at the front and rear of the site. Although the

existing rear garden will be lost during the construction the landowner is planning on recreating it.

The carriage house will be located behind the new dwelling, adjacent to the lane. Three vehicle parking stalls are allocated within the lower floor of the building providing parking for both the principal dwelling and the residential portion of the carriage house. The proposed carriage house will incorporate design elements of the new principal dwelling, including the use of complementary building materials and colours for both buildings. The entrance to the carriage house is on the east side of the building, close to the private open space area.

The downtown area was developed with single unit dwellings on large lots dating back to the early 1900's, a time associated with the early incorporation of the City of Kelowna. The neighbourhood has seen a resurgence of development in the last 20 years. There are properties located to the north and east of the subject property that have the "c" designation. Further, the location of the subject property will provide walking access to many employment and commercial uses in the nearby downtown business district as well as to several beach accesses on Okanagan Lake.

We believe this proposal is a good fit within the fabric of the neighbourhood and will contribute to positive infill density in this area of Kelowna.

Regards

Birte Decloux on behalf of the owners

ATTACHMENT		C
This forms part of application		
# Z19-0120		
Planner Initials	JB	 City of Kelowna DEVELOPMENT PLANNING

CITY OF KELOWNA
BYLAW NO. 11987
Z19-0120 – 338 Cadder Avenue

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 4, District Lot 14, Osoyoos Division Yale District Plan 3514, located on Cadder Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to RU1c – Large Lot Housing with Carriage House zone;
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

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 10, 2020
To: Council
From: City Manager
Subject: Development Application Fees Bylaw 10560 Amendment
Department: Development Planning

Recommendation:

THAT the City of Kelowna Development Application Fees Bylaw No. 10560 be amended as outlined in the Report from the Development Planning Department dated February 10, 2020 be considered by Council;

AND THAT Council give reading consideration to Bylaw No. 11981 being Amendment No. 10 to the Development Application Fees Bylaw No. 10560.

Purpose:

To amend the Development Application Fees Bylaw 10560 to permit a 2% increase in fees from 2020 to 2023.

Discussion:

In April 2016, City Council approved an amendment to the *Development Application Fees Bylaw* where fees were increased after having remained the same since 2011. The amendment also approved an automatic increase of approximately two percent (2%) per year related to the British Columbia Consumer Price Index. A fee increment chart was included in the Bylaw in 2017 that expire at the end of 2019.

The amended proposed fee increment chart indicates a fee increase of two percent (2%) every year from 2020 to 2023, rounded to the nearest five dollars along with the inclusion of an administration fee for the ongoing management/operations of the development applications business system.

Internal Circulation:

City Clerks Department

Considerations applicable to this report:

Legal/Statutory Authority: Fees in the Development Application Fees Bylaw are pursuant to Zoning Bylaw No. 8000 and the Local Government Act.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements: N/A

Existing Policy: N/A

Financial/Budgetary Considerations: N/A

External Agency/Public Comments: N/A

Communications Comments: N/A

Report Prepared by: Lydia Korolchuk, Planner II

Report Approved by: Terry Barton, Development Planning Department Manager

Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Schedule A: DRAFT Development Application Fees Chart

CITY OF KELOWNA

BYLAW NO. 11981

Amendment No. 10 to Development Applications Fees Bylaw No. 10560

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Development Applications Fees Bylaw No. 10560 be amended as follows:

1. THAT **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 1 FEES PURSUANT TO ZONING BYLAW NO. 8000 AND LOCAL GOVERNMENT ACT** be deleted in its entirety and replaced with a new **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 1 FEES PURSUANT TO ZONING BYLAW NO. 8000 AND LOCAL GOVERNMENT ACT** as attached to and forming part of this bylaw;
2. AND THAT **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 2 FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT** be deleted in its entirety and replaced with a new **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 2 FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT** as attached to and forming part of this bylaw;
3. AND FURTHER THAT **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 3 FEES PURSUANT TO SIGN BYLAW NO. 11530** be deleted in its entirety and replaced with a new **Schedule "A" - DEVELOPMENT APPLICATION FEES – TABLE 3 FEES PURSUANT TO SIGN BYLAW NO. 11530** as attached to and forming part of this bylaw;
4. This bylaw may be cited for all purposes as "Bylaw No. 11981, being Amendment No. 10 to Development Applications Fees Bylaw No.10560."
5. 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, 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"

Development Application Fees – Table 1

FEES PURSUANT TO ZONING BYLAW NO. 8000 AND LOCAL GOVERNMENT ACT

- All fees and charges include relevant provincial and federal taxes unless otherwise stated.
- Annual fee increases are permitted until this bylaw is further amended or replaced.
- The fees and charges as noted in Schedule A will increase by two percent (2%) on January 1 each year.
- All fees and charges shall be rounded down to the nearest five (\$5) dollars.
- All applications from 2021 onwards will include a \$50.00 administration fee. Applications and fees noted with an asterisk (*) are exempt from the admin fee.

Development Category ¹	2020 Fees	2021 Fees	2022 Fees	2023 Fees
Pre-Application Meeting	One free meeting + \$220/ add'l meeting	One free meeting + \$220/ add'l meeting	One free meeting + \$230/ add'l meeting	One free meeting + \$235/ add'l meeting
Area Structure Plans & Area Redevelopment Plans	\$9,060 base fee + \$85/ ha	\$9,240 base fee + \$85/ ha	\$9,420 base fee + \$90/ ha	\$9,605 base fee + \$90/ ha
OCP Amendments				
Major	\$3,510	\$3,580	\$3,650	\$3,720
Minor	\$1,890	\$1,925	\$1,960	\$1,995
Phased Development Agreement	\$3,020 + City's legal review fees	\$3,080 + City's legal review fees	\$3,140 + City's legal review fees	\$3,200 + City's legal review fees
Zoning Bylaw Amendments				
C for Carriage House	\$935	\$950	\$965	\$980
Bylaw Enforcement – Add C for Carriage House	\$1,890	\$1,925	\$1,960	\$1,995
RU6, RR1, RR2, RR3 & A1	\$1,475	\$1,500	\$1,530	\$1,560
Comprehensive Development Zone	\$3,510	\$3,580	\$3,650	\$3,720
All Other Zones	\$1,915	\$1,950	\$1,985	\$2,020
Rezoning Extension	\$485	\$490	\$495	\$500
Retail Cannabis Sales Subzone	\$9880	\$10,080	\$10,300	\$10,500
Text Amendments	\$1,505	\$1,535	\$1,565	\$1,595
Temporary Use Permit	\$1,830	\$1,865	\$1,900	\$1,935
Temporary Use Permit Extension	\$1,830	\$1,865	\$1,900	\$1,935
Development Variance Permit	\$1,540 + \$110/ add'l variance	\$1,570 + \$110/ add'l variance	\$1,600 + \$115/ add'l variance	\$1,630 + \$115/ add'l variance
Urban Design Development Permits				
Major	\$1,745	\$1,775	\$1,810	\$1,845
Minor Direct	\$960	\$975	\$985	\$1,000
Natural Environment Development Permits				
Multiple Lot	\$1,475 + \$15/Lot	\$1,500 + \$15/Lot	\$1,530 + \$15/Lot	\$1,560 + \$15/Lot
Single Lot (Council Review)	\$1,745	\$1,775	\$1,810	\$1,845
Single Lot	\$960	\$975	\$990	\$1,005
Minor Direct	\$245	\$250	\$255	\$260

Temporary Farm Worker Housing Development Permit				
Major	\$745	\$755	\$770	\$785
Minor Direct	\$370	\$375	\$380	\$385
Farm Protection Development Permit				
Major	\$690	\$700	\$710	\$720
Minor Direct	\$445	\$450	\$455	\$460
ALC Applications (ALC receives \$1,200 of permit fees)				
Subdivision/Non-Farming	\$1,505	\$1,510	\$1,515	\$1,520
Application for Exclusion	\$1,505	\$1,510	\$1,515	\$1,520
Heritage Applications				
Major Heritage Alteration Permit	\$1,400	\$1,425	\$1,450	\$1,475
Minor Heritage Alteration Permit	\$745	\$755	\$770	\$785
Heritage Revitalization Agreement	\$1,800	\$1,835	\$1,870	\$1,905
Heritage Conservation Covenant *	Free	Free	Free	Free
Heritage Designation *	Free	Free	Free	Free
Amended Development Permit				
Major (Council consideration)	\$750	\$765	\$780	\$795
Minor (with re-circulation) *	\$590	\$600	\$610	\$620
Minor (without re-circulation) *	\$160	\$160	\$165	\$165
Land Use Contracts				
Discharge *	Free	Free	Free	Free
Amendment *	Free	Free	Free	Free

¹ Refundable Amounts:

- (a) Development fees which are refunded prior to Council consideration are eligible for the cost of the development fee less 50% administrative costs.
- (b) No development fees will be refunded if the application has been submitted to Council.

Liquor Licence Category ²	2020 Fee	2021 Fee	2022 Fee	2023 Fee
Liquor Licence Application (City Clerks receives \$1560 of application fee for Public Notification)				
New Liquor Primary Licence (up to 99 people)	\$2,050	\$2,090	\$2,130	\$2,170
New Liquor Primary Licence (100 people or more)	\$2,310	\$2,355	\$2,400	\$2,445
Change to Existing Licence	\$2,050	\$2,090	\$2,130	\$2,170
Liquor Licence Application (No Council resolution) *	\$60	\$60	\$65	\$65

² These application fees do not include rezoning and/or development permit application fees where required.

Administration Category	2020 Fee	2021 Fee	2022 Fee	2023 Fee
Public Hearing Advertising Re-Advertising (when Public Hearing cancelled by applicant)	\$520 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.	\$520 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.	\$530 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.	\$530 minimum - If maps are required, additional costs will be incurred prior to Public Hearing.
Document Administration Fee ³ *Does not apply to documents forming part of a subdivision application.				
Major (Bylaw)	\$975	\$990	\$1,005	\$1,025
Minor (restrictive covenants, utility right-of-ways, road reservation agreements, road exchanges, road closures, servicing agreements, developer-initiated road name changes, quit claim documents excluding land use contracts, written response to inquiry, etc.) *	\$160	\$160	\$165	\$165
Non-Standardized Legal Document Review	\$690 base + \$310 per hour (after 3 hours)	\$700 base + \$310 per hour (after 3 hours)	\$710 base + \$315 per hour (after 3 hours)	\$720 base + \$315 per hour (after 3 hours)
Site Profile Fees *	\$60	\$60	\$65	\$65
Board of Variance Application ⁴	\$1,130	\$1,150	\$1,170	\$1,190
Revitalization Tax Exemption *	\$250	\$250	\$250	\$250

³Requests for information not available in published form that require research will be charged a fee of \$35.00 per hour.

⁴Board of Variance application withdrawn prior to preparing the appeal for advertising, and prior to circulation to City staff and Board of Variance members are eligible for a \$200.00 refund.

Schedule "A"

Development Application Fees – Table 2

FEES PURSUANT TO SUBDIVISION, DEVELOPMENT, AND SERVICING BYLAW NO. 7900 AND LAND TITLE ACT

- All fees and charges include relevant provincial and federal taxes unless otherwise stated.
- Annual fee increases are permitted until this bylaw is further amended or replaced.
- The fees and charges as noted in Schedule A will increase by two percent (2%) on January 1 each year with the exception of the Subdivision and Development Engineering Inspections administration fee (3.5%).
- All fees and charges shall be rounded down to the nearest five (5) dollars.
- All applications from 2021 onwards will include a \$50.00 administration fee. Applications and fees noted with an asterisk (*) are exempt from the admin fee.

Subdivision Category ⁵	2020 Fee	2021 Fee	2022 Fee	2023 Fee
Fee Simple Subdivision and Bare Land Strata Subdivisions (Preliminary Layout Review)	\$2,160 base fee + \$110/lot	\$2,200 base fee + \$110/lot	\$2,240 base fee + \$115/lot	\$2,280 base fee + \$115/lot
Technical Subdivision Approval	\$370	\$375	\$380	\$385
Phased Strata Development *	\$160	\$160	\$165	\$165
Form P	\$320	\$325	\$330	\$335
Preliminary Layout Review (PLR) Renewal and Strata Conversion Renewal	\$270/ year	\$275/ year	\$280/ year	\$285/ year
Subdivision, Bare Land Strata, Phased Strata & Form E Final Re-Approval Fee *	\$160	\$160	\$165	\$165
Building Strata Conversions	\$1,080 + \$110/ unit (over 5 units)	\$1,100 + \$110/ unit (over 5 units)	\$1,120 + \$115/ unit (over 5 units)	\$1,140 + \$115/ unit (over 5 units)
Soil Removal/Deposit Permit	\$270	\$275	\$280	\$285
Overheight Retaining Wall Permit	\$270	\$275	\$280	\$285
Road Renaming Applications	\$540	\$550	\$560	\$570
Restrictive Covenant – review, change or removal	\$540	\$550	\$560	\$570
Airspace Parcel Subdivision	\$16,230	\$16,550	\$16,880	\$17,215
Document Administration Fee * (including, but not limited to, No Build / No Disturb Covenant, Wildfire Covenant, and ALC Conservation Covenant)	\$160	\$160	\$165	\$165

⁵ Subdivision fees are non-refundable.

Subdivision Category	Application Fee
Street / Traffic Sign (Installed by City) *	The Owner is responsible for the purchase and installation costs of all signs required for their development. Costs will be determined by Development Engineering. (Third party developer to apply for) (Tax exempt)
Survey Monument Fee *	\$50.00 per new lot (Tax exempt)
Survey Monument Replacements (If disturbed by Construction) *	\$1200.00 (Tax exempt)
Fire Hydrant Levy *	For subdivisions serviced by community water distribution systems: \$250.00 per newly created lot (Tax exempt) Note: In subdivisions where the developer is extending the water mains and installing fire hydrants this levy does not apply. The City shall accumulate the funds accrued from the hydrant levy and these funds shall be used to install fire hydrants as may be required.
Latecomer Agreement Processing Fee *	\$1000.00 per agreement (No charge for agreements of one day duration)
<p>Subdivision and Development Engineering and Inspections Fee Assessed for the Following:</p> <ul style="list-style-type: none"> • Fee Simple Subdivision * • Off-site Works * 	<p>3.5% of the total cost of off-site construction (minimum \$500.00) determined as follows:</p> <ol style="list-style-type: none"> 1. Full cost of construction for "on-site" (new roads) and "off-site" (existing fronting roads), including clearing, grubbing, blasting, cuts and fills, gravel, compaction, pavement, concrete work, ditches, boulevard work if applicable, etc. 2. All deep utilities such as storm drainage works, sanitary sewer work if applicable and water and fire protection including water utility construction of other water irrigation districts. 3. Costs of civil works only for shallow utilities such as installation costs of ducting for power, telephone and cable TV. The cost of private utility cable work, BC Gas works, service lines, street lighting etc. is <u>not</u> included in the construction cost for administration charge calculations. 4. Consulting Engineering design fees are <u>not</u> included in the administration fee calculation. 5. Administration charge is calculated at 3.5% of the actual construction costs as determined using the above identified items, substantiated by contractor unit prices, or payment invoices, or if levied before construction costs are in, by using the consulting engineer's construction cost estimates. These figures may be adjusted up or down by the City, if in our opinion an adjustment is warranted. This may take the form of a 10% contingency added or deletion of certain items. It is incumbent on the developer to provide actual construction costs if he does not agree with the engineers estimate.

Schedule "A"

Development Application Fees – Table 3

FEES PURSUANT TO SIGN BYLAW NO. 11530

- All fees and charges include relevant provincial and federal taxes unless otherwise stated.
- Annual fee increases are permitted until this bylaw is further amended or replaced.
- The fees and charges as noted in Schedule A will increase by two percent (2%) on January 1 each year.
- All fees and charges shall be rounded down to the nearest five (5) dollars.
- All applications from 2021 onwards will include a \$50.00 administration fee. Applications and fees noted with an asterisk (*) are exempt from the admin fee.

Sign Category ⁶	Application Fee
Temporary Portable Signs *	For a period of 30 days or less: \$75.00 For a period of 31 days to 60 days: \$175.00 For a period of 61 days to 90 days: \$350.00 (Permits will not be issued for a total of more than 90 days in a calendar year, per property)
All Signs (Excluding temporary signs) *	\$75.00 base fee plus \$10.00 per square metre of sign area, per sign. For the purposes of the fee calculation, sign areas involving a fraction of a square metre shall be calculated to the closest whole metre, and only one side of a two-sided sign shall be counted.

⁶ Sign permit fees are not refundable if the work authorized by the permit is not commenced.

Report to Council



Date: February 10, 2020
To: Council
From: City Manager
Subject: Revitalization Tax Exemption Bylaw– 2020 Update
Department: Policy & Planning

Recommendation:

THAT Council receives, for information, the Report from the Planner Specialist dated February 10, 2020 with respect to the bylaw updates to reaffirm the City's objectives for the Revitalization Tax Exemption Program Bylaw 9561;

AND THAT Council endorses the updates to the Revitalization Tax Exemption Bylaw 9561.

Purpose:

To amend the Revitalization Tax Exemption Bylaw..

Background:

One of the main development financial incentives the City offers is through the City's Revitalization Tax Exemption (RTE) Bylaw Program. The RTE Bylaw Program provides tax incentives to encourage investment in rental housing as well as to attract investment to the Downtown and Rutland. Over the last 15 years, the RTE Bylaw has been updated several times to ensure alignment with the City's policy objectives and shifting market conditions. In 2012, the program was updated to include rental housing as one of the eligible revitalization areas to spur investment in long-term rental housing. Subsequently, Council has approved roughly 20 RTE Agreements for both market and non-market rental projects over the last five years. However, since the RTE bylaw was first adopted in 2006, the overarching objectives that articulate the purpose of the RTE Bylaw have remained static.

In 2018, the Provincial Government released a 30-Point Plan for Housing Affordability in British Columbia. The report identified the province's goal of promoting investment in long-term rental housing by mirroring future revitalization tax exemptions that are approved by local governments. More specifically, the provincial portion of property taxes (school tax portion which accounts for roughly 30% of property taxes) would be exempt on eligible rental housing projects for the same term as the municipal revitalization tax exemptions, providing further incentive to developers to invest in

long-term rental housing. Subsequently, the Provincial Government introduced legislation (through the *School Act*) that established the criteria for purpose-built rental projects to receive the School Tax exemption on recently issued municipal revitalization tax exemptions certificates. The *Provincial School Act* identifies that the local government's municipal revitalization tax exemption bylaw must specify rental housing as one of the key objectives of the bylaw.

Discussion:

Accordingly, staff is recommending several minor updates to Bylaw 9561 to ensure the City of Kelowna's RTE Bylaw explicitly states that purpose-built rental housing is a key objective of the program. The proposed changes will ensure projects that received tax exemption certificates from the City of Kelowna after February 21, 2018 will be eligible to apply for the School Tax exemption.

Proposed Changes to the Rental Housing Tax Exemption Bylaw Program

1. Add a new objective to the RTE Bylaw to explicitly identify the creation of purpose-built rental housing as one of the main goals of the City's RTE program.
2. Add two new maps describing the geographic areas in the Core Area and Village Centres where purpose-built rental housing projects are eligible for a Revitalization Tax Exemption.

Conclusion:

The proposed updates to the RTE Bylaw will allow the City to leverage supplementary investment in long-term rental housing from the provincial government, providing additional incentive to encourage investment in long-term rental housing in areas that are well served by transit and other key amenities. These amendments support the City's efforts to promote a balanced rental housing market that meets our community's housing needs.

Internal Circulation:

Divisional Director, Planning & Development Services
Department Manager, Policy and Planning
Department Manager, Development Planning
Manager, Long Range Planning
City Clerk
Supervisor, Revenue

Legal/Statutory Authority:

Section 226, Community Charter
Section 131, School Act

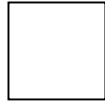
Existing Policy:

Bylaw 9561 Revitalization Tax Exemption Program Bylaw

Submitted by:

R. Soward, Acting Manager Long Range Policy Planning Manager

Approved for inclusion:



D. Noble-Brandt, Policy & Planning Department Manager

CITY OF KELOWNA

BYLAW NO. 11976

Amendment No. 8 to Revitalization Tax Exemption Program Bylaw No. 9561

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Revitalization Tax Exemption Bylaw No. 9561 be amended as follows:

1. THAT the following preamble be deleted that reads:

“AND WHEREAS Council wishes to establish a revitalization tax exemption program in the City of Kelowna in order to encourage redevelopment of those areas, identified in Schedule “A” of this Bylaw, which are experiencing challenges in attracting investment and are not achieving their full potential to serve the residents of Kelowna as vital, animated urban spaces;”

And replace it with:

“AND WHEREAS Council wishes to establish a revitalization tax exemption program in the City of Kelowna in order to foster a community with vibrant urban centres and diverse housing options by encouraging redevelopment and investment in those areas, identified in Schedule “A” of this Bylaw;”

2. AND THAT the preamble, be amended by adding the following objective in its appropriate location:

“To encourage a healthy supply of purpose-built rental housing within Kelowna’s Core Area and identified Village Centres;”

3. AND THAT **SCHEDULE A – Revitlization Areas** be amended by adding the maps attached to and forming part of this bylaw as ‘Schedule A’ in their appropriate location;

4. AND FURTHER THAT **SCHEDULE C “Tax Exemption Certificate”** be deleted and replaced as attached to and forming part of this bylaw as Schedule C;

5. This bylaw may be cited for all purposes as “Bylaw No. 11976, being Amendment No. 8 to Revitalization Tax Exemption Program Bylaw No. 9561.”.

6. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

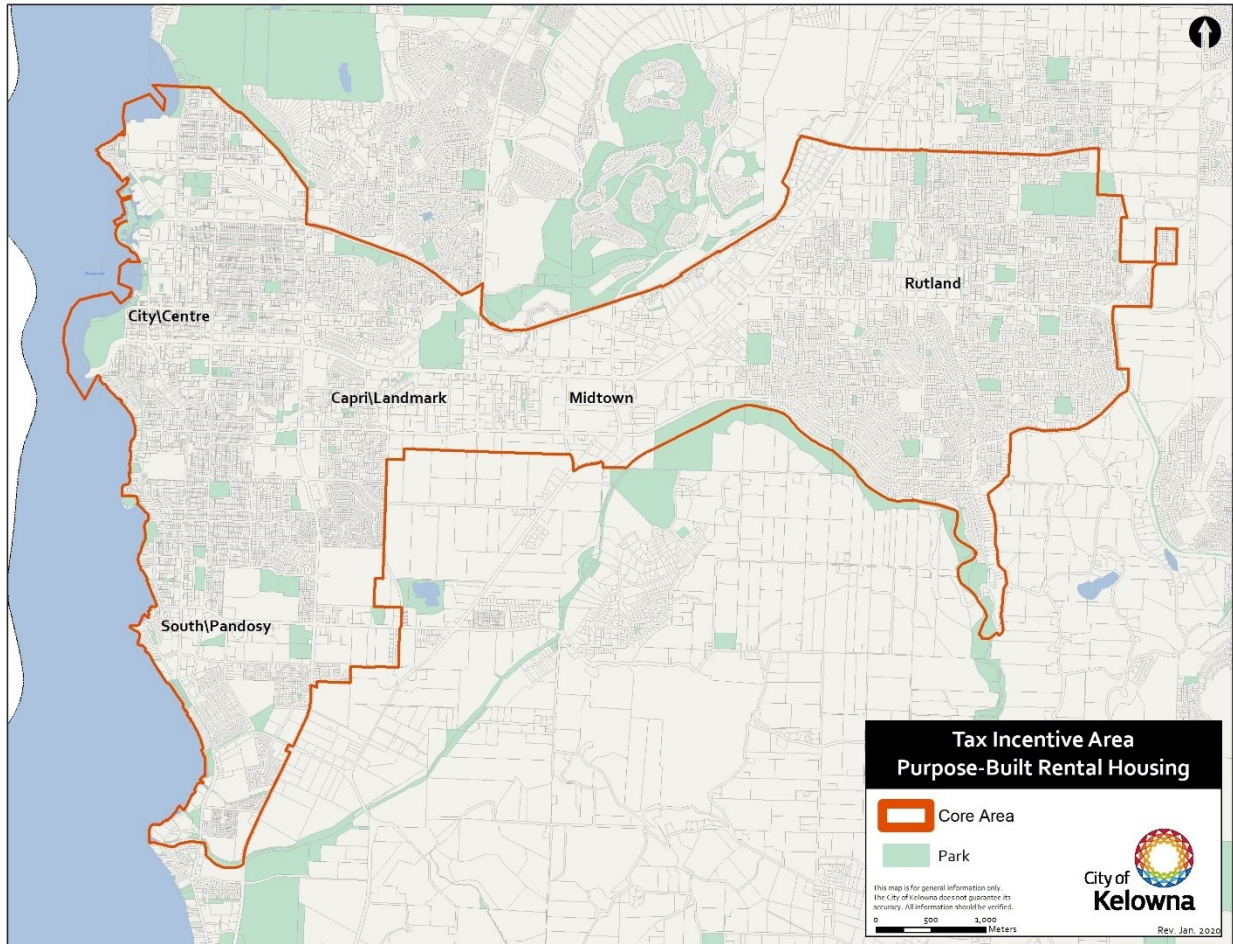
Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

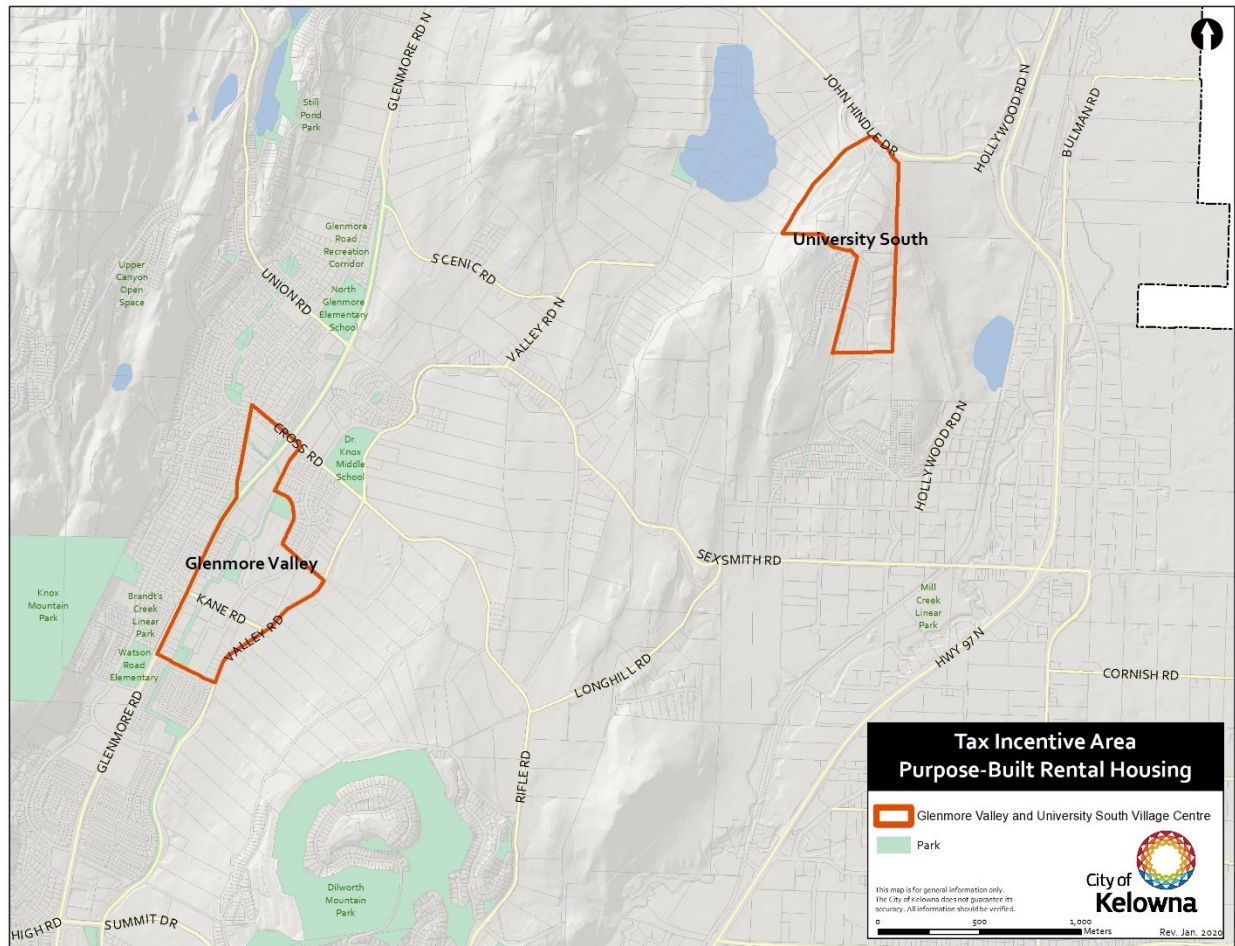
Mayor

City Clerk

Schedule A – Revitalization Areas



Schedule A – Revitalization Areas



SCHEDULE "C"
Tax Exemption Certificate

Revitalization Tax Exemption Agreement No.	
Building Permit No.	
Date of Issuance by Revenue Department	

In accordance with the City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561 (the "Bylaw"), and in accordance with a Revitalization Tax Exemption Agreement dated for reference the ____ day of _____, 20__ (the "Agreement") entered into between the City of Kelowna (the "City") and _____ (the "Owner"), the registered owner(s) of [insert legal description of property] _____ (the "Parcel):

A) This certificate certifies that the Parcel is subject to a Revitalization Tax Exemption, for each of the taxation years 20__ to 20__ inclusive, equal to [choose one from below and insert applicable wording]:

1. "Tax Incentive Area 1", 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
2. "Tax Incentive Area 2,"
 - a. 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
 - b. 75% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued) which can be attributed to a residential land use,
 - c. and/or 50% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued) which can be attributed to a commercial land use;
3. [deleted]
4. "Tax Incentive Area 3," 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
5. Purpose-Built Rental Housing Project, 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued).

- B) Any construction of a new improvement or alteration of an existing improvement, on the Parcel described above, undertaken prior to the application for a Revitalization Tax Exemption will not be eligible for consideration;
- C) The maximum Revitalization Tax Exemption authorized must not exceed the increase in the assessed value of improvements on the property resulting from the construction or alterations attributed to Building Permit No _____ between 20____ (the calendar year before the commencement of construction of the project) and 20____ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
- D) The Property's assessed value of improvements must not be reduced below the amount assessed in the calendar year prior to construction or alteration, as a result of the Revitalization Tax Exemption.
- E) The Revitalization Tax Exemption is provided under the following conditions:
1. The Owner does not breach any term, condition or provision of, and performs all obligations set out in, the Agreement and the Bylaw;
 2. The Owner has not sold all or any portion of his or her equitable or legal fee simple interest in the Parcel without the transferee taking an assignment of the Agreement, and agreeing to be bound by it;
 3. The Owner, or a successor in title to the Owner, has not allowed the property taxes for the Parcel to go into arrears or to become delinquent;
 4. The Exempt Use (as defined in the Agreement) of the Project is not discontinued.
- F) If the Owner is subject to an operating agreement with the Provincial Rental Housing Corporation, the owner must comply with the terms of the operating agreement with the Provincial Rental Housing Corporation.
- G) If any of these conditions are not met, the Council of the City of Kelowna may cancel this Revitalization Tax Exemption Certificate. If such cancellation occurs, the Owner of the Parcel, or a successor in title to the Owner as the case may be, shall remit to the City an amount equal to the value of the exemption received after the date of the cancellation of the certificate.

Report to Council



Date: February 10, 2020
To: Council
From: City Manager
Subject: Traffic Bylaw No. 8120 Fee and General Updates
Department: Traffic Operations and Technical Support Services

Recommendation:

THAT Council receives the report from the Traffic Operations and Technical Support Services Department, dated February 10, 2020 and adopt changes to the Traffic Bylaw 8120 regarding Road Usage and Hoarding Permit fees and general housekeeping updates.

Purpose:

To update the Road Usage Permit fee table as it pertains to road usage and hoarding permits.

Background:

Road Use Permits

The City is moving to a new asset and maintenance management platform (City Works), which included a review of the process and fee structures for Road Usage Permits in the new system. It was determined that the number of permit types and the associated fees would be very challenging to migrate and maintain within the new platform. Therefore, staff have worked to streamline permit types and fees while maintaining a fair and simple fee structure for our customers.

The proposed changes are for deposit fees, traffic impedance and short-term hoarding permits.

Hoarding means a temporary fence, structure, container or construction trailer placed or erected on a highway, or the storage of construction and landscaping materials on a highway.

Staff recommend removing the \$500 deposit for Road Use and Hoarding permits. It was implemented as a measure to cover any costs should the permit holder cause damage to the road surface, boulevard or sidewalk. Over the last 5 years, we have utilized deposits only 3 times, all for development related projects. Staff discovered that those projects had also provided a significant bond to Development

Services, which can also be utilized for this purpose, if needed. Removing the deposit would reduce the administrative work of depositing and then refunding the fee.

Traffic impedance work often has a major impact on the travelling public. Staff reviewed 2019 Traffic Impedance permits and found that the majority of these permits were taken out for daytime work, with a duration of less than 10 days. By changing the fee from monthly, to weekly, we will provide more flexibility for customers who require less than a month to complete their work. This may also prevent prolonging the work when the permit is issued for a full 30 days, but a full 30 days is not required. It is expected that this will result in shorter periods of inconvenience to the traveling public.

Approximately 21 of the 42 hoarding permits in 2019 were for 5 days or less. By removing the application fee and adding 2 additional days, it makes it more convenient and less costly for customers as this permit primarily effects residential moves & short-term material drop off/pick up for small construction/landscaping work.

Permit extension fees, application fees and square metre/month charges will remain the same. Hoarding permits for pedestrian scaffolding will simply become Traffic & Public impedance, so actual costs will remain unchanged.

Current Fee Table:

Road Usage and Hording Permit Fees:

Road Usage / Hoarding Permit Fees	Application Fee	Permit Fee	Deposits
RUP / Traffic Impedance / No Excavation / Events (Up to 1 month)	\$75.00	\$0.00	\$0.00
RUP / Road closure / Excavation, all type / Pole replacement	\$75.00	\$25.00 per day	\$500 minimum or 10% of total work value
RUP Extension fee	\$75.00	\$25.00 per day	\$500 minimum or 10% of total work value
RUP Seasonal Permit for non-excavation work. Utility providers, Tree pruning, CCTV, and others as approved by the Manager of Public Works	\$75.00	\$300 per season	\$0.00
HP 5 days or less	\$75.00	\$25.00 per day	\$0.00
HP extension fee, permit duration up to 5 days	\$75.00	\$25.00 per day	\$0.00
HP 6 days or greater	\$75.00	\$8.00 per Sqm per month	\$500 minimum or 10% of total work value
HP extension fee, permit duration greater than 6 days	\$75.00	\$8.00 per Sqm per month	\$500 minimum or 10% of total work value
Hoarding Permit for pedestrian scaffolding (no pedestrian impedance or redirection)	\$75.00	First 7 days FREE / \$75 per week thereafter	\$0.00
Meter Bags	\$0	Refer to SCHEDULE "A" FEES, Subsection 4.3.1(d) - Reserved On-Street Parking Permit Fees for rates	

*Plus applicable taxes.

Proposed Fee Table:

Road Usage and Hoarding Permit Fees:			
Road Usage / Hoarding Permit Fees	Application Fee	Permit Fee	Deposits
Traffic & Public Impedance / Scaffolding	\$0.00	\$75.00 per week	\$0.00
Road works & Closures	\$75.00	\$25.00 per day	\$0.00
Seasonal - for Utility providers, Tree pruning, CCTV and others as approved by the Manager of Public Works	\$75.00	\$300 per calendar year	\$0.00
Hoarding	\$75.00	\$8.00 per Sqm per month	\$0.00

Authority to Issue Regulations

Recent legal challenges to the Traffic Bylaw have highlighted the need for better clarification of the person(s) authorized to issue traffic regulations.

The current Traffic Bylaw authorizes the 'Engineer' to issue traffic regulations. There is often confusion between 'Engineer' as defined in the Traffic Bylaw and the 'City Engineer' as defined in the Subdivision, Development and Servicing Bylaw, and which position in the City's organizational structure this applies to.

To add clarity, the definition of 'Engineer' or 'City Engineer' in the Traffic Bylaw refers to the Public Works Manager and/or his delegate. It is recommended that the definition of 'Engineer' in Traffic Bylaw 8120 be changed as follows:

"Engineer' and 'City Engineer' means the person designated as the Manager of Public Works or the Traffic Operations Supervisor in the City organizational chart."

Internal Circulation:

Development Engineering

Communications

Transportation Engineering

City Clerk's Office

Considerations applicable to this report:

Legal/Statutory Authority: *BC Local Government Act; BC Motor Vehicle Act*

Existing Policy: *Traffic Bylaw 8120*

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Financial/Budgetary Considerations:

External Agency/Public Comments:
Communications Comments:

Submitted by:

L Campbell, Traffic Operations and Technical Support Supervisor

Approved for inclusion:

JC

Joe Creron, Deputy City Manager

CITY OF KELOWNA

BYLAW NO. 11985

Amendment No. 36 to Traffic Bylaw No. 8120

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Traffic Bylaw No. 8120 be amended as follows:

1. THAT **Part 1 – INTRODUCTION**, be amended by deleting the definition of **Engineer** and replace it with:

“**Engineer** means the person designated as the Public Works Manager or the Traffic Operations Supervisor in the **City** organizational chart.”

2. THAT **Part 5 – HIGHWAY USE REGULATIONS**, 5.4.2 Road Usage Hoarding Permit (RUP & HP) be deleted in its entirety and replace it with :

Road Usage and Hording Permit Fees:

Road Usage and Hording Permit Fees:			
Road Usage / Hoarding Permit Fees	Application Fee	Permit Fee	Deposits
Traffic & Public Impedance /Scaffolding	\$0.00	\$75.00 per week	\$0.00
Road works & Closures	\$75.00	\$25.00 per day	\$0.00
Seasonal - for Utility providers, Tree pruning, CCTV and others as approved by the Manager of Public Works	\$75.00	\$300 per calendar year	\$0.00
Hoarding	\$75.00	\$8.00 per Sqm per month	\$0.00
* Plus applicable taxes			

3. AND THAT **Part 5 – HIGHWAY USE REGULATIONS** 5.4.3 Damage and Security Deposit for **Road Usage and Hoarding Permit** be deleted in its entirety.
4. This bylaw may be cited for all purposes as "Bylaw No. 11985, being Amendment No. 36 to Traffic Bylaw No. 8120."
5. This bylaw shall come into full force and effect and be binding on all persons as of as of the date of adoption.

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

Report to Council



Date: February 10, 2020

To: Council

From: City Manager

Subject: Conversion of the remaining decorative and post-top streetlights to LED

Department: Public Works

Recommendation:

That Council receives, for information, the Report from the Traffic Signals and Systems Department dated Feb 10, 2020 with respect to the completion of the conversion of decorative streetlights to LED;

AND THAT the 2020 Financial Plan be amended to include funding for the four-year project in the amount of \$1,157,470 from the energy reserve;

AND FURTHER THAT energy savings from this upgrade project be used to re-pay the initial funding and be re-invested back into the City's energy reserve to help fund future energy upgrades.

Purpose:

To provide Council information on the next phase of the LED streetlight conversion project.

Background:

In 2018, the City retrofitted over 10,000 Cobra style streetlights to LED fixtures. This resulted in savings of over \$900,000 annually on electricity billing and maintenance costs, due to the longer (15-20 year) average life span of LED technology.

This left 2,945 decorative and post-top streetlights operating with lower efficiency HPS bulbs. At the time, there was no economically attractive solution for retrofitting these types of streetlights that would attain a reasonable payback period.

Discussion:

Since 2018, LED technology has improved, with research and field testing showing economically viable solutions for the retrofit of decorative and post-top fixture to LED technology.

It is proposed to complete the project in four phases over four years for the following reasons:

- It will allow the existing streetlight contractor to carry out the additional work in each phase in addition to the on-going yearly maintenance already being undertaken.
- The first two years will see the post-top fixtures retrofitted to the same known fixtures successfully used in the previous streetlight project. LED technology is continually improving and in the first two years technology may emerge that will provide an even more attractive solution for the decorative fixture retrofit, slated for phases 3 and 4.

The intent is to utilize funding from the energy reserve. With all savings realized by the project going back to reserve to fund future energy reduction programs.

The estimated costs for years 1-4 are, \$316,192, \$316,192, \$292,560 and \$232,525 respectively.

The energy savings upon full completion of the conversion to LED, is conservatively estimated at \$171,000 annually, which due to rising energy costs will increase year over year, with project costs expected to be recuperated within 7.8 years. The expected payback is longer, in part due to the phased four-year approach.

Conclusion:

Upon completion, all streetlights in the City of Kelowna by 2024 would feature LED technology, supporting Council's priority to decrease greenhouse gas emissions and provide a combined saving of over \$1,000,000 per year in electricity costs.

Internal Circulation:

Finance
Communications
Building Services

Considerations applicable to this report:

This is a request for funding from the energy reserve to be paid back from the reduction in electricity consumption.

External Agency/Public Comments:
Communications Comments:

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
External Agency/Public Comments:
Communications Comments:

Submitted by:

Brian Cairney. Traffic Signals and Systems Supervisor

Approved for inclusion:



Joe Creron, Deputy City Manager

CC:

EXECUTIVE SUMMARY

Over 10,000 cobra style streetlights were replaced with light emitting diode (LED) fixtures, in the project completed in 2018. Energy savings of \$900,000 per year have been realized from this change. Also due to the longevity and reliability of LED light sources, maintenance resources have been freed up to focus much needed attention on the aging streetlight pole infrastructure.

At the time of the initial project there was no economically attractive solution to convert the 2,945 decorative and post-top fixtures. With research and testing, solutions have been found.

Over a period of four years all the remaining high-pressure sodium (HPS) fixtures will be replaced or retrofitted with an LED bulb. The combination of replacement and retrofit provides the most benefit with the shortest payback.

The total cost of the project is \$1,157,470, upon completion of the project there will be estimated energy savings of \$171,000 per year, based on current electricity charges. With the expected increase in energy costs and the fact the project will take place over 4 years, a combined pay-back period of 7.8 years will be realized.

Upon completion in 2024, all streetlights in the City of Kelowna would feature LED technology, supporting Council's priority to decrease greenhouse gas emissions and provide a combined saving of over \$1,000,000 per year in electricity costs.

INTRODUCTION

The objective of this project is to complete the replacement/retrofit of the remaining 2,945 high pressure sodium (HPS) streetlights to light emitting diode (LED) technology.

The work will be carried out over four years as part of the ongoing maintenance contract.

Total project cost - \$ 1,157,470

At completion of the project, energy costs will be reduced from \$255,000 to \$84,000 per year, a saving of \$171,000 (at today's electricity rate, compounding at 2.5% per year).

STATEMENT OF THE PROBLEM

There are 2,945 streetlights still running old and inefficient HPS lamps. As such we are losing \$171,000 in energy savings.

HPS lamps have a service life of 5 years as opposed to 15-20 years for LED, the extra maintenance time required is taking away from maintaining other assets in the City's inventory, such as replacement of ageing streetlight poles.

GHG emissions for these assets are not being reduced.

ANALYSIS

Quantitative Analysis	Status Quo	Replace all fixtures	Combination of head and lamp replacement
BENEFITS:			
Energy Savings (per year)			
Sub-total	\$-	\$171,000.00	\$171,000.00
			*See note below
COSTS:			
Capital and One Time:			
Year 1		\$3,538,015.00	\$316,192.50
Year 2			\$316,192.50
Year 3			\$292,560.00
Year 4			\$232,525.00
Sub-total	\$-	\$3,538,015.00	\$1,157,470.00
PAY-BACK PERIOD (Years)		20.70	7.80
			*See note below

Qualitative Analysis	Status Quo	Replace all fixtures	Combination of head and lamp replacement
BENEFITS:			
Benefit 1	No capital cost	All new fixtures	Economically viable
Benefit 2		Lighting improved	Lighting improved
Benefit 3		Energy savings	Energy savings
COSTS:			
Cost 1	No energy savings	\$3,538,015.00	\$1,157,470.00
Cost 2	Increased maintenance costs	Very long payback	Short payback

*The savings start at \$171,000 but will compound based on electricity costs increasing by 2.5% per year. As a four-year project is proposed, the savings have been adjusted accordingly giving the payback period is 7.8

DISCUSSION OF POSSIBLE OPTIONS

Status quo – The lights could be left operating with the HPS lamps. The energy savings of \$171,000 would be lost, and with a service life of 5 years, the maintenance time required would take away from maintaining other assets in

the City's inventory, such as replacing ageing streetlight poles. GHG emissions for these assets would also not be reduced.

Replace all the fixtures completely - Replacing the 1,723 decorative fixtures as well as the 1,222 post-top fixtures is very expensive. To replace each decorative head would cost approximately \$1200-1500 dollars. In this scenario, project costs would not be recouped for 25-35 years.

Combination head and lamp replacement (best solution) – Using a combination of lamp replacements for the decorative fixtures and fixture replacements for the post-tops realizes the full energy saving of \$171,000 per year, reduces GHG emissions and gives a more economically attractive pay-back period of 7.8 years.

RECOMMENDATION

Using a combination of lamp replacements for the decorative fixtures and fixture replacements for the post-tops realizes the full energy saving of \$171,000 per year, reduces GHG emissions and gives a more economically attractive pay-back period of 7.8 years.

DETAILS OF YOUR CHOSEN OPTION

The plan is to complete the project in four phases with one phase completed per year.

This model has been chosen for the following reasons:

It will allow the work to be carried out by the chosen maintenance contractor in place at that time, as part of their normal contracted work.

The first two years will see the post-top fixtures retrofitted to the same known fixtures successfully used in the previous streetlight project. LED technology is continually improving and in the first two years technology may emerge that will provide an even more attractive solution for the decorative fixture retrofit, slated for phases 3 and 4.

Phases 1 and 2

Over the first two years 1,222 Pinto style heads (pictured left), will be replaced with Cobra style fixtures (pictured right).

The Cobra style is the same fixture as the 10,000 that were replaced in the LED retrofit carried out in 2018.

The fixtures are more cost effective than replacement with a similar Pinto style head and will provide improved levels and quality of light. These beneficial increases make fixture replacement a more desirable option than lamp replacement.

Pinto Style



Cobra style



Phase 3 and 4

In years three and four, 966 Acorn, 666 Harbour and 97 Aurora style fixtures, as shown respectively, would be retrofitted to accept an LED lamp. The fixture housings would remain the same.

Acorn style



Harbour style



Aurora sty



CONCLUSION

Over a period of four years all the remaining HPS fixtures will be replaced or retrofitted with an LED bulb. The combination of replacement and retrofit provides the most benefit with the shortest payback.

Looked at as 4 separate phases the individual payback periods are.

Year 1 - Replacement of 611 Pinto heads fixtures – 7.3 years

Year 2 - Replacement of 611 Pinto heads fixtures – 7.3 years

Year 3 - Replacement of 966 Aurora with LED lamps – 5.2 years

Year 4 - Replacement of 666 Harbour and 97 Aurora with LED lamps – 5.1 years

The reason for the longer payback fixtures being replaced first is that they will provide the greatest increase in light levels, light quality and benefit for public safety.

The total cost of the project is \$1,157,470, with energy savings of \$171,000 per year, based on current electricity charges. With the expected increase in energy costs and the fact the project will take place over 4 years, a combined pay-back period of 7.8 years is realized.

Upon completion, all streetlights in the City of Kelowna by 2025 would feature LED technology, supporting Council's priority to decrease greenhouse gas emissions and provide a combined saving of over \$1,000,000 per year in electricity costs.

Report to Council



Date: February 10, 2020
To: Council
From: City Manager
Subject: City's Westside Gravel Pit – Excavation Agreement
Department: Infrastructure Operations

Recommendation:

THAT Council receives, for information, the report from the Public Works Department dated February 10, 2020;

AND THAT Council authorizes the Public Works Department to enter into an Excavation Agreement with Lafarge Canada Inc.;

AND FURTHER THAT the 2020 Financial Plan be amended to include the additional revenue within the Westside pit operations.

Purpose:

To enter into a minor partnership with Westlake Paving & Aggregates with respect to the City owned gravel pit.

Background:

The City owns and operates a gravel pit located at 2250 Westlake Road in West Kelowna

Over the past years the neighbouring Lafarge gravel pit has been mining at a far higher rate than the City's Westside gravel pit resulting in substantial grade difference on the northwest corner of the Westside gravel pit (see attached graphics). This grade difference results in neither the City or Lafarge being able to mine this section due to safety regulations under the Provincial Mines Act.

In a letter dated June 28, 2019 (attached), Lafarge Canada Inc. has submitted two proposals of which staff recommend proposal #1. The proposal would allow Lafarge to mine 20 metres inside the City property line and would include a royalty payment of \$1.85 per cubic metre for the material removed from the City site. It is estimated that approximately 14,000 cubic metres would be mined under this agreement (see attached graphics), resulting in a royalty payment of \$25,900.

In addition, upon agreement to this proposal, Lafarge will accept 4442 cubic meters of waste asphalt free of charge. This waste is located on the northwest corner in question and would have to be removed prior to mining. The cost of tipping fees and transportation of this waste equates to approximately \$225,000.

Staff have consulted with Geotechnical consultants Golder Associates Ltd. and they also recommend Proposal #1, siting the following benefits to the City:

- Ability for the City to extract more aggregate once the NW corner is mined (see diagram).
- Compliance with mines act.
- Ability to share Mine Plan with Lafarge Canada Inc. moving forward.
- Cost savings for trucking and tipping fees.
- Creation of space for more inventory.
- The royalty payment of \$1.85 per cubic metre is considered to be fair market value

If no agreement is reached a barrier of un-mineable material would be left between the City Gravel Pit and Lafarge Pit. The Ministry of Mines could force an agreement between Lafarge and the City of Kelowna in the future and there is no guarantee that LaFarge would be responsible for removal of the waste material.

Internal Circulation:

Stephen Fleming – City Clerk
Genelle Davidson - Divisional Director, Financial Services
Johannes Saufferer - Real Estate Department Manager
Darren Tompkins – Purchasing Manager
Graham Hood - Strategic Land Development Manager

Considerations applicable to this report:

Financial/Budgetary Considerations:

If the agreement is reached the 2020 Financial Plan will need to be amended to include the additional revenue within the Westside pit operations.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

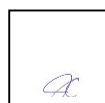
External Agency/Public Comments:

Communications Comments:

Submitted by:

I. Wilson, Infrastructure Operations Manager

Approved for inclusion:



Joe Creron, Deputy City Manager

Report Approval Details

Document Title:	2020 Westside Gravel pit.docx
Attachments:	- Lafarge letter.pdf - Gravel Pit graphics.pdf
Final Approval Date:	Feb 3, 2020

This report and all of its attachments were approved and signed as outlined below:

Joe Creron



June 28, 2019
City of Kelowna
1435 Water Street
Kelowna, BC

Dear Stephen:

I am writing to inquire if the City of Kelowna would consider proposal options from Westlake Paving & Aggregates requesting access to the pit directly beside us in our West Kelowna operation. The ultimate purpose of our proposals is to enable us both to access the material along our property lines and possibly beyond. We have 2 proposals to put forth for your perusal. We look forward to your responses and possible negotiations. We would be happy to draw up agreements or memorandum of understanding documents for you to submit to your team.

Proposal 1:

Westlake Paving & Aggregates would mine 20m inside your property line at the existing in place elevations (see attached drawing). This would include a royalty payment of \$1.00 per metric tonne (\$1.85 per cubic meter) for the material removed from your site. As shown in our attached map, this would result in approximately 14000m³ on your property that would be paid by royalty.

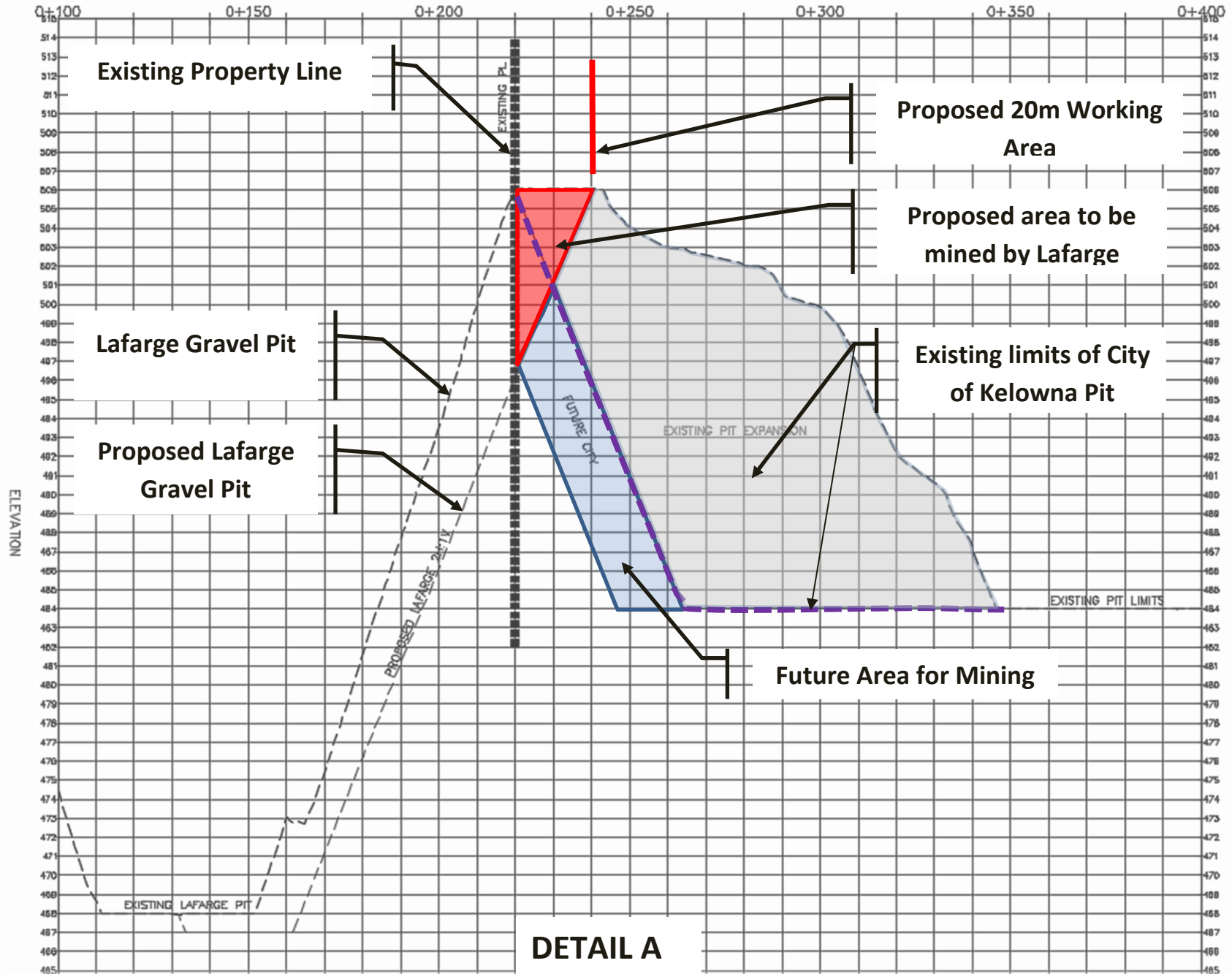
Proposal 2:

A "day- lighting" agreement where Westlake Paving & Aggregates would mine the toe of slope to the property lines. This could include a royalty type payment for the material removed from your site. We will also provide a supply agreement for your material needs if this is of interest. This type of agreement would still have you managing & controlling specific areas of your operation. We would set out the areas and identify them. This would include a royalty payment of \$1.00 per metric tonne (\$1.85 per cubic meter) for the material removed from your site. Using data from a recent drone survey we approximate 322,000m³ on your property that would be paid by royalty.

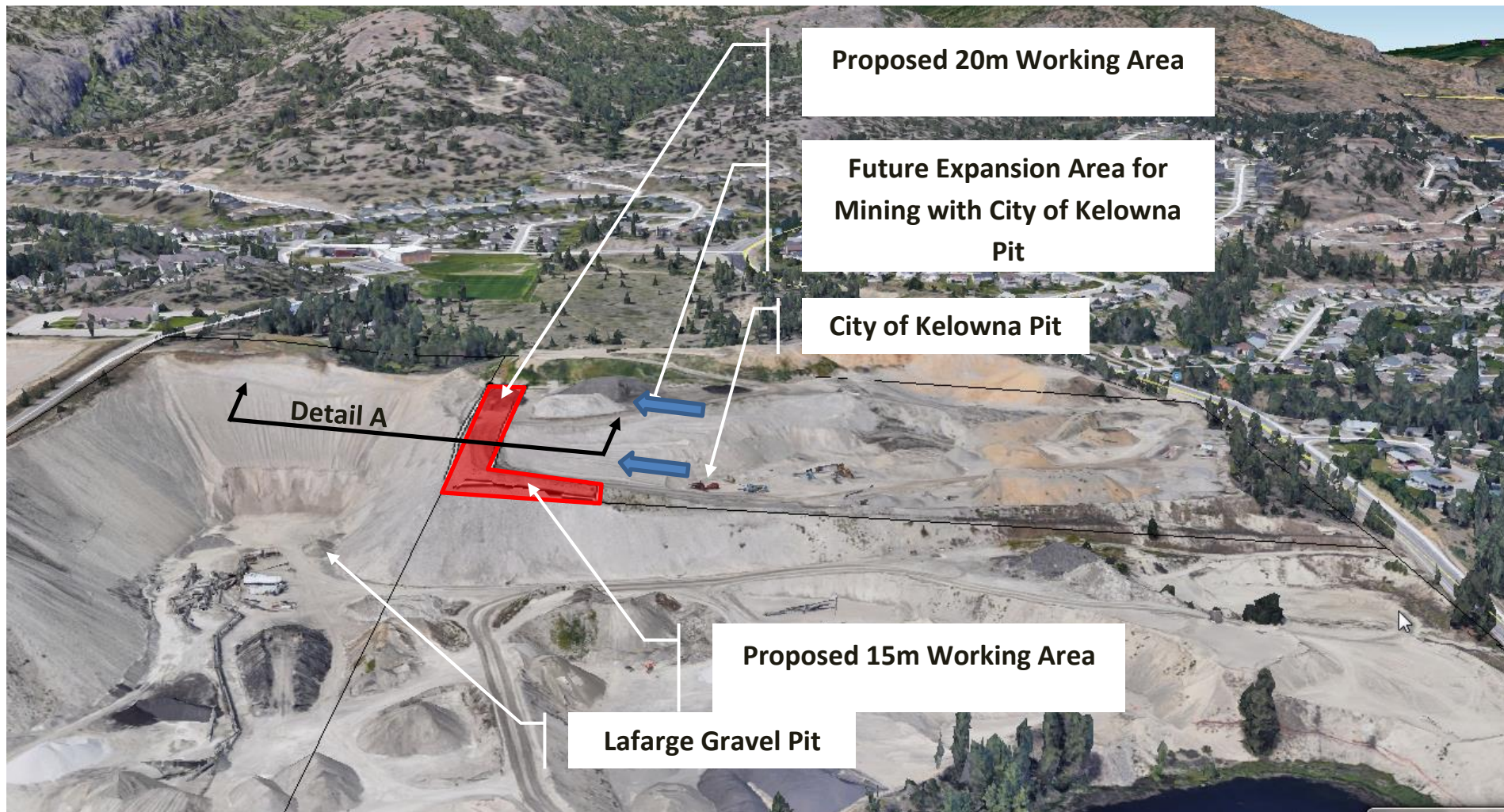
Sincerely,

A handwritten signature in black ink that reads 'Kelly Frame'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kelly Frame, AScT, CCA
Aggregate Operations Manager – BC Interior







Report to Council



Date: February 10, 2020
To: Council
From: City Manager
Subject: 2019 Transportation Citizen Survey
Department: Integrated Transportation

Recommendation:

THAT Council receives, for information, the report from the Integrated Transportation Department dated February 10, 2020, with respect to the 2019 Transportation Citizen Survey;

AND THAT Council directs staff to pursue further Transportation Citizen Surveys on a biennial basis.

Purpose:

To present the results of the 2019 Transportation Citizen Survey.

Background:

Transportation is consistently ranked as one of the most important public issues in the City's *Citizen Surveys*. As part of a deeper dive into transportation issues, the City commissioned Leger Research to conduct a statistically significant telephone survey with Kelowna residents.

The survey was conducted between November 18th and 29th, 2019. Three hundred residents were selected using random sampling of landlines and cell phones. Responses were weighted to match the population according to age, gender, and neighbourhood (three-digit postal code). The margin of error is estimated to be +/- 5.7%.

One of Council's priorities for the current term is to provide more opportunities to learn about transportation. This survey establishes a baseline of residents' opinions and attitudes that will help inform education and outreach efforts related to the ongoing *Transportation Master Plan* and beyond. Ongoing tracking with future surveys could potentially be used as a performance measure for this Council Priority.

Discussion:

Residents were asked about a variety of topics related to transportation, including:

- their most important transportation issues;
- opinions around the causes of traffic congestion and potential solutions;
- attitudes towards transportation funding;
- which modes of transportation they are most likely to use;
- perceived barriers to trying new ways of getting around, and
- the modes of transportation with which they most identify.

Results show strong support for the City's direction towards increasing transportation options and reducing dependence on private vehicles. Seventy-five per cent of residents said that investing in walking, biking, transit, and other sustainable modes would be a good or very good idea.

Key takeaways for future public education include highlighting the relatively small impact of 'pass-through' traffic on congestion in Kelowna and continuing to draw the connection between land use (where people live and need to go) and transportation (the options they'll have to get there).

The attached presentation provides an executive summary of results, highlighting places where opinions among different groups of residents varied significantly. A full report of results prepared by Leger Research is also attached.

Internal Circulation:

Communications Advisor
Development Planning
Financial Services
Infrastructure Engineering
Parks & Buildings
Policy & Planning

Considerations applicable to this report:

Existing Policy:

Council Priorities 2019-2022:

More opportunities to learn about transportation are provided to the community.

- Transportation and mobility is a complex and often highly technical subject. For example, we know that building more roads only increases congestion – this is called induced demand. A more informed discussion will help the community find and embrace the best solutions.

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Financial/Budgetary Considerations

Submitted by:

R. Villarreal,
Integrated Transportation Department Manager

Approved for inclusion:

A square box containing a handwritten signature in black ink, which appears to be 'A. Newcombe'.

A. Newcombe, Divisional Director, Infrastructure

Attachment 1 - Executive Summary Presentation

Attachment 2 - 2019 Transportation Citizen Survey Full Report

cc: Acting Divisional Director, Financial Services
 Development Planning Department Manager
 Divisional Director, Corporate Strategic Services
 Divisional Director, Infrastructure
 Divisional Director, Partnership & Investments
 Divisional Director, Planning & Development Services
 Infrastructure Engineering Manager
 Parks & Buildings Planning Manager
 Policy & Planning Department Manager



2019 Transportation Citizen Survey

February 10th, 2020



Purpose

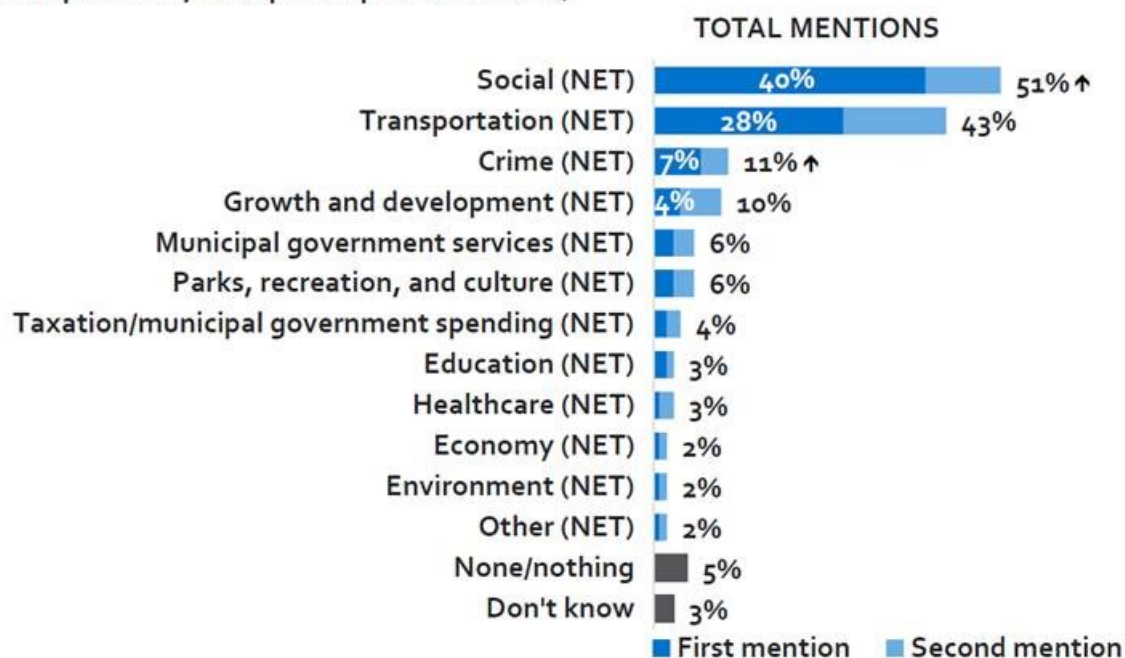
- ▶ Transportation ranked as #2 issue in recent Citizen Survey
- ▶ Statistically significant, deeper dive into residents' opinions around transportation
 - ▶ Inform outreach and education efforts (Council Priority)
 - ▶ Potential baseline for future tracking

2018 Citizen Survey

ISSUE AGENDA

Important Community Issues

(Coded Open-Ends, Multiple Responses Allowed)



2017 (n=300)	2015 (n=301)	2012 (n=300)	Norm
40%	16%	17%	16%
39%	38%	37%	34%
4%	8%	9%	8%
15%	13%	17%	15%
8%	7%	8%	12%
7%	12%	12%	7%
2%	4%	10%	10%
3%	3%	7%	7%
3%	5%	5%	4%
3%	12%	12%	7%
2%	4%	6%	4%
5%	10%	4%	10%

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

Base: All respondents (n=300)

© 2018 Ipsos



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Survey Methods

- ▶ Conducted between November 18 – 29th, 2019
- ▶ Random calling (landlines and cell phones)
- ▶ 300 Responses
 - ▶ Margin of error +/- 5.7%
 - ▶ Weighted to match population by age, gender, and neighbourhood (FSA)

Survey Topics

- ▶ Top transportation issues
- ▶ Causes of congestion
- ▶ Solutions
- ▶ Modes of travel
 - ▶ Barriers to changing behaviour
- ▶ Transportation identity

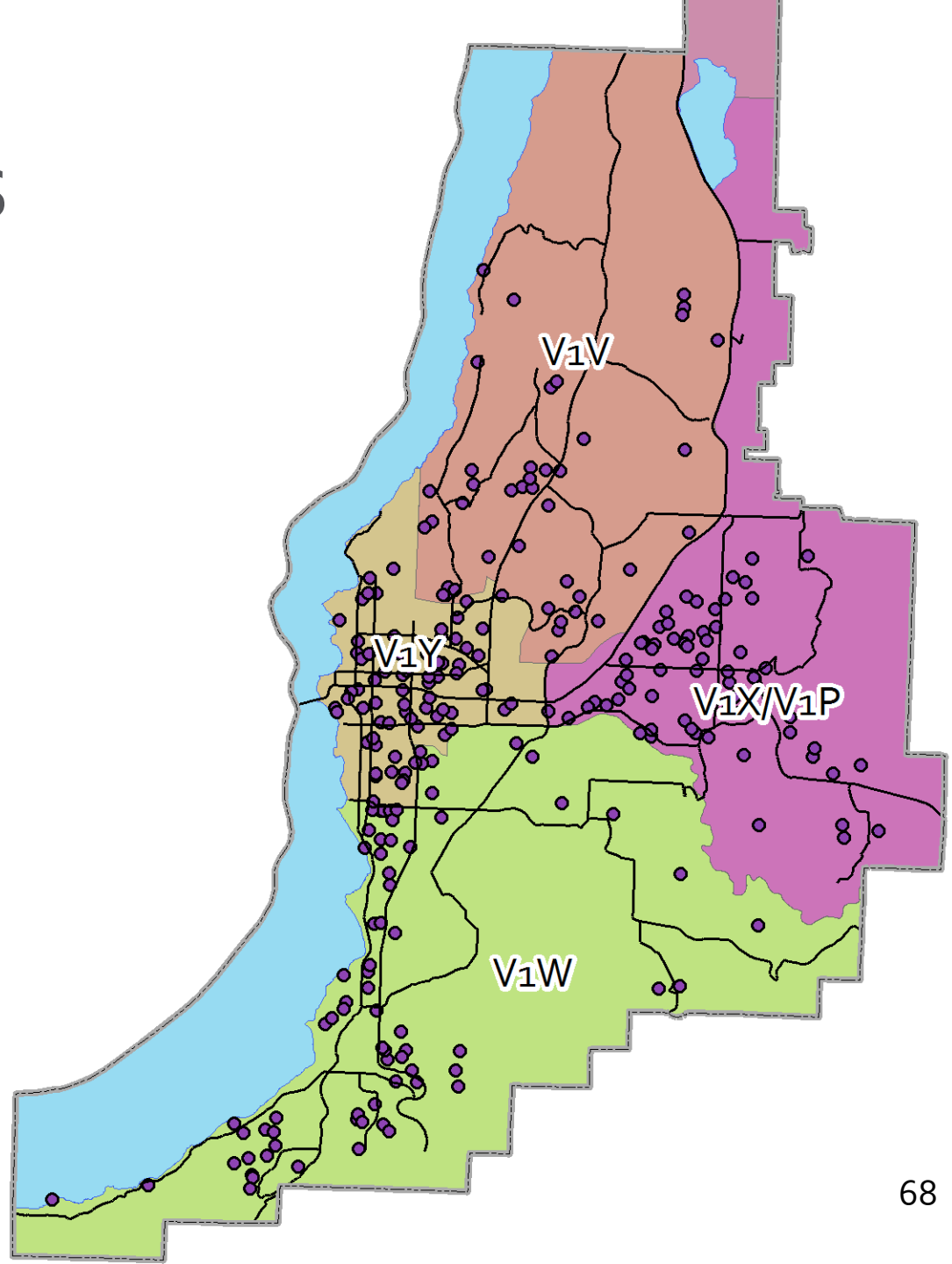
Postal Codes

V₁Y – Central

V₁V – North

V₁x/V₁P – East

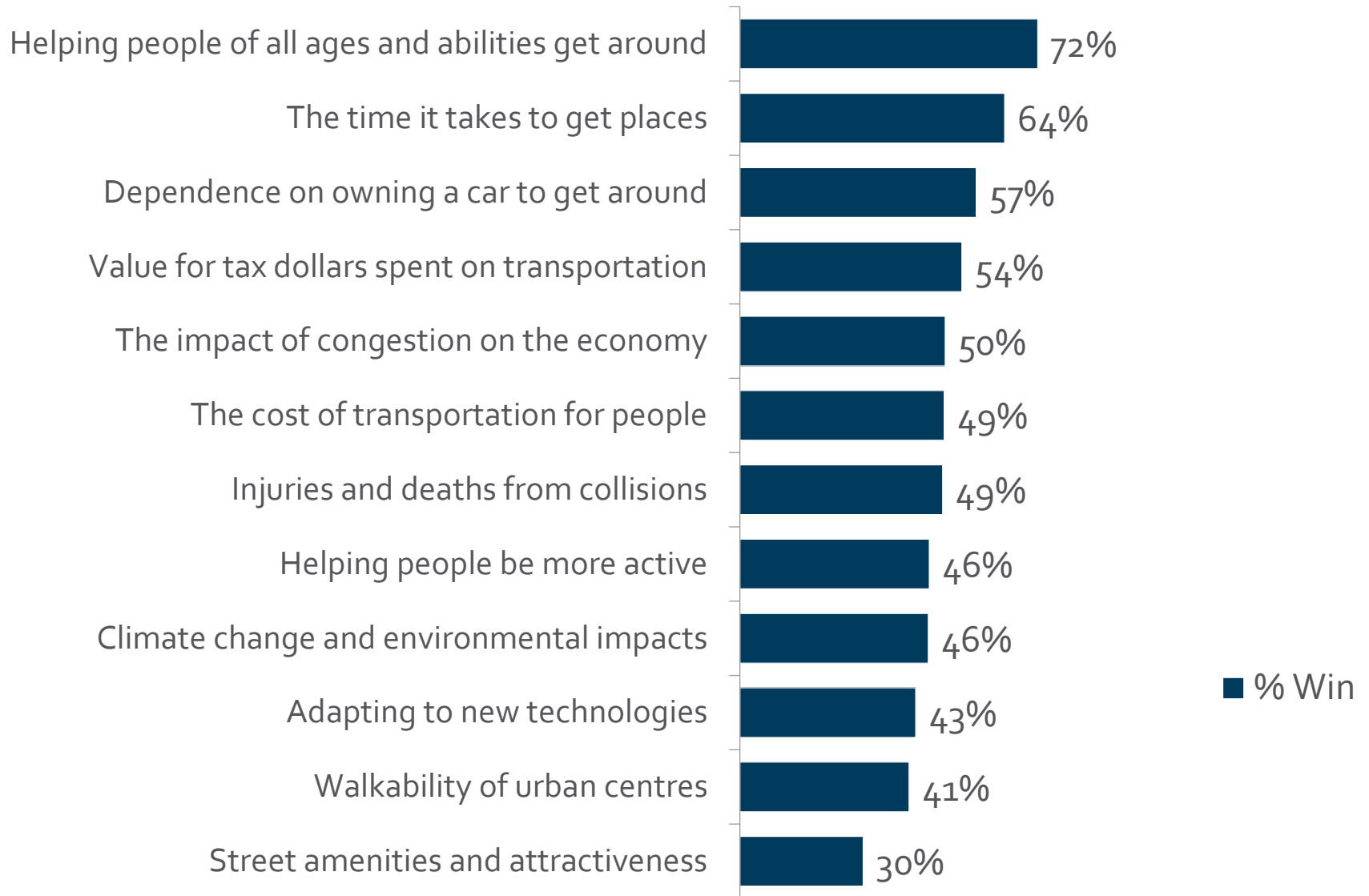
V₁W – South



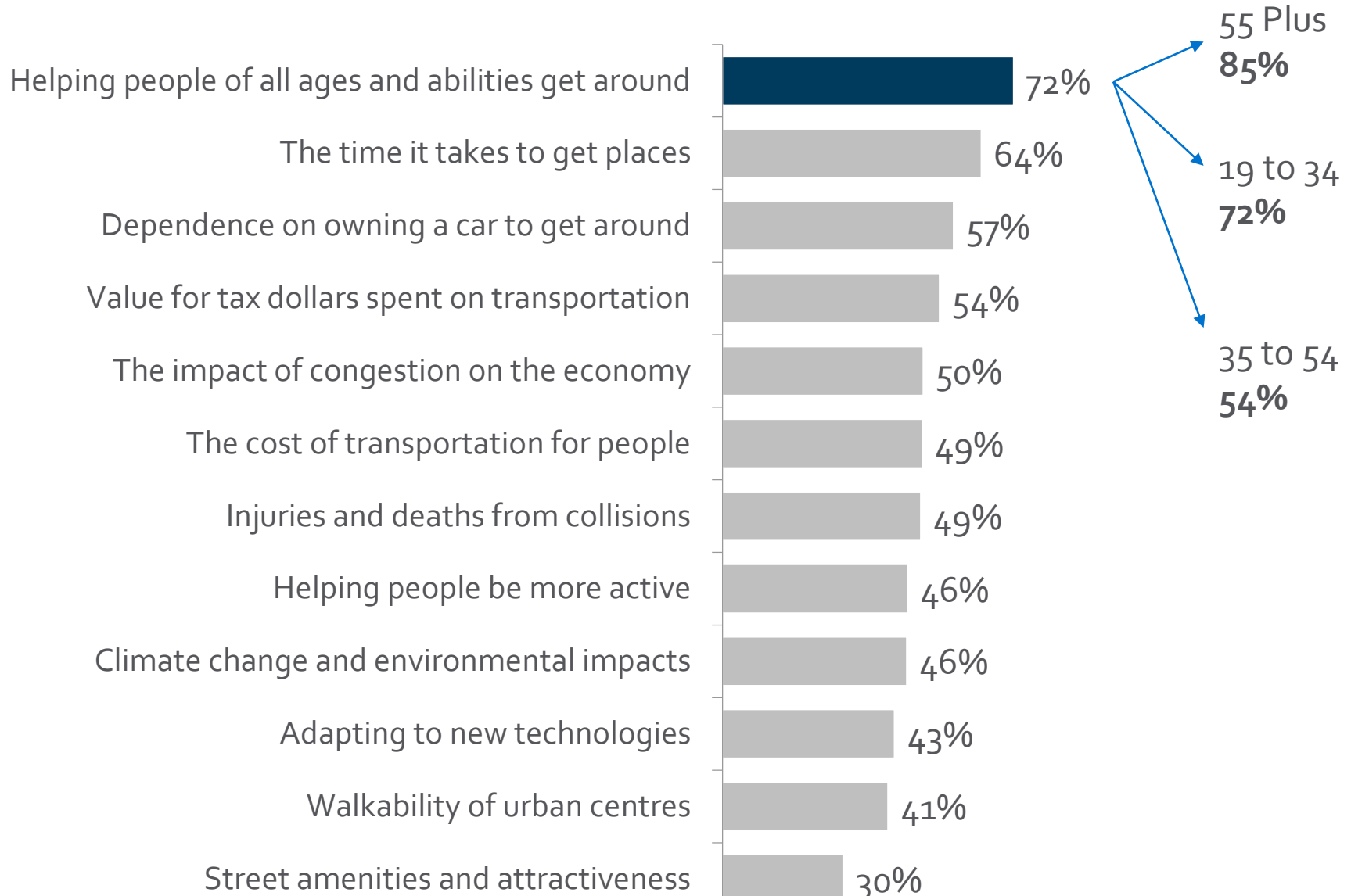
Transportation Issues

- ▶ Paired choice
 - ▶ “Which transportation issue is more important for Kelowna?”
 - ▶ Twelve issues, randomly paired for each respondent
 - ▶ Example – **“Injuries or deaths from collisions or the time it takes to get places?”**

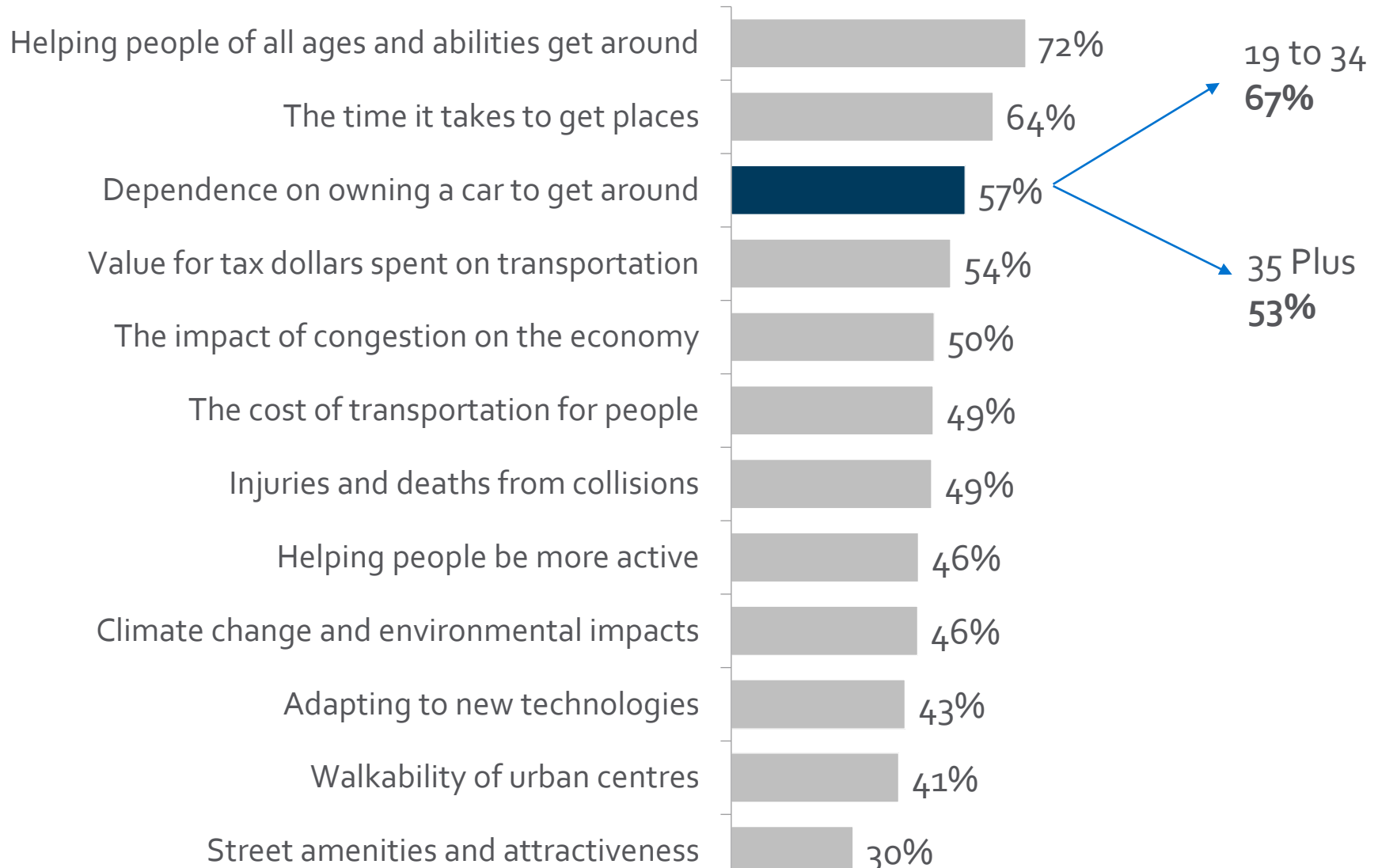
“Which transportation issue is most important in Kelowna?”



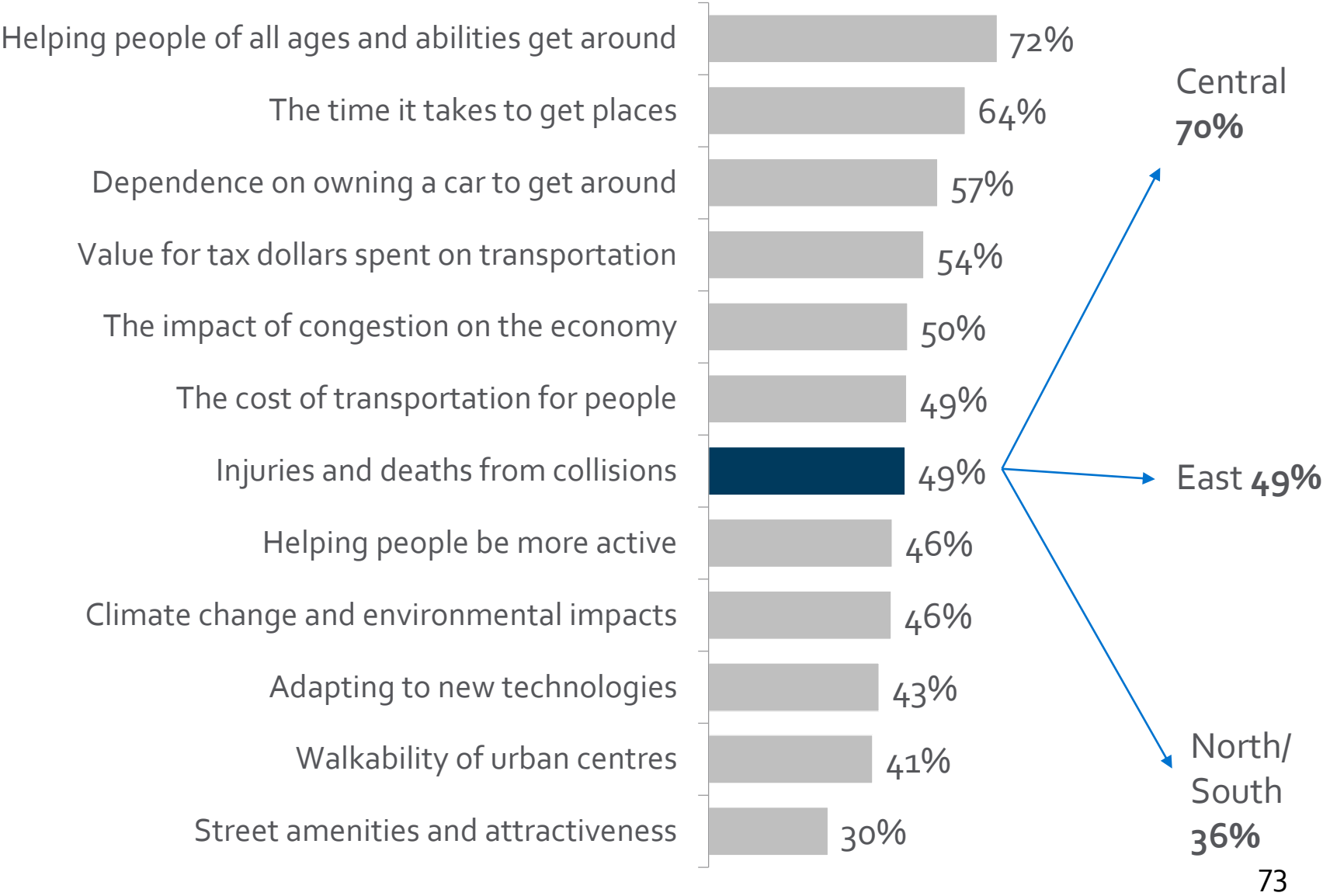
“Which transportation issue is most important in Kelowna?”



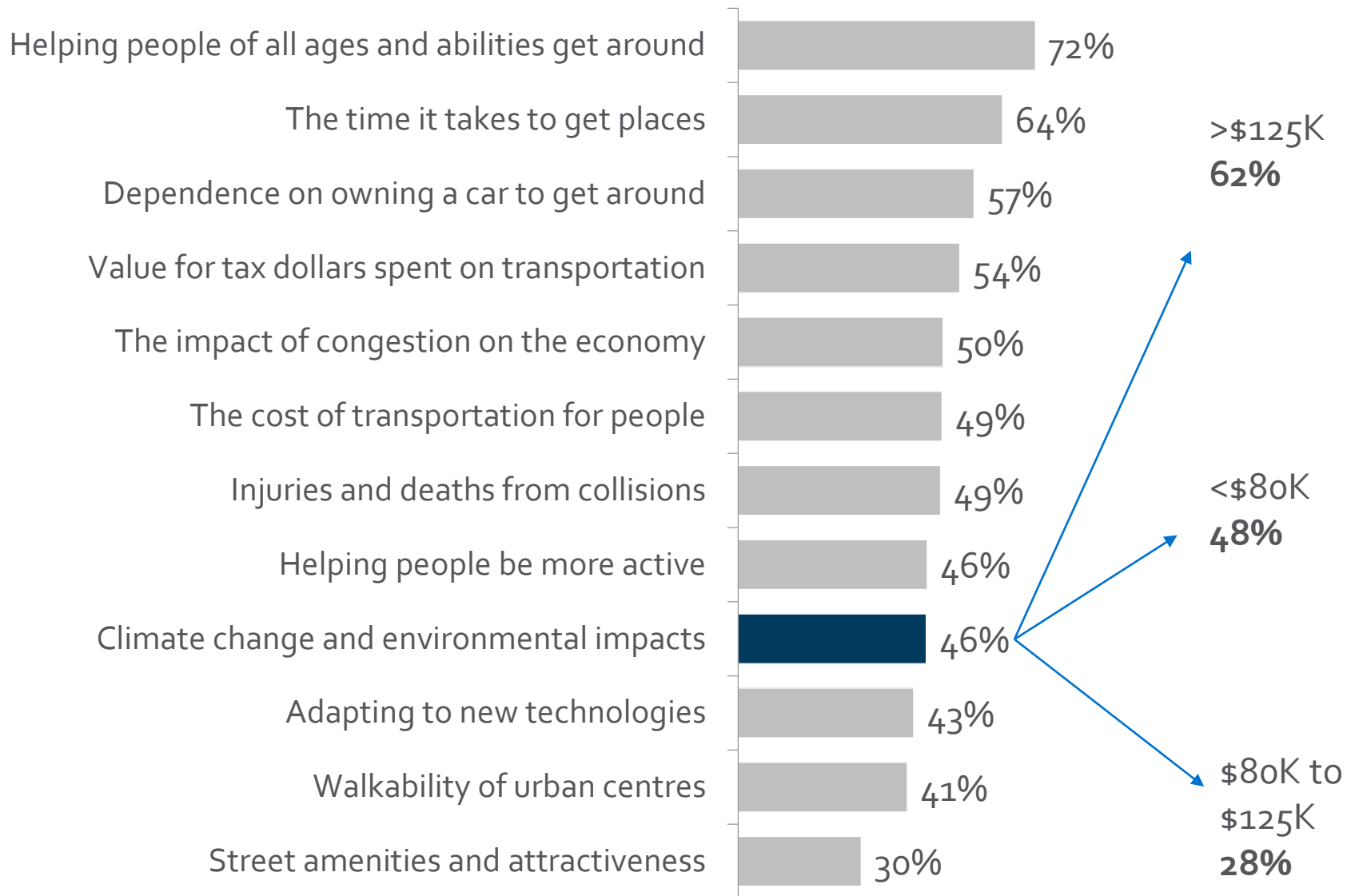
“Which transportation issue is most important in Kelowna?”



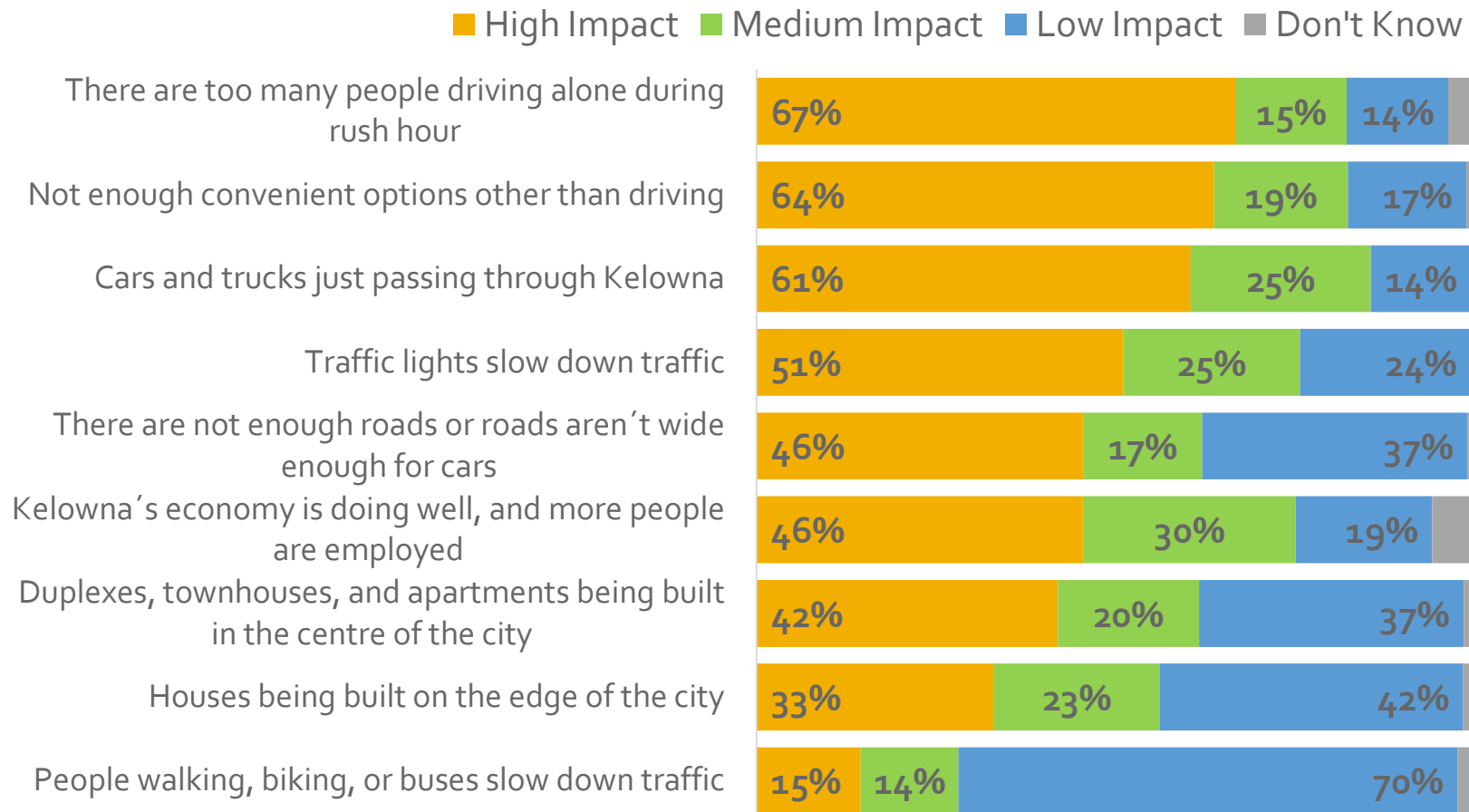
“Which transportation issue is most important in Kelowna?”



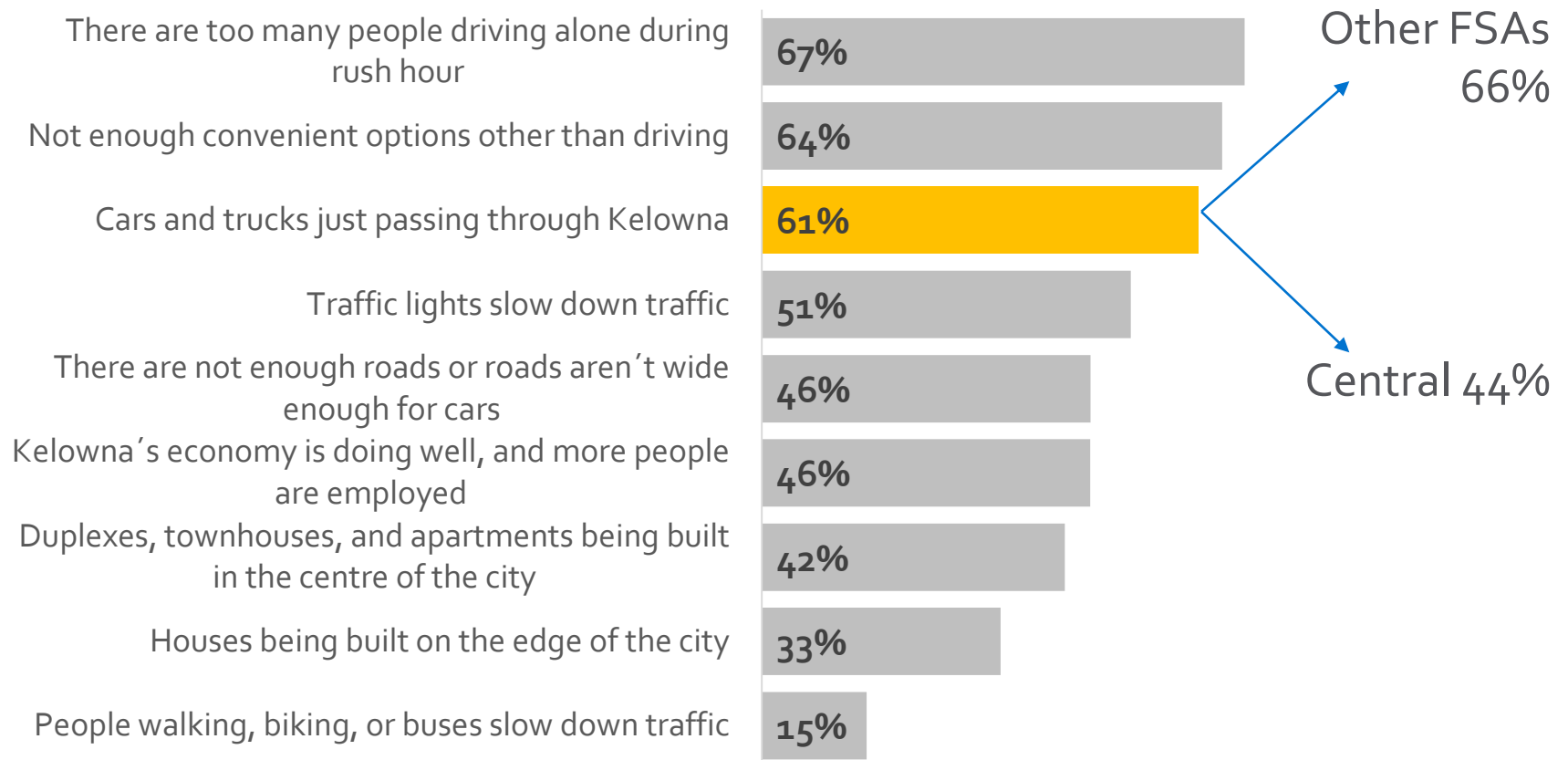
“Which transportation issue is most important in Kelowna?”



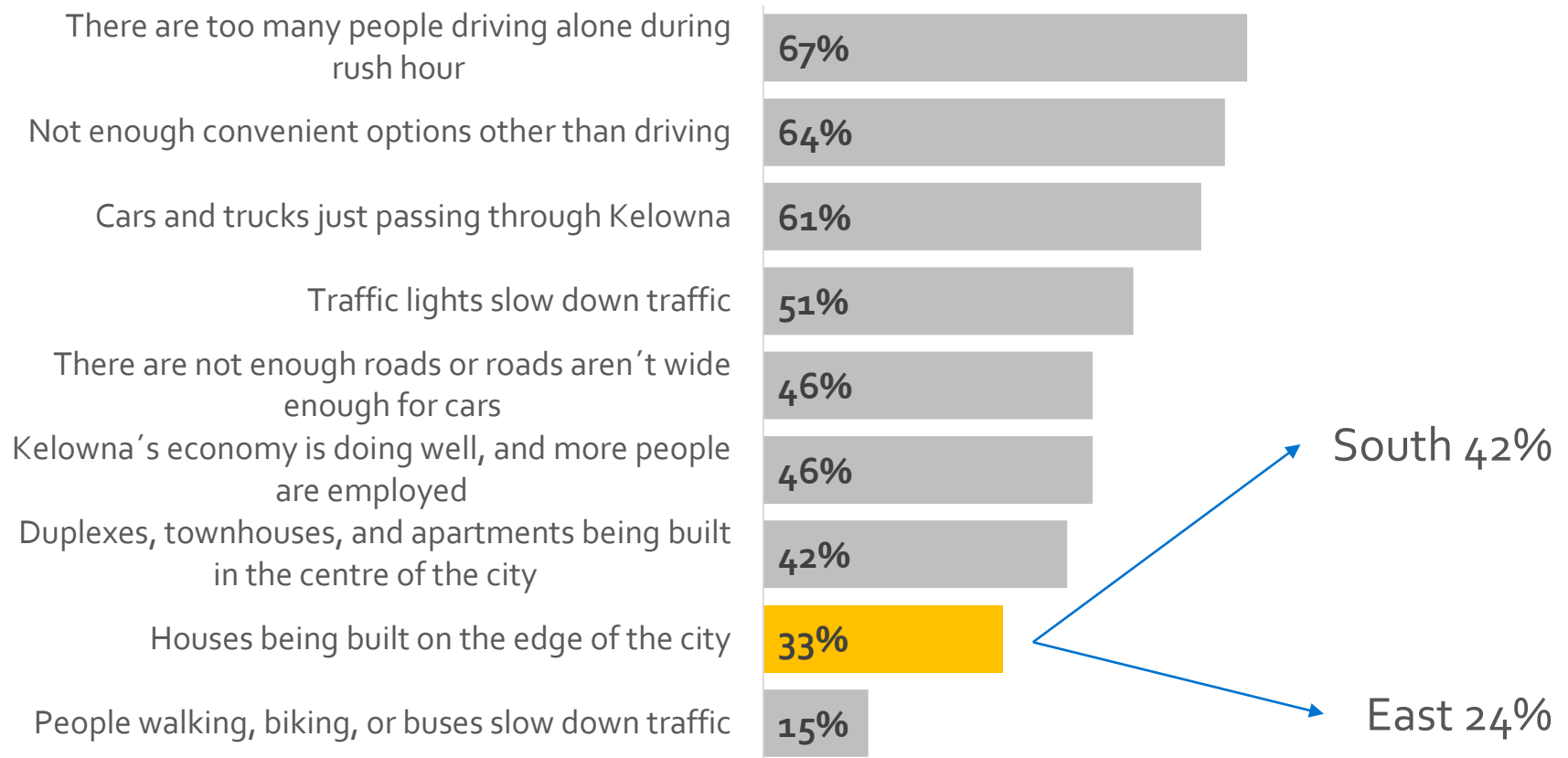
“Please rate each item in terms of how much impact it has on traffic congestion”



“Please rate each item in terms of how much impact it has on traffic congestion”



“Please rate each item in terms of how much impact it has on traffic congestion”



“How much do you agree or disagree with each of the following statements?”

- ▶ “I would like to walk, bike, or take transit more than I do today”

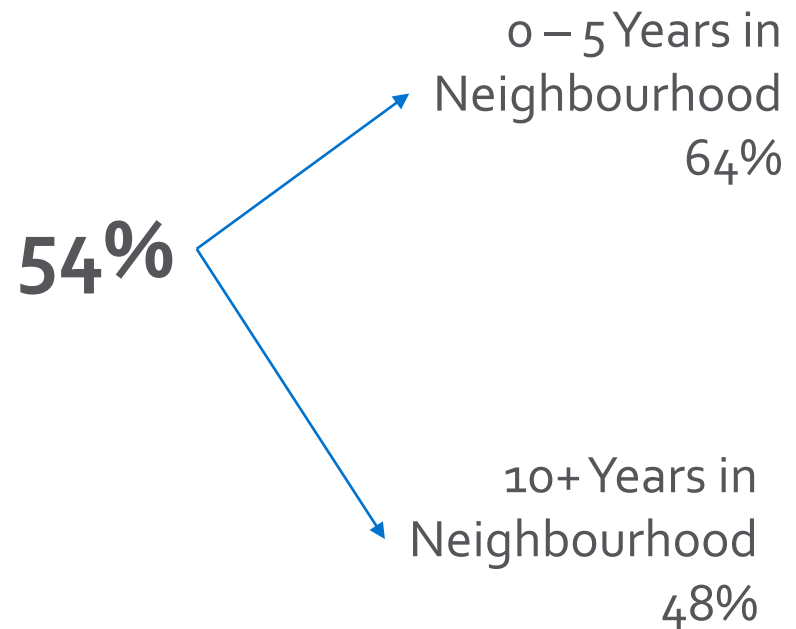
54%

Other FSAs
62%

East 34%

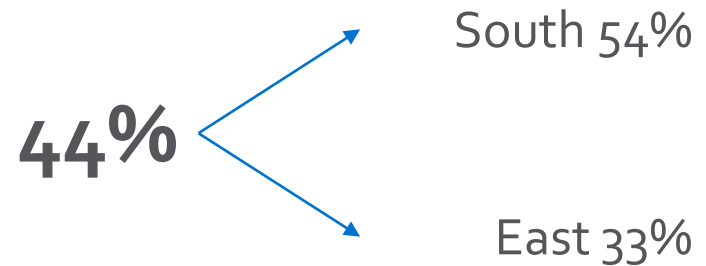
“How much do you agree or disagree with each of the following statements?”

- ▶ “I would like to walk, bike, or take transit more than I do today”

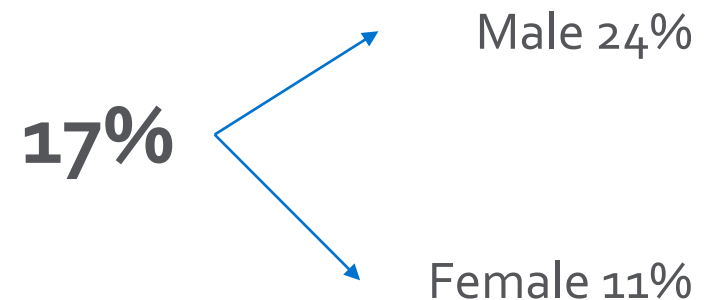


“How much do you agree or disagree with each of the following statements?”

- ▶ “I would be willing to pay **more taxes** to improve transportation in Kelowna”

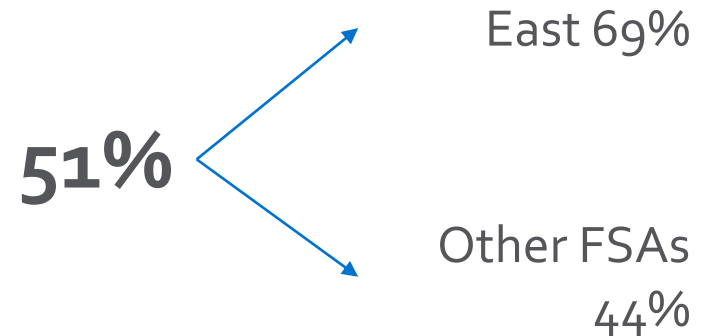


- ▶ “I would be willing to pay a **new fee to drive** more easily during hour”

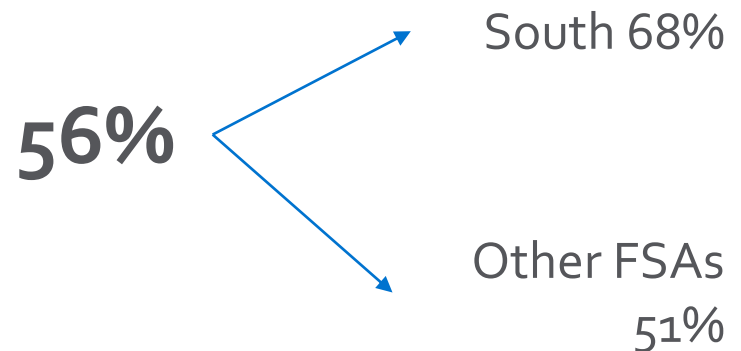


“How much do you agree or disagree with each of the following statements?”

- ▶ **“Building more roads is the long term solution for traffic congestion”**

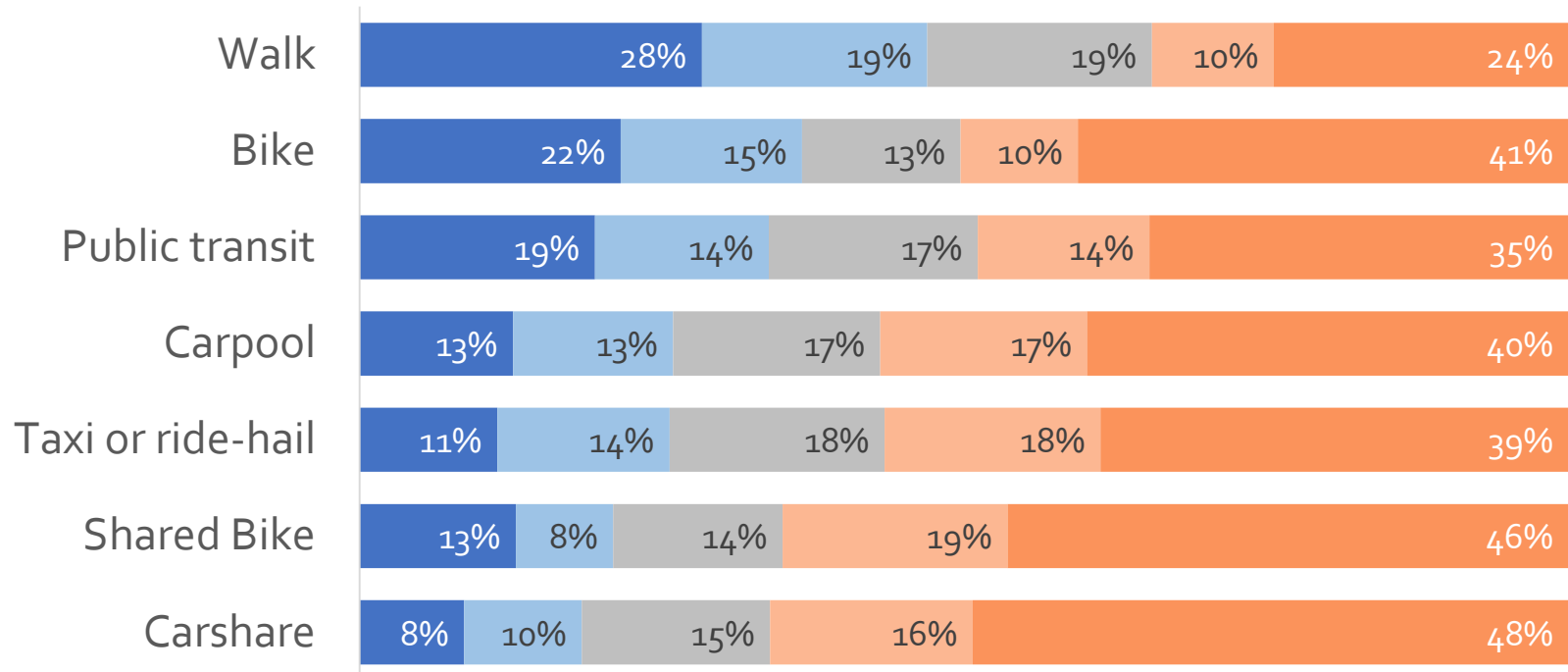


- ▶ **“Reducing dependence on cars is the long-term solution for traffic congestion”**

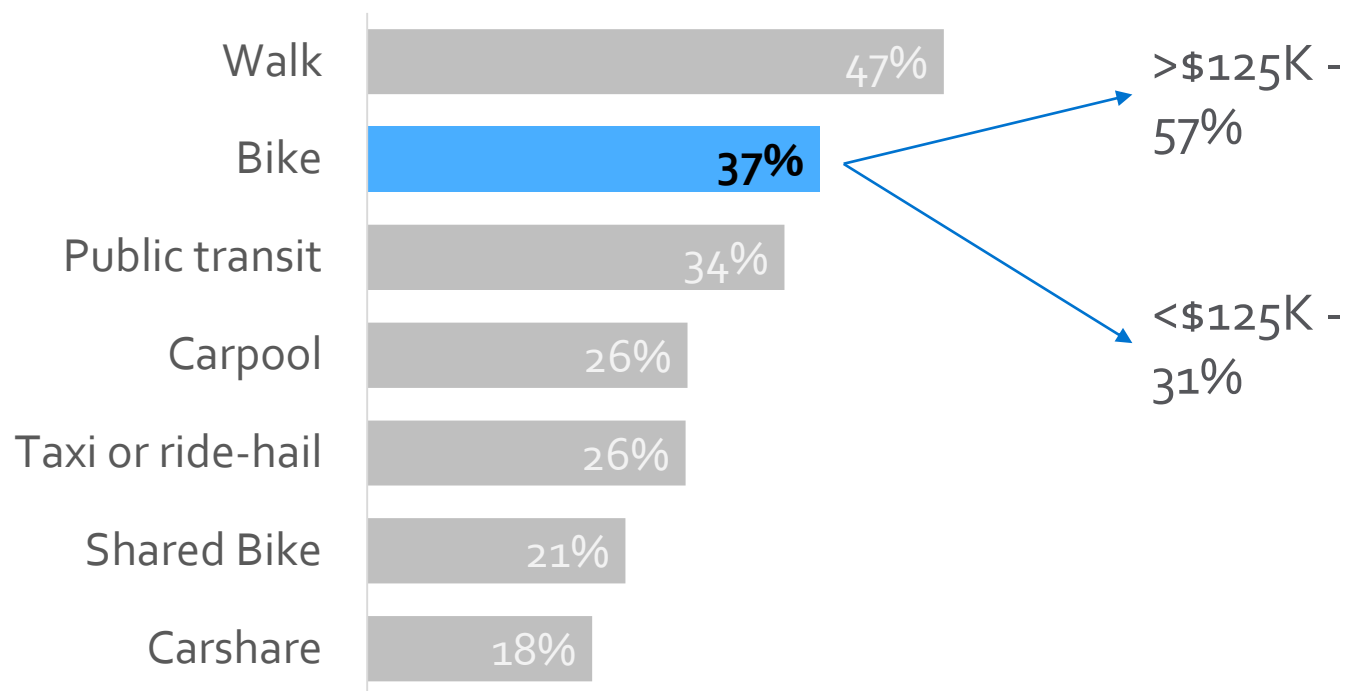


“How likely would you be to use the following means of getting around for **regular trips** next year?”

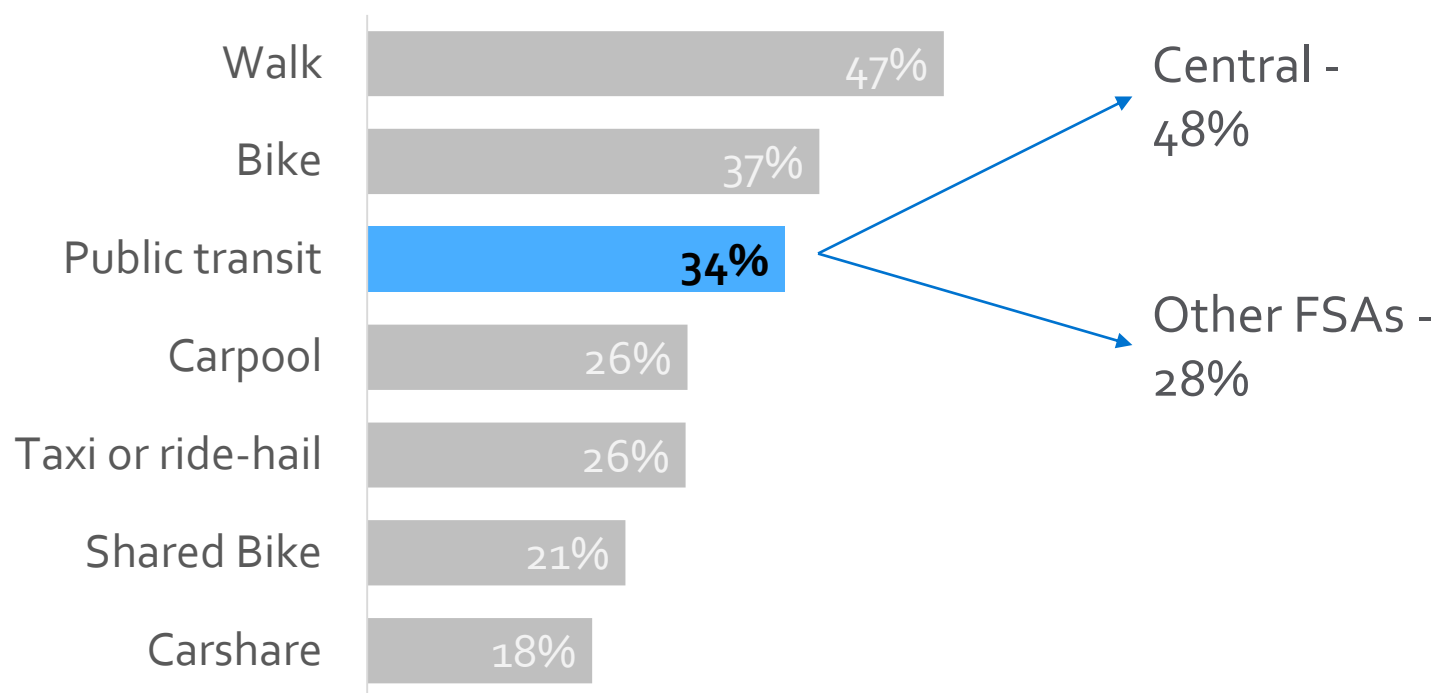
■ Very likely ■ Somewhat likely ■ Neither likely nor unlikely ■ Somewhat unlikely ■ Very unlikely



“How likely would you be to use the following means of getting around for **regular trips** in the next year?”

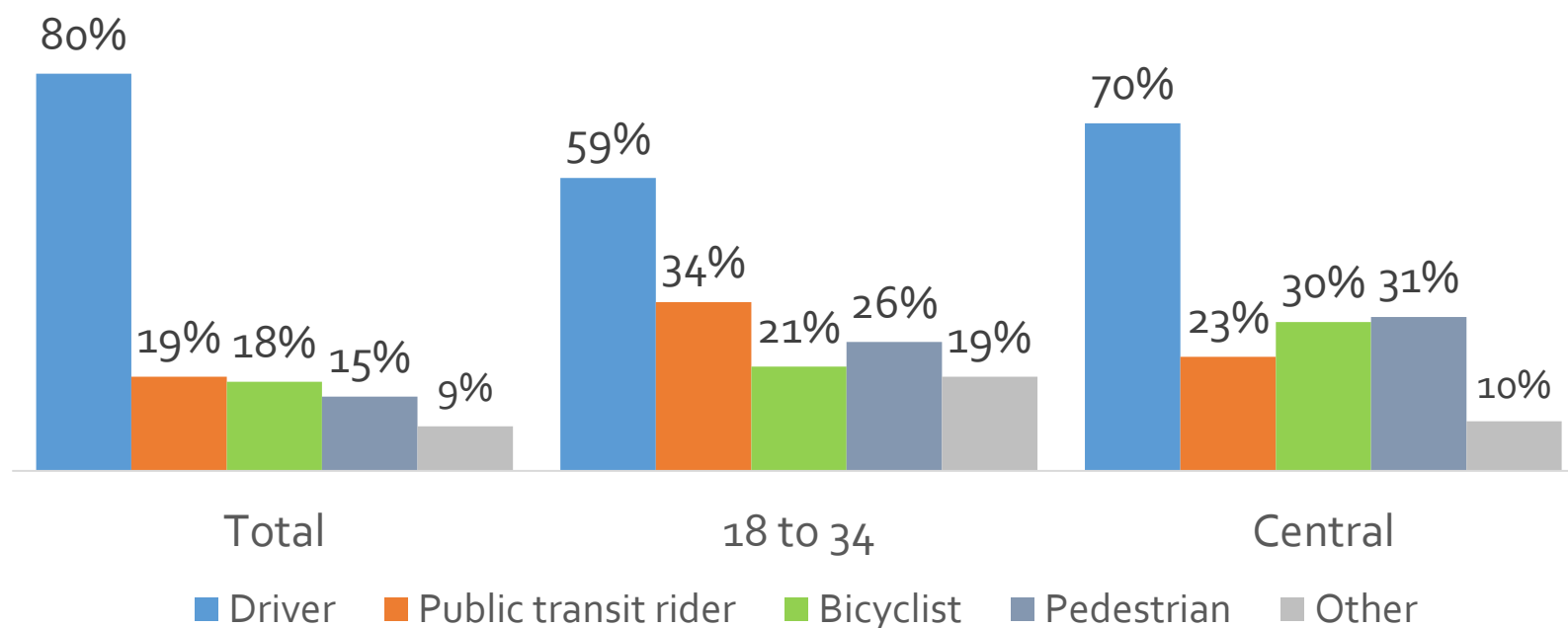


“How likely would you be to use the following means of getting around for **regular trips** in the next year?”



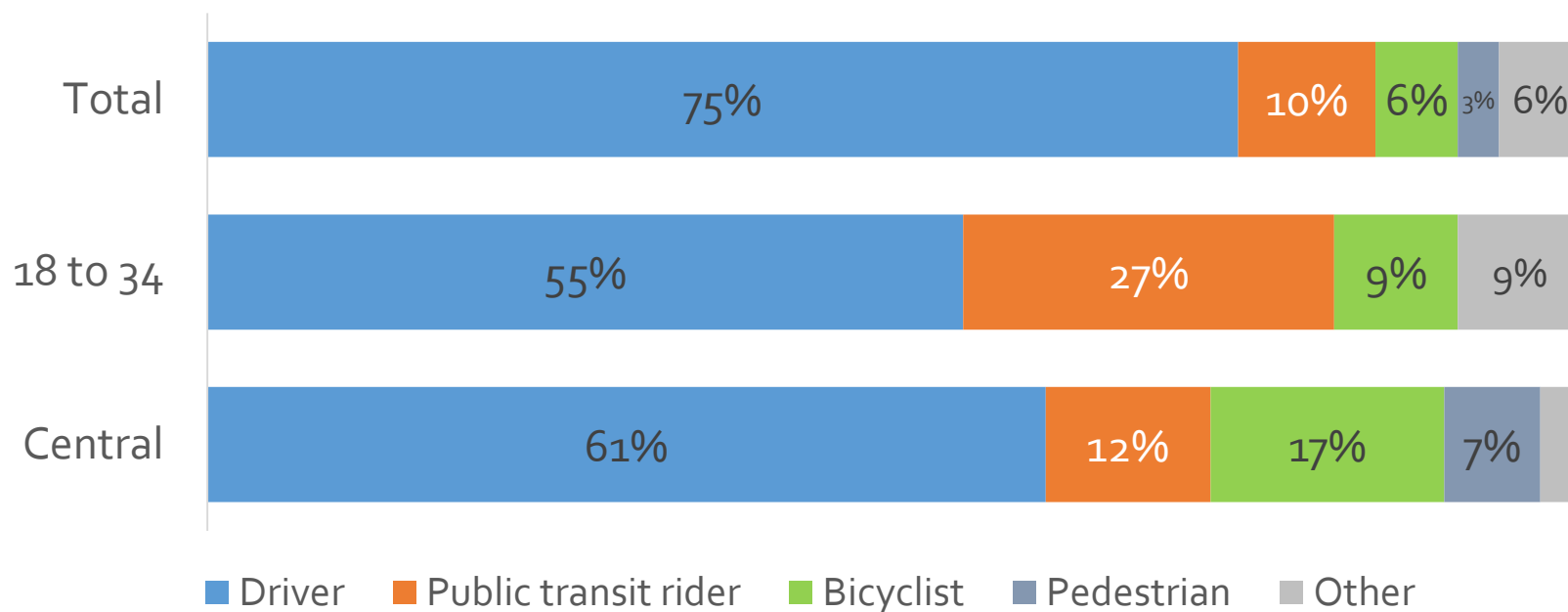
Transportation Identity

- “Overall, in terms of your lifestyle around transportation, how would you identify yourself?”



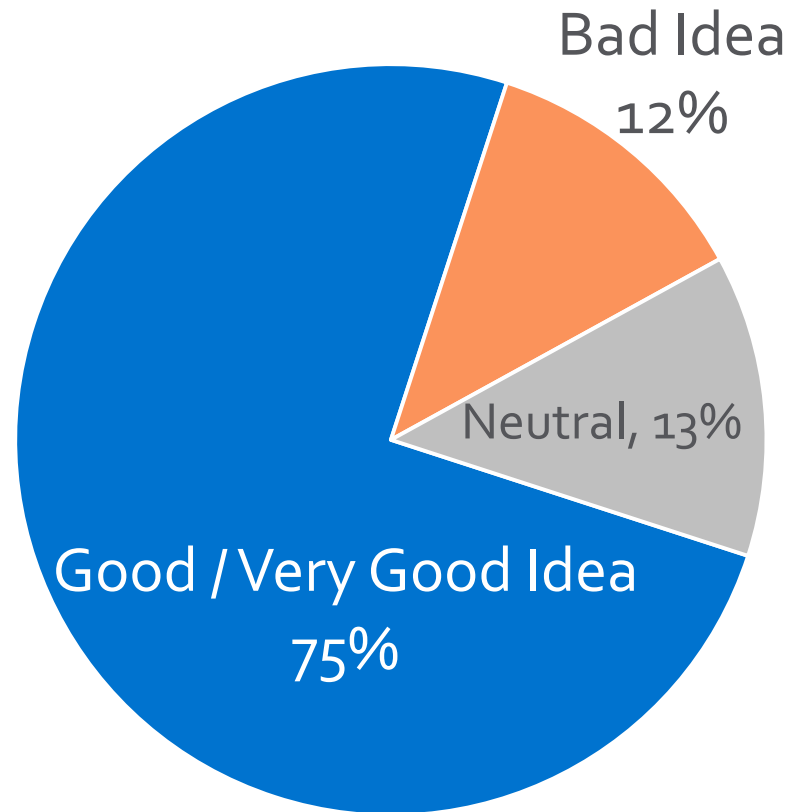
Transportation Identity

- ▶ “If you were to choose **only one** identity for yourself, what would it be?”

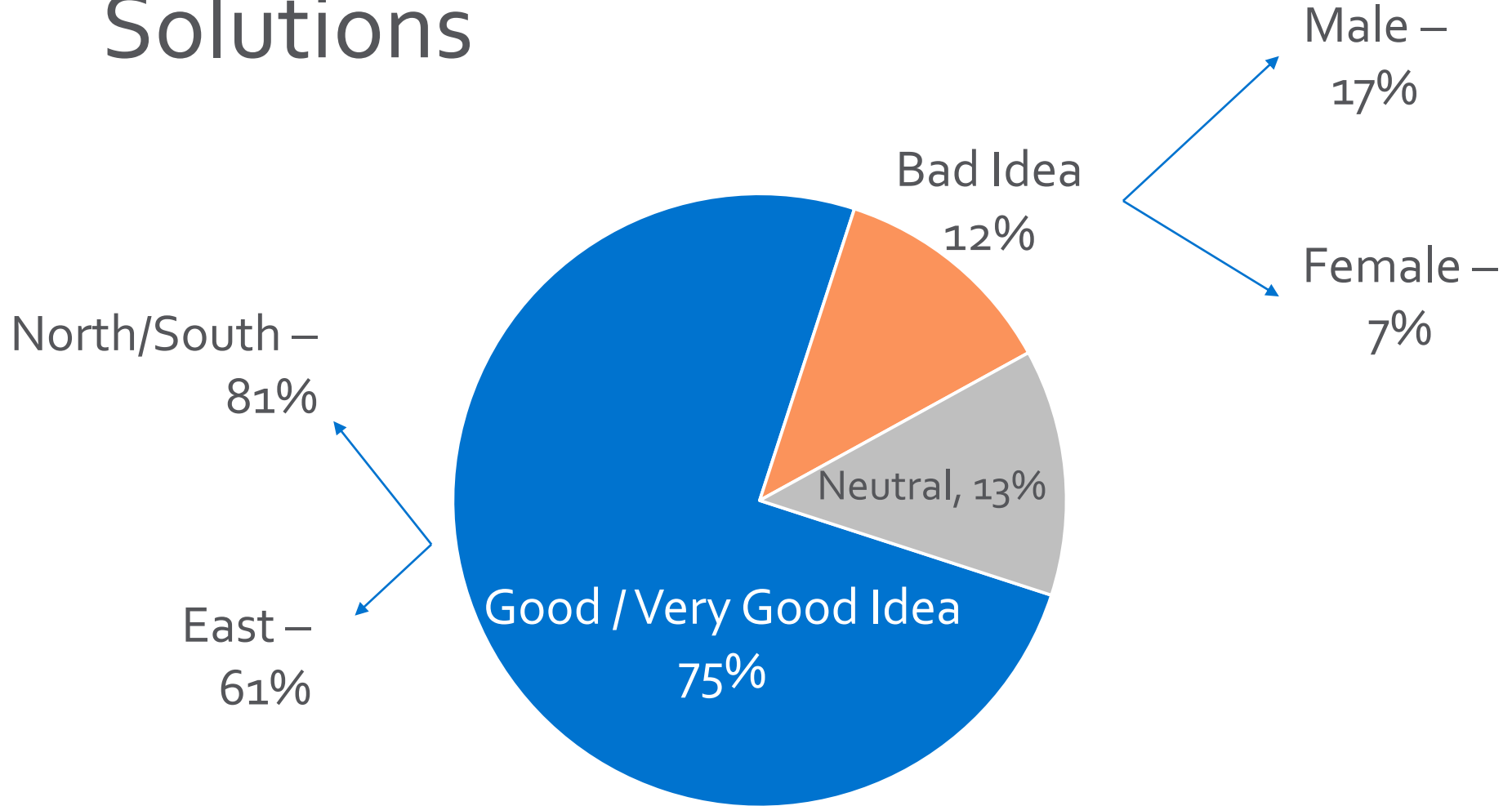


Solutions

- ▶ “If the City invests in or promotes walking, biking, transit or other sustainable modes to reduce future dependence on privately owned vehicles, it would be a...”



Solutions



Key Takeaways

- ▶ Support for promoting and investing in transportation options
- ▶ Impact of pass-through traffic overestimated
 - ▶ 10% of traffic on Highway 97 is passing through the City
- ▶ Link between land use and transportation not well understood



Questions?

For more information, visit kelowna.ca.

Report

Transportation Survey



DATE 05/02/2020

DRAFT REPORT

Leger

We know Canadians

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BACKGROUND AND OBJECTIVES

Background and objectives

The City of Kelowna commissioned Leger Research to conduct a statistically valid telephone survey on transportation in Kelowna. The main purpose of the study is to gain better understanding of Kelowna residents' perceptions regarding transportation issues.

The primary objectives of the survey are to:

- ✓ Determine how residents define/understand congestion;
- ✓ Gauge the level of tolerance to congestion/changes in transportation;
- ✓ Prioritize transportation tools and options;
- ✓ Understand the latent demand/willingness to share a car, bike, use transit, etc.;
- ✓ Identify barriers; and,
- ✓ Identify resident solutions to transportation issues.

METHODOLOGY

Methodology

Approach: The survey was conducted by telephone (both landlines and cellular phones), though an online option was available for those who prefer to complete the survey online. Of the 300 total respondents, 161 completed the survey via landline, 136 completed it via cell phone and 3 completed via online survey.

A soft launch was held on November 18, 2019 and the data collection period was during November 18 - 29, 2019. The survey instrument, available in Appendix 2, was developed by Leger Research in collaboration with the City of Kelowna. The results were weighted to reflect the known age and gender parameters of the City of Kelowna according to the 2016 Census.

Leger surveyed City of Kelowna residents 19 years of age or older. The sample was obtained using random digit dialing (RDD). Prior to data collection, quotas were established by age category, gender, and FSA Zones in accordance to their representation in the population.

Response Rate: For the sample of 300 respondents from the City of Kelowna, the margin of error is +/- 5.7%, at the 95% level of confidence.

Notes for Interpretation: Where more than one response is allowed for a single question (multiple response), and percentages do not add to 100%, charts are marked. Responses for a single-response question may also not add to 100% due to rounding. Significant differences by group on by profiling slides are noted by green or red font which indicate significantly or lower results respectively.

Neighbourhood Comparisons

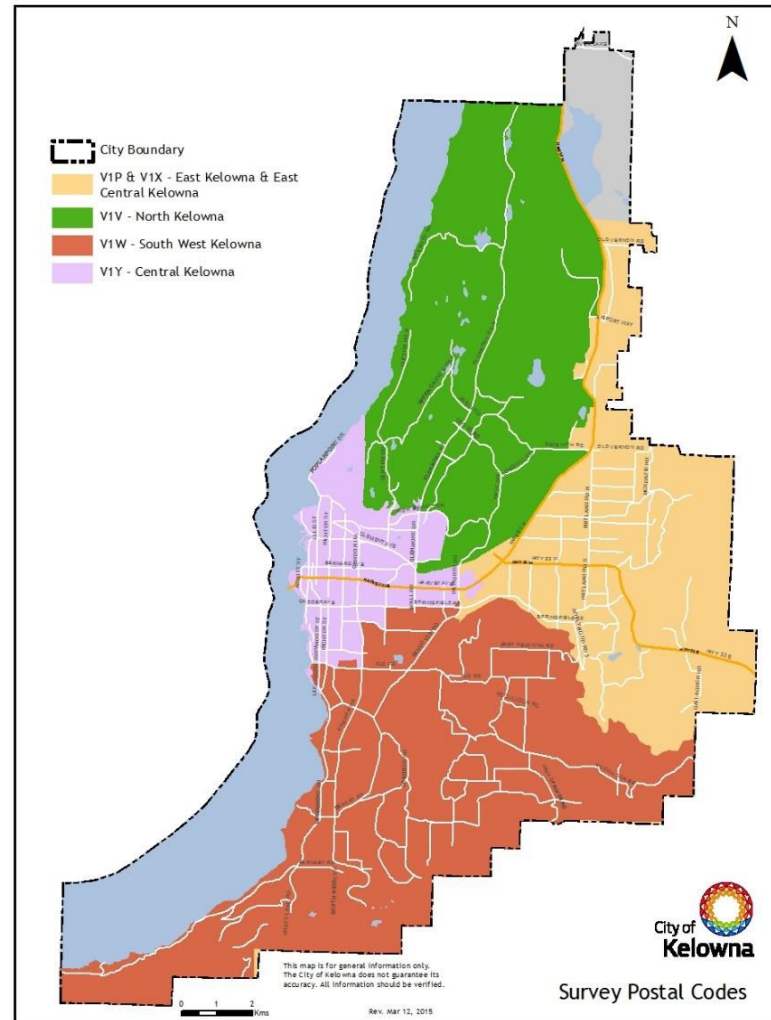
For the purposes of this study, neighbourhoods are defined by FSA (first three postal code digits):

- ✓ V1W – South West Kelowna (includes Lakeshore south of KLO, Guisachan, Benvoulin, Hall Road, Southeast Kelowna, North Okanagan Mission, South Okanagan Mission).
- ✓ V1Y – Central Kelowna (includes Downtown, North End, South Glenmore, Orchard Park, KGH, Okanagan College, Pandosy north of KLO).
- ✓ V1V – North Kelowna (includes Clifton, Glenmore Valley, Dilworth, McKinley, Quail Ridge, Sexsmith).
- ✓ V1X/V1P – East Central Kelowna/East Kelowna (includes Hwy 97 North, Rutland, Toovey, Belgo, Black Mountain, Rutland Bench).

See following page for a map of these neighbourhoods.

Neighbourhoods

FSA Zones



Weighting

The final data reported has been weighted to ensure that the gender/age and neighbourhood distribution reflects that of the actual population demographics in Kelowna. The 2016 Census data for the City of Kelowna was used to adjust to the appropriate proportions by sex (male and female) and age (18-34, 35-54, 55+). The FSA codes were used to adjust for the appropriate proportions across the 4 regions of the city.

	Weighted %	Unweighted %
Gender		
Male	49%	45%
Female	51%	55%
Age		
18-34	26%	15%
35-54	31%	29%
55+	44%	56%
Neighbourhood		
Central Kelowna (V1Y)	28%	29%
East Central Kelowna (V1X)	25%	21%
South West Kelowna (V1W)	25%	30%
North & East Kelowna (V1V&V1P)	22%	21%

EXECUTIVE SUMMARY

Summary & Conclusions

How residents define/understand congestion

- There are too many people driving alone during rush hour is the factor that residents feel has the highest impact on traffic congestion in Kelowna (67% rate as 4 or 5=highly impact).
- The lack of convenient options other than driving is the aspect having the next highest impact on traffic congestion (64%).
- The volume of vehicles just passing through Kelowna is seen as the third most important factor impacting traffic congestion in the city (61% rate 4 or 5).

Gauging the level of tolerance to congestion/changes in transportation

- Three-quarters (74%) of residents feel that it is a good idea for the City of Kelowna to invest in or promote more sustainable modes of transportation (walking, biking, transit). Almost half (46%) of these residents feel this is a very good idea.

Prioritizing transportation tools and options

- Helping people of all ages and abilities get around is the top rated transportation issue among the 12 aspects evaluated. The next most important issue is the time it takes to get places. This is followed by the dependence on owning a car to get around and the value for tax dollars spent on transportation.

Summary & Conclusions

Understanding the latent demand/willingness to share a car, bike, use transit

- Over one-third (37%) of residents are likely to bike as a means of getting around for regular trips in the next year. This is closely followed by public transport (34% likely to use). Just under one in five (18%) are likely to use a carshare service within the next year.

Identifying barriers

- The vast majority of residents (80%) identify their transportation lifestyle as being a driver. Almost two in ten consider themselves a bicyclist (19%) and a pedestrian (18%). Yet when residents choose a single mode of transport the vast majority (75%) identify themselves as drivers.
- The leading barriers to each of the main modes are transport are:
 - Public transit - There are more convenient options
 - Carpool and Carshare - There are more convenient options
 - Shared bike/scooter/car - Not interested/physically able and there are more convenient options
 - Taxi or ride-hail - It's too expensive
 - Cycling - Not interested/physically able, destinations are too far away and don't feel safe

Identifying resident solutions to transportation issues

- Over half (56%) of residents agree that reducing dependence on cars could be a long-term solution to traffic congestion. Wanting to walk, bike, or take transit more than they currently do has the next highest agreement (54% strongly/somewhat agree) that this is a mean of reducing congestion.
- Yet half (51%) feel that building more roads is the long-term solution for traffic congestion.

Implications and Recommendations

Promote more sustainable modes of transportation such as walking, biking and public transit. Over half of Kelowna residents would like to use these modes more often. Over a third say they intend to use either a bike or public transit for regular trips next year.

Endeavour to offer more viable transportation options as alternatives to driving. This could include walking/cycling paths or additional transit routes and bus frequencies so they are more easily accessible as convenience is a main factor in adoption of alternative modes of transport.

Continue developing services to help people of all ages and abilities get around the city as this is the top rated transportation issue among residents.

The challenge will be to get people to default to a mode of transportation other than a vehicle. Reducing dependency on vehicles is seen as the leading means of reducing traffic congestion. This will require that residents feel another type of transport is (almost) as convenient as their personal vehicle.

RESULTS

Transportation Issues

A Paired Choice Analysis was implemented to produce a more refined understanding of the priority that Kelowna residents place on a select set of transportation attributes.

This analysis takes respondents through an exercise where they are presented with a series of paired items and asked to choose which one they think is a more important transportation issue for Kelowna. The analytic output then shows how often each item is chosen when compared against the others (indicated by % Win).

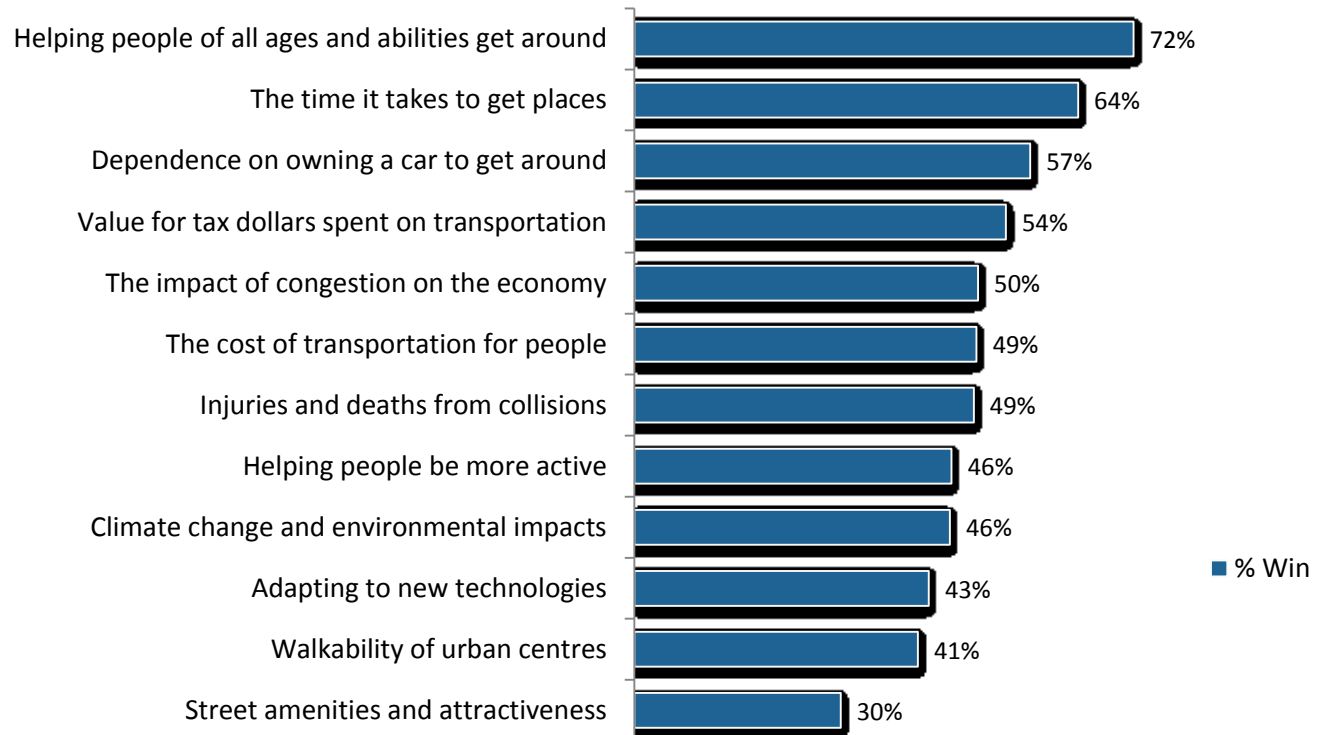
The below 12 aspects were assessed, resulting in a total of 66 possible combinations. Each respondent was randomly presented with 6 different pairs, with controls in place to ensure that each item was asked an equal number of times. With a total of 300 respondents, each combination was seen at least 27 times, insuring robustness of the results.

- Helping people of all ages and abilities get around
- The time it takes to get places
- Dependence on owning a car to get around
- Value for tax dollars spent on transportation
- The impact of congestion on the economy
- The cost of transportation for people
- Injuries and deaths from collisions
- Helping people be more active
- Climate change and environmental impacts
- Adapting to new technologies
- Walkability of urban centres
- Street amenities and attractiveness

Current transportation situation in Kelowna

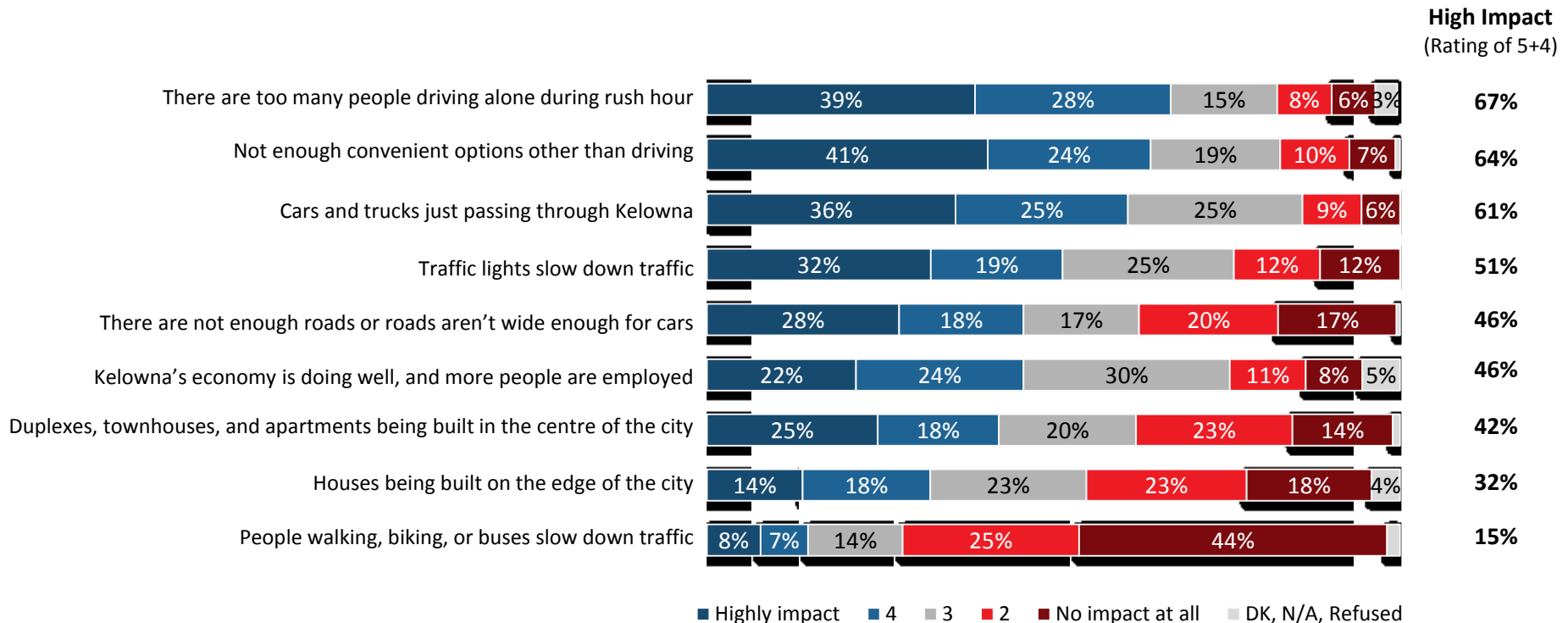
Paired Choice Analysis shows that citizens' number one transportation issues is helping people of all ages and abilities get around (chosen 72% of the time). The next most important transportation issue is the time it takes to get places (chosen 64% of the time). This is followed by the dependence on owning a car to get around and value for tax dollars spent on transportation (chosen 57% and 54% of the time respectively).

Street amenities and attractiveness is the least important transportation issue (chosen 30% of the time).



Reasons for traffic congestion in Kelowna

Overall, two-thirds (67%) of Kelowna residents feel that one of the main reasons for traffic congestion is that there are too many people driving during rush hour, followed by the lack of convenient options other than driving (64%). The third most common reason mentioned (by 61% of residents) is traffic from cars and trucks just passing through Kelowna.



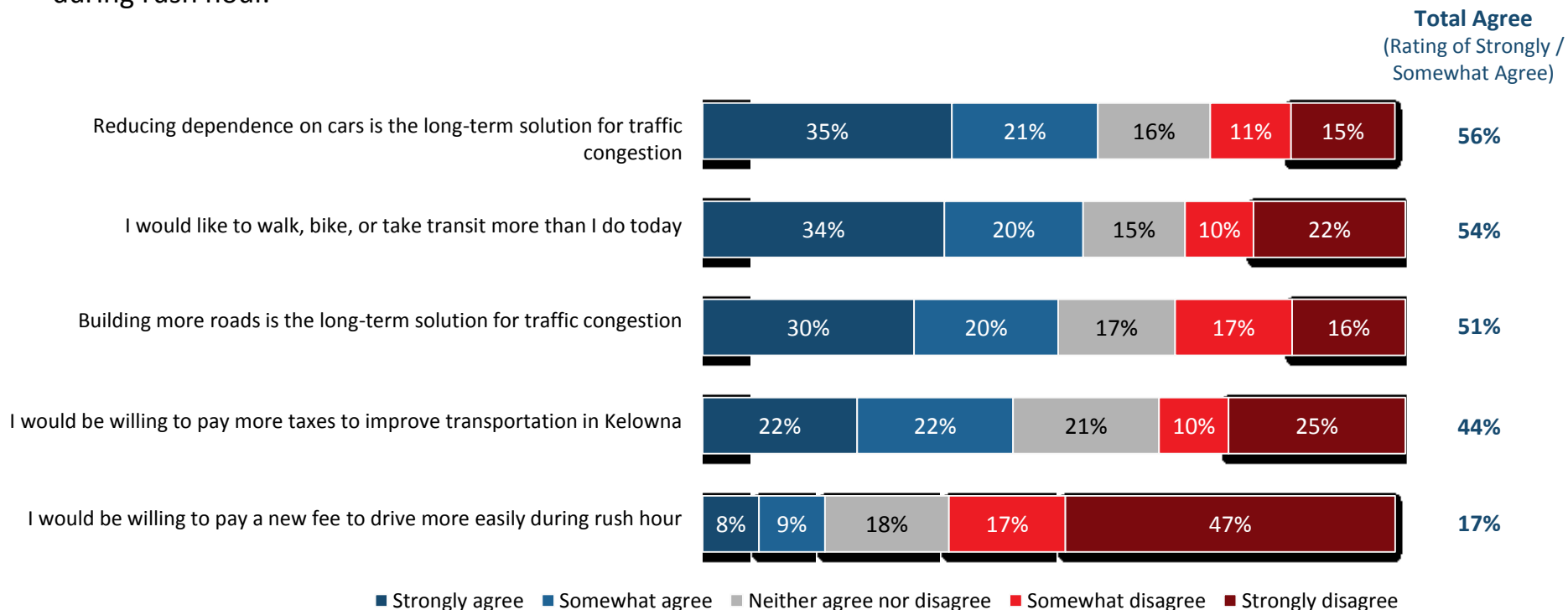
Q2. On a scale of 1 to 5, where 1 is "no impact at all" and 5 is "highly impact", please rate each in terms of how much impact it has on traffic congestion.

Base: Total, n=300

Solution to the transportation issues

Over half (56%) of Kelowna residents consider reducing dependence on cars as the top long-term solution to traffic congestion. Almost as many (54%) say they would like to walk, bike, or take transit more than they do currently. Half (51%) of residents feel building more roads is the long-term solution for traffic congestion.

Fewer than one in five Kelowna residents (17%) agree they would be willing to pay a fee to drive more easily during rush hour.



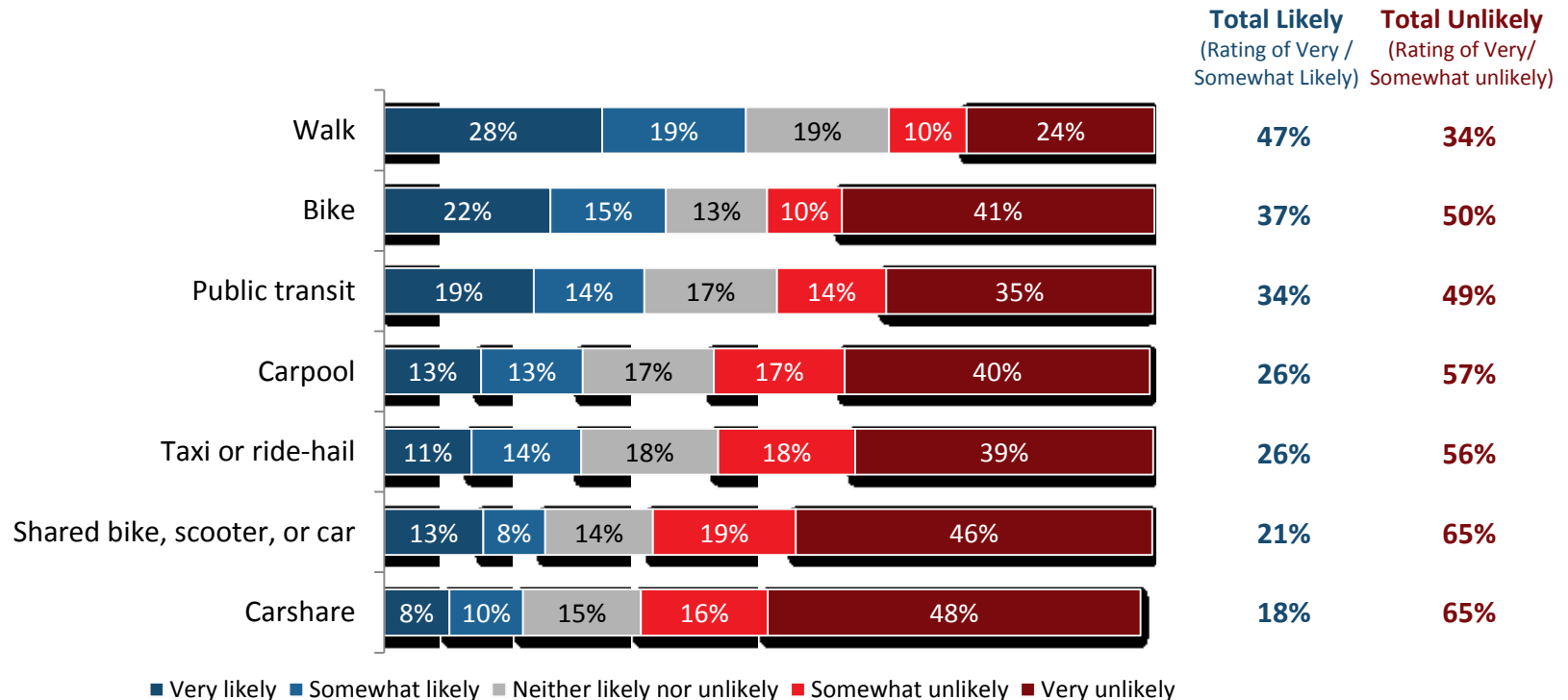
Q3. Please tell me how much you agree or disagree with each of the following statements.

Base: Total, n=300

Modes of transportation

Walk (47% rate very/somewhat likely), bike (37%) and public transit (34%) are the most popular modes of transportation that residents are likely to use to get around for regular trips in the next year.

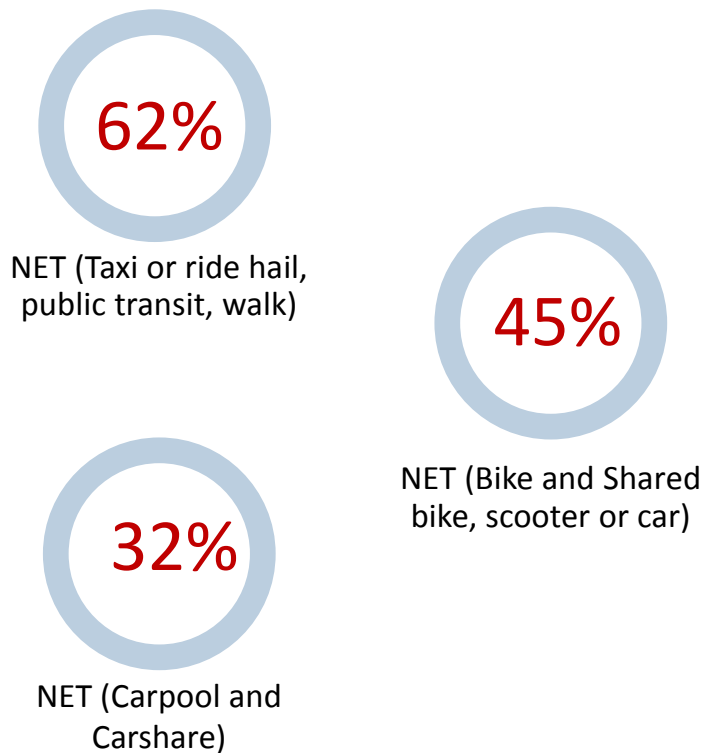
Carshare (18%) and shared bike/scooter/car (21%) are the least likely means of transportation residents are inclined to use for regular trips next year.



Modes of transportation (very/somewhat likely summary)

Overall, 62% of Kelowna residents are very/somewhat likely to use any of taxi, ride hail, public transit or walk in the next year. Almost half (45%) are likely to use a bike or shared bike/scooter/car over the next year, while one-third (32%) of residents would likely carpool or carshare.

NET scores



	Total (n=300)	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Walk	47%	57%	39%	43%	47%
Bike	37%	48%	28%	32%	37%
Public transit	34%	48%	29%	25%	30%
Carpool	26%	29%	30%	19%	24%
Taxi or ride hail	26%	32%	27%	22%	20%
Shared bike, scooter, or car	21%	18%	32%	12%	22%
Carshare	18%	13%	30%	13%	16%

% is significantly higher than % in the same category and row

Modes of transportation (very/somewhat likely summary)

Older residents (55+ years old) are far less likely to use the majority of alternative modes of transport.

Those 35-54 years old are the most likely to bike (53% very/somewhat likely).

Those aged 19-34 are more likely to use public transit (49%), carpool (41%) and carshare (29%).

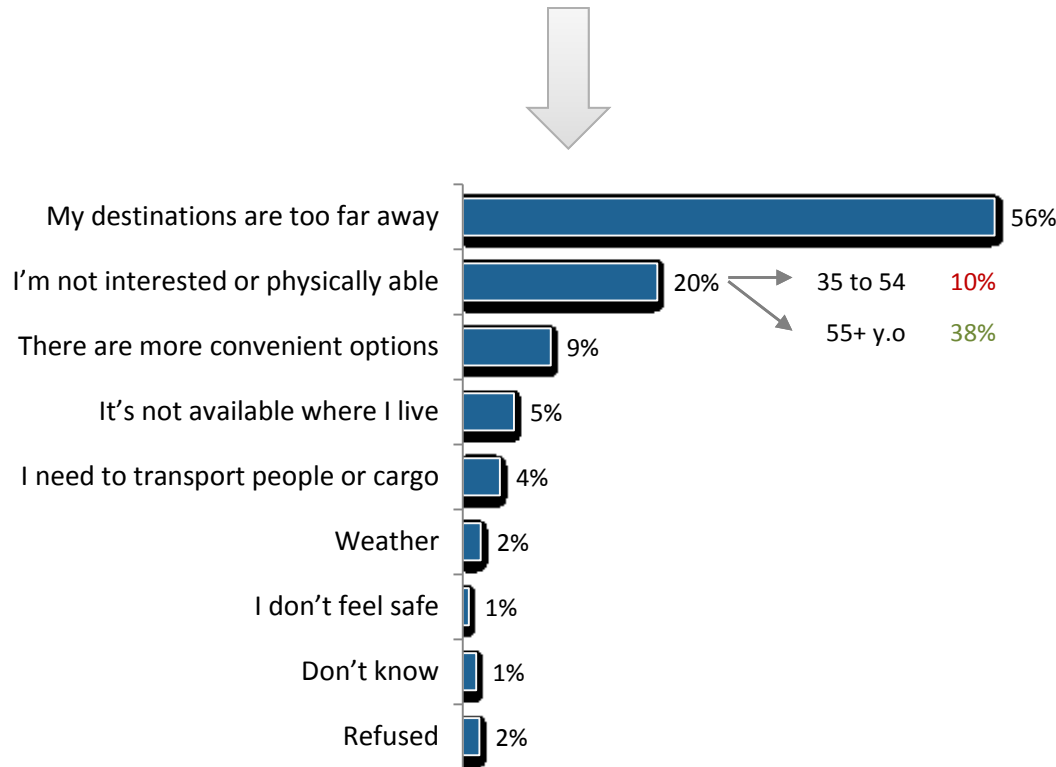
	Total (n=300)	19 to 34 (n=45)	35 to 54 (n=88)	55+ (n=167)
Walk	47%	41%	53%	47%
Bike	37%	37%	53%	25%
Public transit	34%	49%	32%	26%
Carpool	26%	41%	30%	13%
Taxi or ride hail	26%	34%	30%	17%
Shared bike, scooter, or car	21%	19%	24%	20%
Carshare	18%	29%	17%	13%

% is significantly higher than % in the same category and row

Barriers to using different modes of transportation



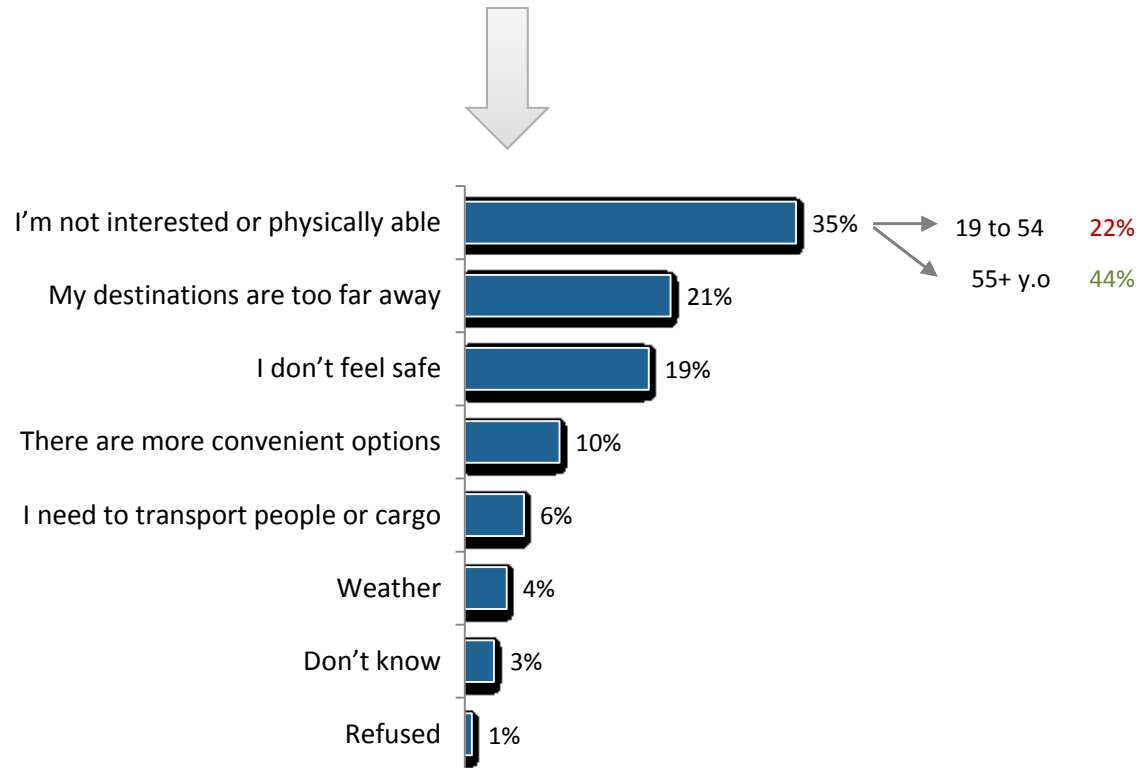
34% of riders are very/somewhat unlikely to use a **walk** for regular trips in the next year. The main barriers to using this mode of transportation include:



Barriers to using different modes of transportation



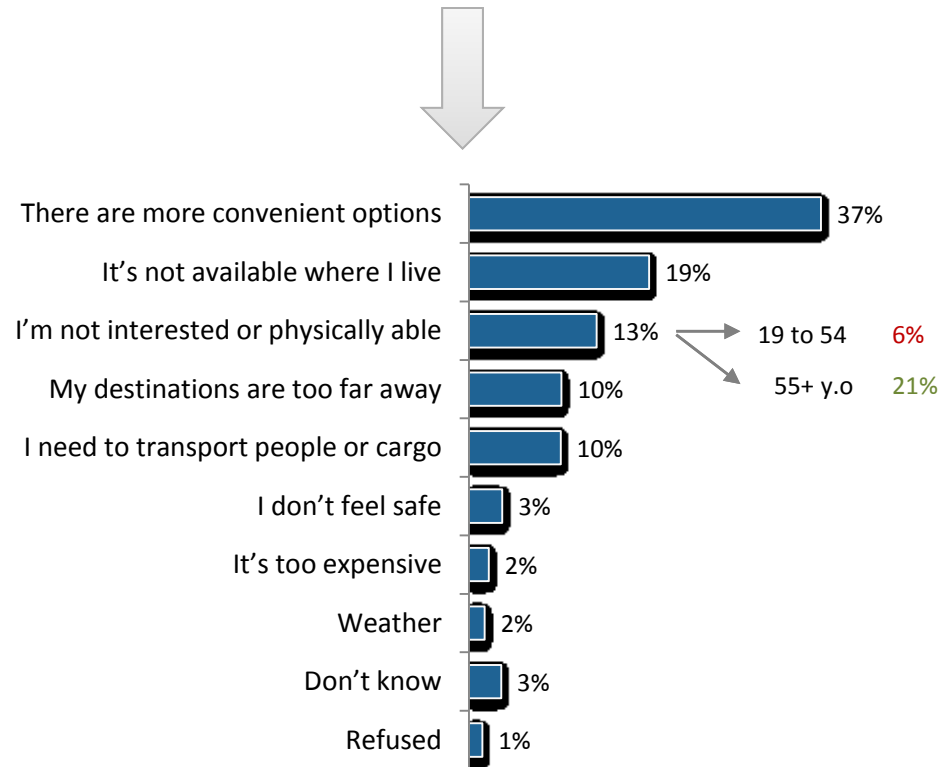
50% of riders are very/somewhat unlikely to use a **bike** for regular trips in the next year. The main barriers to using this mode of transportation include:



Barriers to using different modes of transportation



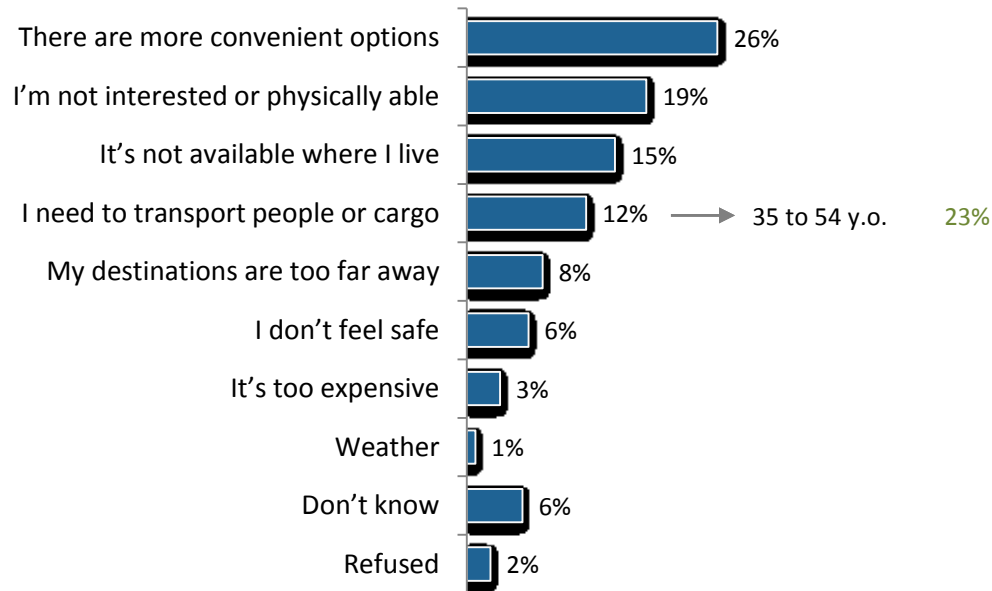
49% of riders are very/somewhat unlikely to use a **public transit** for regular trips in the next year. The main barriers to using this mode of transportation include:



Barriers to using different modes of transportation



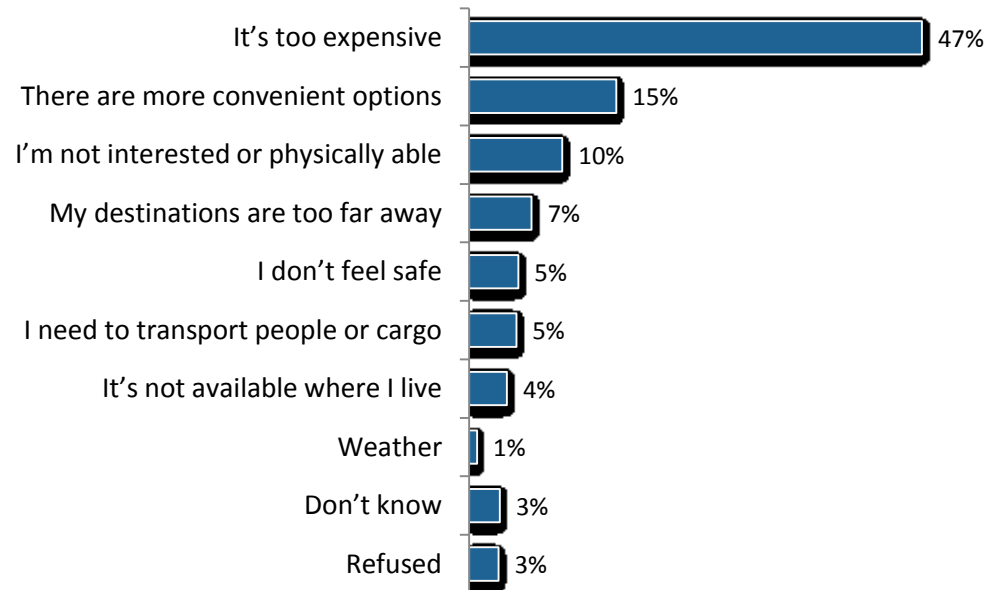
57% of riders are very/somewhat unlikely to use a **carpool** for regular trips in the next year. The main barriers to using this mode of transportation include:



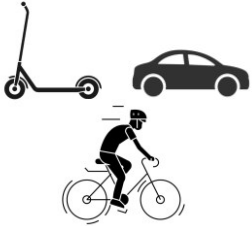
Barriers to using different modes of transportation



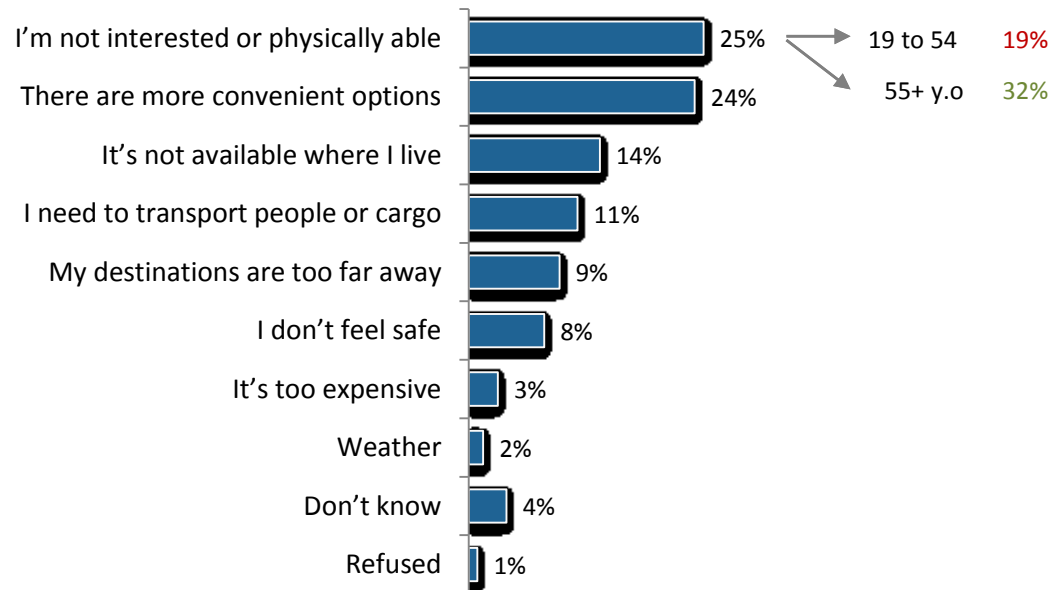
56% of riders are very/somewhat unlikely to use a **taxi or ride-hail** for regular trips in the next year. The main barriers to using this mode of transportation include:



Barriers to using different modes of transportation



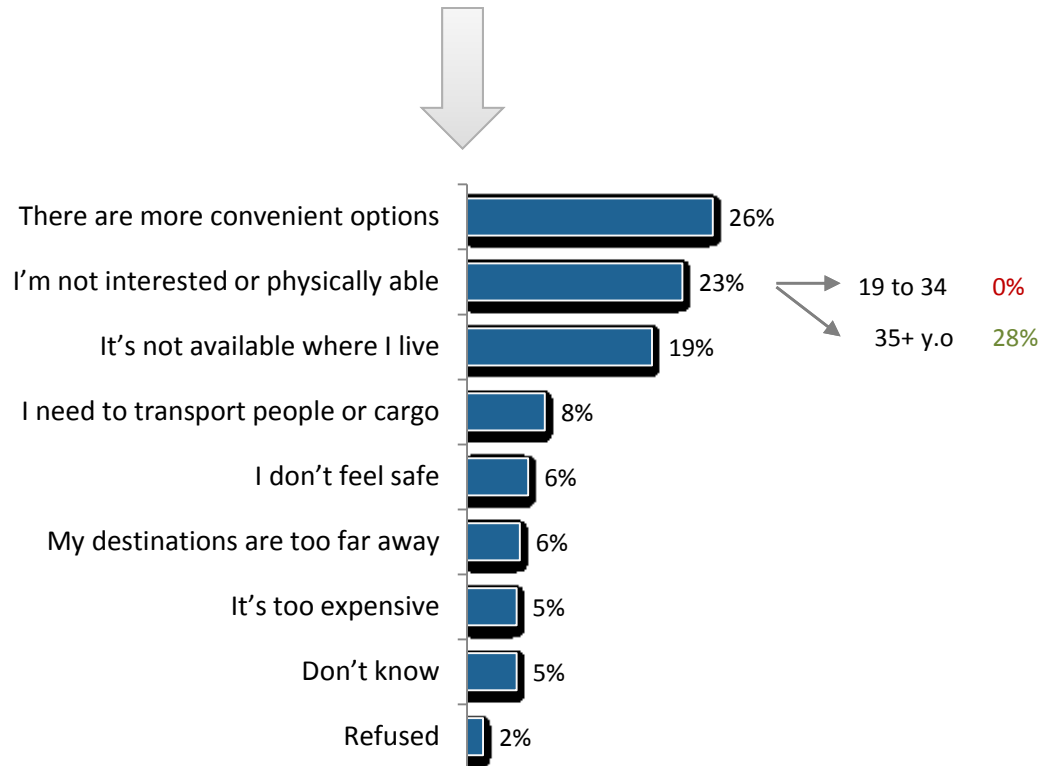
65% of riders are very/somewhat unlikely to use a **shared bike, scooter, or car** for regular trips in the next year. The main barriers to using this mode of transportation include:



Barriers to using different modes of transportation



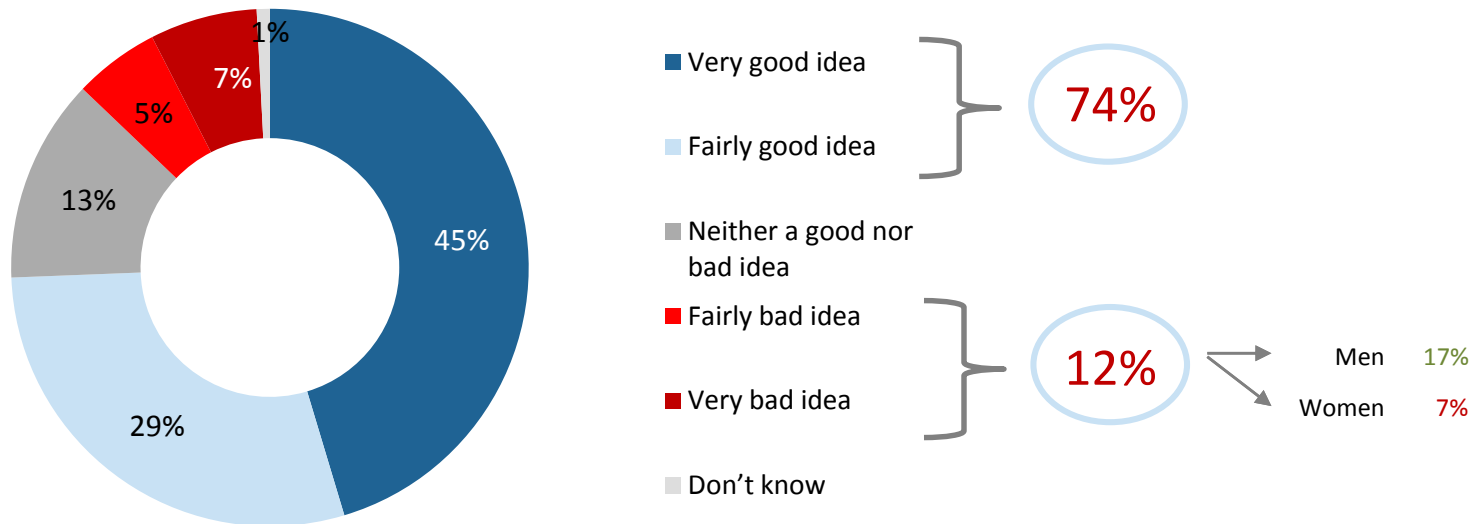
65% of riders are very/somewhat unlikely to use a **carshare** for regular trips in the next year. The main barriers to using this mode of transportation include:



Promotion of sustainable modes

Three-quarters (74%) of residents feel that it is a good idea for the City of Kelowna to invest in or promotes sustainable modes of transportation such as walking, biking, transit to reduce dependence on privately owned vehicles. Almost half (45%) say this is a very good idea.

Only 12% of Kelowna residents think this idea is bad, with men more likely to feel this way (17%) than women (7%).



% is significantly higher than % in the same category and row

Q5. Do you think it would be a good or bad idea if the City of Kelowna invests in or promotes walking, biking, transit or other sustainable modes to reduce future dependence on privately owned vehicles?

Base: Total, n=300

Transportation Lifestyle

The vast majority (80%) of residents consider themselves as drivers. Almost two in ten consider their transportation lifestyle to be a bicyclist (19%) or a pedestrian (18%).

Around 15% identify their lifestyle as a public transit rider, while only 7% see themselves as a carpooler.

Multiple responses



Driver
80%



Bicyclist
19%



Pedestrian
18%



Public transit rider
15%



Carpooler
7%

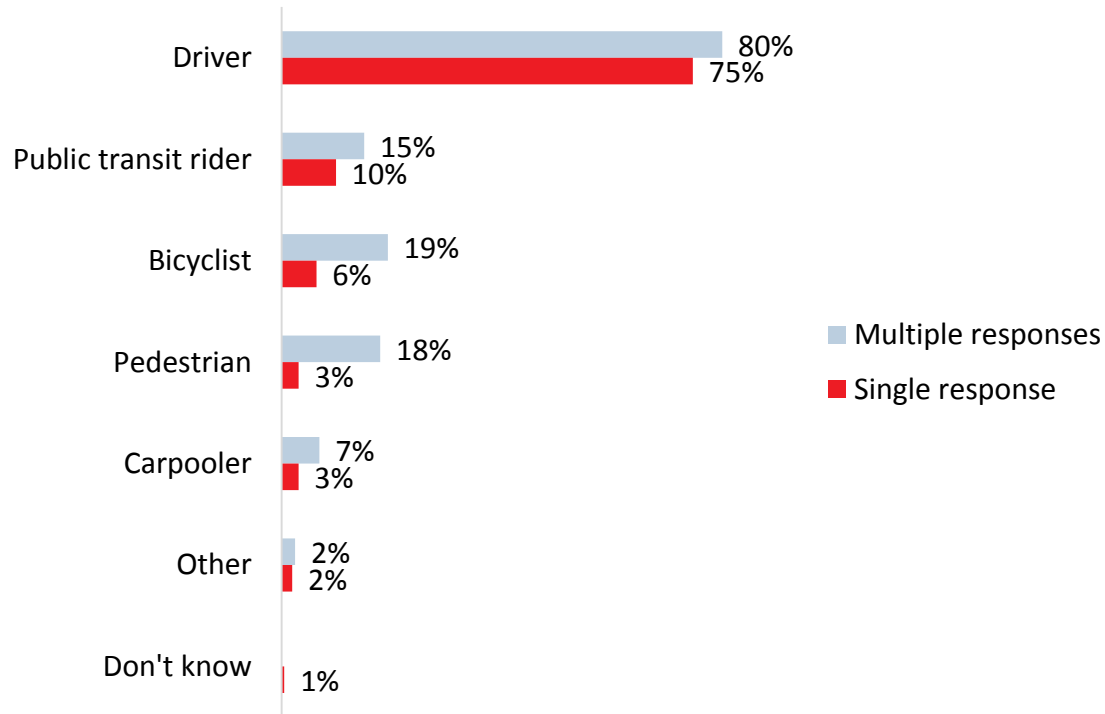
Other = 2%

Transportation Lifestyle

When selecting their primary mode of transportation the vast majority (75%) identify themselves as drivers.

Public transit is the second most common primary mode of transportation (10% selecting).

Those that considered their transportation lifestyle to include being a bicyclist and a pedestrian fall sharply since these are not their primary modes of travel (to 6% and 3% respectively).



Q7. Overall, in terms of your lifestyle around transportation, how would you identify yourself? (Multiple responses)

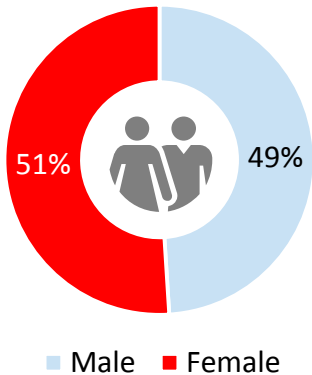
Q7b. If you were to choose only one transportation identity for yourself, what would it be? (Single response)

Base: Total, n=300

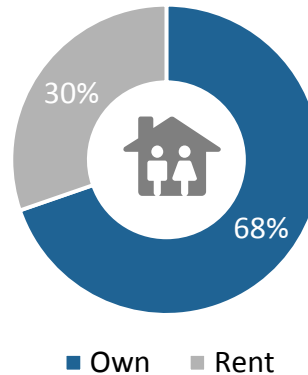
APPENDIX 1 - DEMOGRAPHICS

Demographics (weighted)

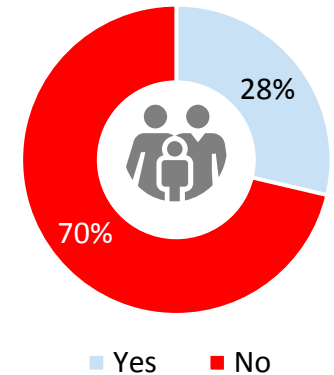
Gender



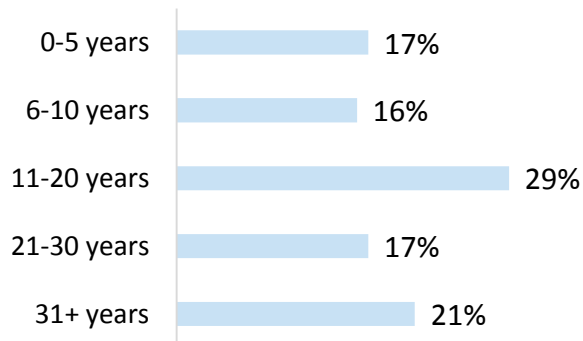
Own/rent



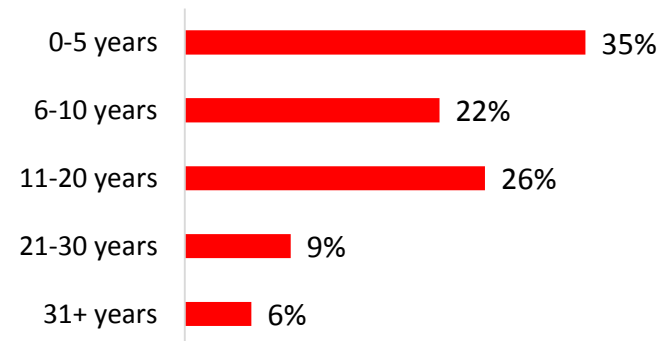
Children under the age of 18



Length of time in Kelowna



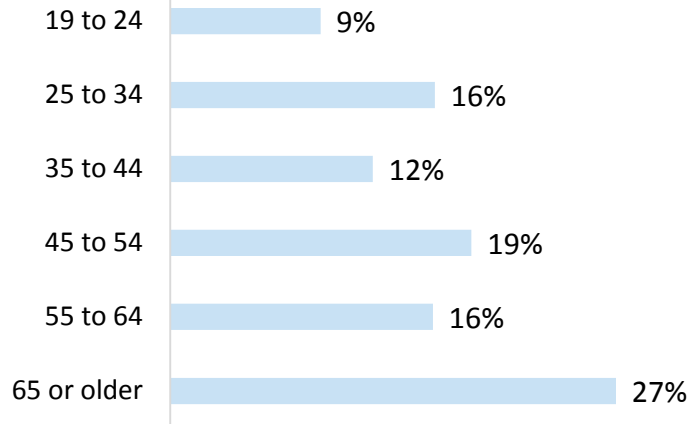
Length of time in Neighbourhood



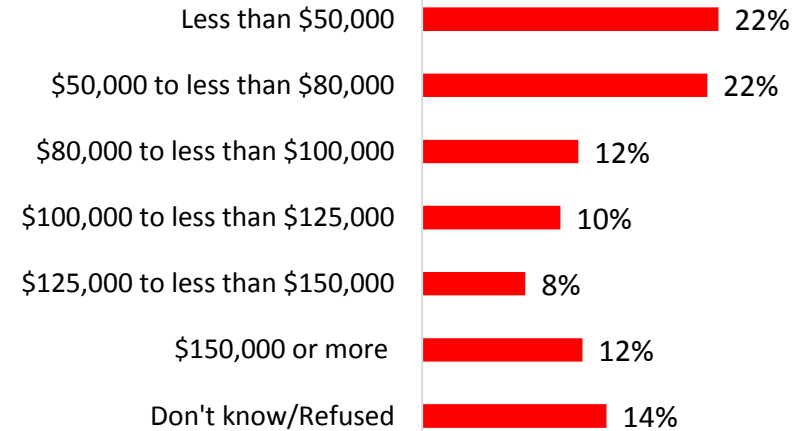
Demographics



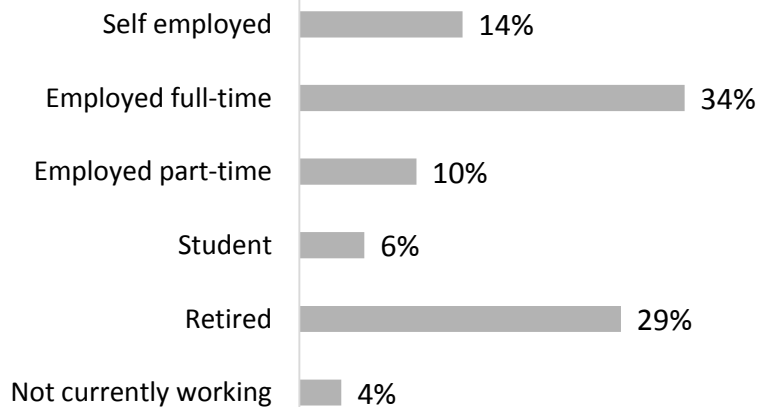
Age



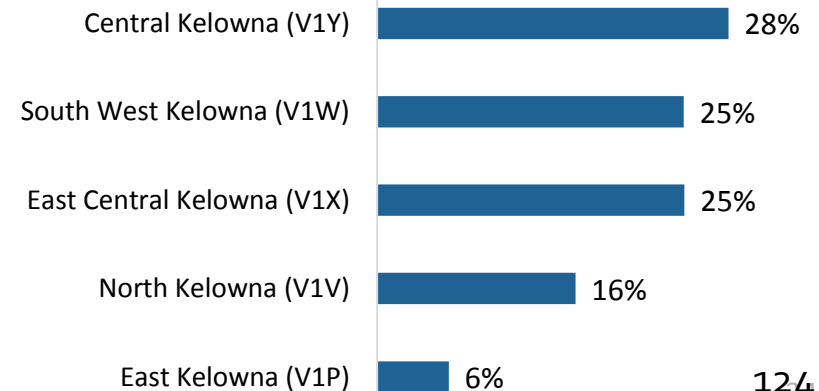
Income



Employment



District



Demographics – Length of Time in Kelowna

Length of time in Kelowna

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
0-5 years	17%	27%	11%	12%	15%
6-10 years	16%	15%	10%	17%	22%
11-20 years	29%	27%	35%	38%	19%
21-30 years	17%	11%	18%	16%	23%
31+ years	21%	19%	26%	16%	22%
Mean years in Kelowna	20.4	17.4	24.5	19.1	20.9

D1. How long have you lived in the City of Kelowna?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North East Kelowna, n=62; South Kelowna, n=90.

Demographics – Length of Time in Neighbourhood

Length of time in Neighbourhood

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
0-5 years	35%	47%	27%	35%	30%
6-10 years	22%	21%	18%	24%	27%
11-20 years	26%	17%	37%	29%	24%
21-30 years	9%	10%	9%	7%	10%
31+ years	6%	4%	9%	3%	7%
Mean years in neighbourhood	11.9	10.3	13.8	10.9	12.8

D2. And how long have you lived in your current neighbourhood?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North East Kelowna, n=62; South Kelowna, n=90.

Demographics – Household Characteristics

Home owners & renters

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Own	68%	54%	63%	74%	83%
Rent	30%	43%	36%	23%	14%

Children under the age of 18 living in a household

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Yes	28%	21%	32%	33%	30%
No	70%	77%	67%	66%	70%

D3. Do you own or rent your current home?

D4. Do you have children under the age of 18 living in your household?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North East Kelowna, n=62; South Kelowna, n=90.

Demographics – Household Characteristics

Income

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Less than \$50,000	22%	29%	30%	20%	9%
\$50,000 to less than \$80,000	22%	20%	22%	15%	29%
\$80,000 to less than \$100,000	12%	16%	11%	9%	10%
\$100,000 to less than \$125,000	10%	10%	10%	11%	11%
\$125,000 to less than \$150,000	8%	3%	10%	11%	8%
\$150,000 or more	12%	12%	5%	17%	16%
Don't Know/ Refused	14%	10%	12%	17%	18%

D7. Which of the following categories best describes your household's approximate income for 2018? That is the total income before taxes of everyone in your household combined?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North East Kelowna, n=62; South Kelowna, n=90.

Demographics – Household Characteristics

Gender (Not asked; recorded based on voice)

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Male	49%	47%	50%	48%	51%
Female	51%	53%	50%	52%	49%

Age

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
19 to 24	9%	10%	10%	8%	8%
25 to 34	16%	22%	18%	19%	6%
35 to 44	12%	12%	15%	12%	11%
45 to 54	19%	15%	17%	20%	22%
55 to 64	16%	12%	21%	15%	17%
65 or older	27%	29%	19%	26%	35%

S3. Which of the following categories does your age fall into?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North & East Kelowna, n=62; South Kelowna, n=90.

Demographics – Household Characteristics

Employment status

	Total	District			
	N=300	Central Kelowna (n=86)	East Central Kelowna (n=62)	North & East Kelowna (n=62)	South West Kelowna (n=90)
Self employed	14%	16%	11%	18%	14%
Employed full-time	34%	33%	45%	28%	31%
Employed part-time	10%	10%	15%	13%	5%
Student	6%	9%		10%	4%
Retired	29%	28%	20%	28%	38%
Not currently working	4%	2%	7%	1%	4%

D5. Which of the following best describes your employment status?

Base: Total, n=300; Central Kelowna, n= 86; East Central Kelowna, n=62; North & East Kelowna, n=62; South Kelowna, n=90.

APPENDIX 2 - QUESTIONNAIRE

Appendix 2 - Questionnaire

City of Kelowna
Transportation Survey
Final - Revised November 19, 2019

INTRODUCTION

Hello, my name is _____. I'm calling on behalf of the City of Kelowna from Leger Research. We are conducting a brief survey about transportation in Kelowna. Your input is important – the survey results will help the city develop services that will help better serve the community. Please be assured that your views will remain confidential and anonymous. May I please speak with a household member who is 19 years of age or older? [PRE-SCREEN FOR UNDER 35]

As a thank-you for participating you can choose to be entered into a draw for a \$500 Visa gift card.

[IF WANTS TO KNOW WHAT KINDS OF QUESTIONS WE ARE ASKING: This study is about your perceptions of transportation issues in the City of Kelowna. It is a legitimate survey conducted by Leger Research, an independent research company and is sponsored by the City of Kelowna.]

[IF MENTION ALREADY BEING CALLED ABOUT A SURVEY ABOUT TRANSPORTATION STATE: This survey is different than the Health and Active Transportation Research that was recently conducted on behalf of Simon Fraser University. Our survey is being done on behalf of the City of Kelowna.]

IF NOT AVAILABLE, MAKE CALL-BACK APPOINTMENT FOR FIRST POSSIBLE TIME.

This interview will take roughly 10 minutes, depending on your answers.

Your feedback will help the City of Kelowna understand residents' perceptions about transportation issues in the city.

I can assure you that this is a legitimate survey being conducted on behalf of the City of Kelowna. You can verify this by calling the Project Manager for this study at Leger Research (at 604.676.3994) or you can contact the City of Kelowna at (XXX.XXX.XXX).

Everything you say will be kept confidential and anonymous.

TO NEW HOUSEHOLD RESPONDENT: Hello, my name is _____. I'm calling on behalf of the City of Kelowna from Leger Research. We are conducting a brief survey about transportation in Kelowna. May I confirm that you are 19 years of age or older?

1. YES – CONTINUE
2. NO – ASK TO SPEAK TO THE PERSON WHO IS 19 OR OLDER

Appendix 2 - Questionnaire

SCREENING

S1. Do you, or does anyone in your household, work for the City of Kelowna?

- | | |
|----------------|---------------------|
| 1. Yes | THANK AND TERMINATE |
| 2. No | CONTINUE |
| 97. Don't know | THANK AND TERMINATE |
| 98. Refused | THANK AND TERMINATE |

TERMINATE LANGUAGE for S1: Given the nature of the survey, that will be my only question today. Thank you very much for your time.

S2. Do you live in the City of Kelowna? This does not include the communities of Joe Rich, Ellison, West Kelowna, Lake Country, Westbank First Nation, or Peachland.

- | | |
|----------------|---------------------|
| 1. YES | CONTINUE |
| 2. NO | THANK AND TERMINATE |
| 97. DON'T KNOW | THANK AND TERMINATE |

THANK AND TERMINATE FOR S2. Given that we are conducting the survey among Kelowna residents, those will be all of my questions today. Thank you for your time.

DO NOT ASK. RECORD GENDER BASED ON VOICE.

- | |
|-----------|
| 1. MALE |
| 2. FEMALE |

S3. Which of the following categories does your age fall into? Please stop me when I reach it.
[READ LIST]

- | | |
|---------------------------|---------------------|
| 19 to 24 | |
| 25 to 34 | |
| 35 to 44 | |
| 45 to 54 | |
| 55 to 64, or | |
| 65 or older | |
| 98. [DO NOT READ] REFUSED | THANK AND TERMINATE |

THANK AND TERMINATE FOR S3. Given that we require an age bracket to ensure we are speaking with a representative group of residents; those will be all of my questions today.

Thank you for your time. ALLOW RESPONDENT TO ANSWER IF STATE THEY WANT TO CONTINUE WITH SURVEY

Appendix 2 - Questionnaire

S4. To ensure we're speaking to a representative group of Kelowna residents, could I please have your six-digit postal code? (If necessary, add "I can assure you that this information will remain confidential and for survey classification purposes only.")

RECORD POSTAL CODE
IF PARTICIPANT REFUSES OR DOESN'T KNOW POSTAL CODE, USE POSTAL CODE FROM SAMPLE (IF PROVIDED).
IF PARTICIPANT HAS NO POSTAL CODE IN SAMPLE (I.E., CELL PHONE SAMPLE) ASK FOR FIRST 3 DIGITS OF POSTAL CODE – THEN ASK Q.S4a

Precodes Check: V1Y, V1X, V1P, V1V, V1W

[IF POSTAL CODE DON'T KNOW OR REFUSED OR ONLY GAVE FIRST 3 DIGITS AT S4]

S4a. Could you tell me what neighbourhood you live in?

RECORD | CONTINUE AND CODE APPROPRIATE DISTRICT AFTER
DON'T KNOW/REFUSED | THANK AND TERMINATE

THANK AND TERMINATE FOR S4a. Given that we are conducting this survey among individuals who reside within the City of Kelowna boundaries, those will be all of my questions today. Thank you for your time.

MAIN SURVEY

Q1. To start, we'd like to get your feedback on the current transportation situation in Kelowna. I'm going to read you some different pairs of topics.

Please select which transportation issue is more important for Kelowna.

[READ RANDOM PAIRS – ASK 6 SETS]

Injuries and deaths from collisions
Climate change and environmental impacts
The cost of transportation for people
The impact of congestion on the economy
Walkability of urban centres
Helping people be more active
The time it takes to get places
Street amenities and attractiveness
Adapting to new technologies [IF CLARIFICATION NEEDED, SAY "For example, Uber, Ogo Scooter share, or driverless vehicles"]
Helping people of all ages and abilities get around
Dependence on owning a car to get around
Value for tax dollars spent on transportation

Q2. I'm going to read you a number of factors which may cause traffic congestion in Kelowna. On a scale of 1 to 5, where 1 is "no impact at all" and 5 is "highly impact", please rate each in terms of how much impact it has on traffic congestion.

[ROWS - RANDOMIZE]

Kelowna's economy is doing well, and more people are employed
Not enough convenient options other than driving
People walking, biking, or buses slow down traffic
Traffic lights slow down traffic
Houses being built on the edge of the city
Duplexes, townhouses, and apartments being built in the centre of the city
There are too many people driving alone during rush hour
There are not enough roads or roads aren't wide enough for cars
Cars and trucks just passing through Kelowna

[COLUMNS – READ SCALE]

5. Highly impact

Appendix 2 - Questionnaire

- 4.
- 3.
- 2.
- 1. No impact at all
- 96. [DNR] Not applicable
- 98. [DNR] Don't know
- 99. [DNR] Refused

Q3. Please tell me how much you agree or disagree with each of the following statements. For each, please rate your level of agreement on a scale of 1 to 5 where 1 is "Strongly Disagree" and 5 is "Strongly Agree ". The first is... [READ RESPONSE OPTIONS FOR FIRST ONE, AND REPEAT AS NEEDED TO CLARIFY]

[ROWS; RANDOMIZE]

I would like to walk, bike, or take transit more than I do today
 I would be willing to pay a new fee to drive more easily during rush hour
 I would be willing to pay more taxes to improve transportation in Kelowna
 Building more roads is the long-term solution for traffic congestion
 Reducing dependence on cars is the long-term solution for traffic congestion

[COLUMNS]

- 5. Strongly agree
- 4. Somewhat agree
- 3. Neither agree nor disagree
- 2. Somewhat disagree
- 1. Strongly disagree
- 98. [DNR] Don't know
- 99. [DNR] Refused

Q4. How likely would you be to use the following means of getting around for regular trips in the next year? For each mode, please rate your level of likelihood to use it from 1 "very unlikely " to 5 "very likely."

[RANDOMIZE]

Bike
 Shared bike, scooter, or car [IF CLARIFICATION NEEDED, SAY "For example, Modo Carshare or OGO Scooters"]
 Carpool
 Carshare
 Taxi or ride-hail [IF CLARIFICATION NEEDED, SAY "For example, Uber or Lyft"]

Public transit
 Walk

[COLUMNS]

- 5. Very likely
- 4. Somewhat likely
- 3. Neither likely nor unlikely
- 2. Somewhat unlikely
- 1. Very unlikely
- 98. [DNR] Don't know
- 99. [DNR] Refused

Appendix 2 - Questionnaire

[IF SELECTED ANY RESPONSES AS EITHER Somewhat unlikely OR Very unlikely AT Q4 THEN ASK Q4b]

Q4b. What do you consider to be the greatest barrier to using each of these modes of transportation?

[RANDOMIZE]

1. My destinations are too far away
2. It's not available where I live
3. There are more convenient options
4. It's too expensive
5. I don't feel safe
6. I'm not interested or physically able
7. I need to transport people or cargo
8. Weather

[COLUMNS]

[DISPLAY ALL OPTIONS SELECTED Somewhat unlikely OR Very unlikely AT Q4]

Q5. Do you think it would be a good or bad idea if the City of Kelowna invests in or promotes walking, biking, transit or other sustainable modes to reduce future dependence on privately owned vehicles? Would it be a [READ LIST; SELECT ONE]

5. Very good idea
4. Fairly good idea
3. Neither a good nor bad idea
2. Fairly bad idea
1. Very bad idea
98. [DNR] Don't know
99. [DNR] Refused

Q7. Overall, in terms of your lifestyle around transportation, how would you identify yourself? Would you be a [READ; SELECT ALL THAT APPLY]

[RANDOMIZE]

Driver
Carpooler
Bicyclist
Public transit rider
Pedestrian

Other (specify) _____ [ANCHOR]

[IF ONLY SELECTED 1 RESPONSE AT Q7 THEN SKIP Q7b – AUTO CODE RESPONSE AT Q7 TO Q7b]

Q7b. If you were to choose only one transportation identity for yourself, what would it be? [READ RESPONSES SELECTED AT Q7 - IF NECESSARY, ALLOW MORE THAN 1 RESPONSE IF MENTIONED]

DEMOGRAPHIC QUESTIONS

We'd like to finish the survey by asking you a few questions about you and your household. This information is only for comparison purposes to ensure the City is hearing from a broad range of residents.

D1. How long have you lived in the City of Kelowna? [RECORD IN YEARS]

RECORD NUMBER OF YEARS

1. LESS THAN A YEAR
97. DON'T KNOW
98. REFUSED

D2. And how long have you lived in your current neighbourhood? [DO NOT READ LIST]

RECORD NUMBER OF YEARS

1. LESS THAN A YEAR
97. DON'T KNOW
98. REFUSED

D3. Do you own or rent your current home? [DO NOT READ LIST]

1. OWN
2. RENT
98. REFUSED

D4. Do you have children under the age of 18 living in your household? [DO NOT READ LIST]

1. YES
2. NO
98. REFUSED

D5. Which of the following best describes your employment status? [READ LIST]

Appendix 2 - Questionnaire

1. Self employed
2. Employed full-time
3. Employed part-time
4. Student
5. Retired
6. Not currently working [IF NEEDED: includes unemployed, homemaker, and on leave]
95. [DNR] Other – specify _____
99. [DNR] Refused

[ASK IF CODES 1-4 AT Q.D5]

D6. Could you tell me what neighbourhood you work or go to school?

RECORD | CONTINUE - WILL CODE APPROPRIATE DISTRICT AFTER
DON'T KNOW/REFUSED

D7. Which of the following categories best describes your household's approximate income for 2018? That is the total income before taxes of everyone in your household combined? Please stop me when I've reached your category [READ LIST]

1. Less than \$50,000
2. \$50,000 to less than \$80,000
3. \$80,000 to less than \$100,000
4. \$100,000 to less than \$125,000
5. \$125,000 to less than \$150,000
6. \$150,000 or more
97. DON'T KNOW
98. REFUSED

Contest Entry

We would like to offer you a draw entry for a \$500 Visa gift card. Would you like to enter into the draw?

[IF YES:] May I please confirm your name (first name or initial is fine), as well as the best phone number and email address to contact you on if you're chosen as a draw winner? [OK TO LEAVE ANY FIELD BLANK IF REQUESTED]

[IF NO:] No problem, entering the draw is entirely optional.

Thank you very much for participating in this survey. Your responses will be combined with those of other Kelowna residents and will provide valuable input to the City of Kelowna.

End of document ■

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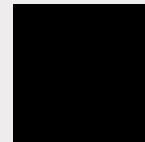
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Report to Council



Date: February 10, 2010
To: Council
From: City Manager
Subject: 2020 BC Active Transportation Grant Application Council Resolution
Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from the Integrated Transportation Department dated February 10, 2020, with respect to the 2020 BC Active Transportation Grant Applications;

AND THAT Council authorizes the Integrated Transportation department to apply for BC Active Transportation Infrastructure grant funding and provide overall grant management, if successful;

AND FURTHER THAT the 2020 Financial Plan be amended to include the grant funding for the BC Active Transportation Infrastructure grant program if the application is successful.

Purpose:

To inform Council of the BC Ministry of Transportation and Infrastructure's Active Transportation Infrastructure Grant Program (formerly BikeBC) and to inform Council of the applications to be submitted under this program in 2020.

Background:

The B.C. Active Transportation Infrastructure Grant Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs support the development of active transportation infrastructure for all ages and abilities.

The Integrated Transportation department, in partnership with Infrastructure Delivery, have historically applied to the BC Active Transportation Infrastructure Grant program (formerly BikeBC) on a yearly basis.

Conclusion:

The deadline for applications to the B.C. Active Transportation Infrastructure Grant Program is February 20, 2020. If the City of Kelowna is successful, the City will likely be able to accelerate design and construction of active transportation infrastructure in the 10-year Capital Plan.

The project names, priority and funding amounts requested from the province are below:

Project	Priority Ranking	Requested Funds
Ethel ATC	1 of 3	\$ 500,000
Rutland to Rail Trail	2 of 3	\$ 500,000
Belgo Sidewalk	3 of 3	\$ 232, 225

Internal Circulation:

Acting Divisional Director, Financial Services
Divisional Director, Corporate Strategic Services
Divisional Director, Infrastructure
Grants & Special Projects Manager
Infrastructure Administration Manager
Infrastructure Delivery Dept Manager
Integrated Transportation Department Manager
Transportation Engineering Manager

Financial/Budgetary Considerations

If the City's application is successful, the 2020 Financial Plan will need to be amended to include the additional funding.

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Existing Policy
External Agency/Public Comments
Communications Comments

Submitted by:

M. Worona,
Active Transportation Coordinator

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

cc: Acting Divisional Director, Financial Services
Divisional Director, Corporate Strategic Services
Divisional Director, Finance
Divisional Director, Infrastructure
Grants and Special Projects Manager
Infrastructure Administration Manager
Infrastructure Delivery Dept Manager
Integrated Transportation Department Manager
Transportation Engineering Manager

Report to Council



Date: February 10, 2020

To: Council

From: City Manager

Subject: UBCM-CEPF - Flood Risk Assessment, Mapping & Planning Program Grant

Department: Infrastructure Engineering

Recommendation:

THAT Council receives, for information, the report from the Utility Planning Department dated February 10, 2020, with respect to the UBCM-CEPF - Flood Risk Assessment, Mapping & Planning Program Grant;

AND THAT Council authorizes staff to apply for a UBCM CEPF Flood Risk Assessment, Mapping & Planning Program grant as outlined in this report;

AND THAT Council authorizes the Mayor and City Clerk to execute the UBCM CEPF Flood Risk Assessment, Mapping & Planning Program grant, if the application is successful;

AND FURTHER THAT the 2020 Financial Plan be amended to include the grant funding for the Kelowna Flood Risk Assessment, if the application is successful.

Purpose:

To consider staff's recommendation in apply for a UBCM Community Emergency Preparedness Fund – Flood Risk Assessment, Mapping & Planning Program grant.

Background:

The City of Kelowna is looking to conduct a study that enhances the recently completed 2019 City of Kelowna Flood Risk Assessment. The study assessed flood risk for different major creeks within the City.

The City's Flood Risk Assessment provides a good understanding of risks to various infrastructure, environmental and social components within the City boundary. The recently completed assessment built on high level findings highlighted by the Regional Floodplain Management Plan (RFMP) completed by the Regional District of Central Okanagan (RDCO), which identified flood-prone watercourses, waterbodies, and alluvial fans using mostly GIS tools and local knowledge.

The City of Kelowna is prepared to engage the same consultants who worked with the Okanagan Nation Alliance in their Flood/Debris Management Plan. An application to UBCM has been prepared to obtain grant funding to assist with the work.

As part of the application process, a Council resolution is required indicating support for the current proposed activities and willingness to provide overall grant management.

Internal Circulation:

Divisional Director, Corporate Strategic Services
Financial Planning Manager
Grants & Special Projects Manager
Community Communications Manager
Infrastructure Engineering Manager

Financial/Budgetary Considerations:

The City has applied for a \$119,000 grant from the UBCM Community Emergency Preparedness Fund – Flood Risk Assessment, Mapping & Planning Program. The estimated cost to complete the work is \$151,000. If the grant is awarded to the City, the grant funds will be applied to eligible project costs defined by the program related to flood management. All ineligible project costs will be funded through Mill Creek Flood Protection budget previously already approved by Council. The project will be completed under the administration of the Infrastructure Engineering Department.

Considerations not applicable to this report:

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

Submitted by:

R. MacLean, P.Eng
Utility Planning Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

cc: Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Infrastructure
Divisional Director, Partnership & Investments
Financial Planning Manager
Grants & Special Projects Manager
Infrastructure Engineering Manager

CITY OF KELOWNA
BYLAW NO. 11971
Property Tax Penalty

WHEREAS Section 235 of the Community Charter permits the City to establish, by bylaw, one or more dates on which all or part of the property taxes are due; and to establish penalties and interest to be applied in relation to payments made after a tax due date established by the bylaw;

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

1. If all or part of the property taxes for a parcel of land and its improvements on the assessment roll remain unpaid after the first working day after July 1st of the year those taxes are levied, the collector must add to the unpaid property taxes for the parcel and improvements for the current year a penalty equal to ten per cent of the portion that remains unpaid.
2. The penalty referred to in Section 1 of this bylaw is due as part of the property taxes for the current year for the parcel and improvements.
3. This bylaw shall take effect on the date of its adoption by Council.
4. This bylaw may be cited for all purposes as the "Property Tax Penalty Bylaw No. 11971".

Read a first, second and third time by the Municipal Council this 3rd day of February, 2020.

Adopted by the Municipal Council of the City of Kelowna

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11948

Amendment No. 5 to Development Cost Charge Bylaw No. 10515

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Development Cost Charge Bylaw No. 10515 be amended as follows:

1. THAT Schedule A be deleted in its entirety and replaced with a new Schedule A as attached to and forming part of this bylaw.
2. AND THAT the DCC Paks Sector Plan be deleted in its entirety and replaced with a new DCC Parks Sector Plan as attached to and forming part of this bylaw.
3. This bylaw may be cited for all purposes as "Bylaw No. 11948, being Amendment No. 5 to Development Cost Charge Bylaw No. 10515."
4. 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, second and third time by the Municipal Council this 28th day of October, 2019.

Approved by the Ministry of Municipal Affairs and Housing this 3rd day of February, 2020.

Adopted by the Municipal Council this

Mayor

City Clerk

Bylaw No. 10515 - Page 7
Schedule 'A'

SERVICE AREA	Sector	<u>Residential 1</u> To 15 Units/Hectare (Each Lot or Unit)	<u>Residential 2</u> >15-35 Units/Hectare (Each Lot or Unit)	<u>Residential 3</u> >35-65 Units/Hectare (Each Lot or Unit)	<u>Residential 4</u> Greater Than 65 Units/Hectare (Each Lot or Unit)	<u>Residential 5</u> Maximum applied to 56 sq. mtrs. unit	<u>Residential 5</u> Per Square Meter of habitable floor space applied to units 56 sq. mtrs. or less	<u>Secondary Suites</u> Per Unit	<u>Commercial</u> For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	<u>Commercial</u> Per Square Meter	<u>Seasonal Agricultural Commercial</u> (See Commercial)	<u>Institutional "A"</u> For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for per sq. mtr over 93	<u>Institutional "B"</u> For 1st 93 sq. mtrs. of floor area or portion; 1/93rd the rate for Drag	<u>Industrial/ Campground</u> Minimums	<u>Industrial/ Campground</u> Per Hectare over minimum Developable Land	<u>Seasonal Agricult. Industrial</u> See Industrial Minimums	<u>Seasonal Agricult. Industrial</u> Per Hectare over minimum
ALL SERVICES																	
2,500																	
ROADS																	
SE Kelowna	R-A	11,068	10,404	7,415	6,973	5,423	97.3		3,405	36.6	1,702	3,405		11,068 - 1st .405 hctr/prtn	27,338	5,534	13,689
South Mission	R-B	27,666	26,006	18,536	17,430	13,556	243.3		8,511	91.6	4,255	8,511		27,666 - 1st .405 hctr/prtn	68,337	13,833	34,168
NE of Inner City	R-C	16,758	15,753	11,228	10,558	8,211	147.4		5,155	55.5	2,578	5,155		16,758 - 1st .405 hctr/prtn	41,393	8,379	20,697
North of Hwy 33	R-D	15,054	14,151	10,086	9,484	7,377	132.4		4,631	49.8	2,315	4,631		15,054 - 1st .405 hctr/prtn	37,184	7,527	18,592
North of Inner City	R-E	13,244	12,449	8,873	8,344	6,489	116.5		4,074	43.9	2,037	4,074		13,244 - 1st .405 hctr/prtn	32,713	6,622	16,356
Inner City	R-I	9,583	9,008	6,421	6,037	4,696	84.3		2,948	31.7	1,474	2,948		9,583 - 1st .405 hctr/prtn	23,671	4,792	11,835
WATER																	
Inner City	W-A	1,503	1,007	721	511	421	7.6		577	6.2	288	577	577	1,503 -1st .15 hctr/prtn	10,398	751	5,199
South Mission	W-B	995	666	477	338	279	5.0		382	4.1	191	382	382	995 -1st .15 hctr/prtn	6,883	497	3,442
Clifton/Glenmore	W-D	3,729	2,498	1,790	1,268	1,045	18.7		1,432	15.4	716	1,432	1,432	3,729 -1st .15 hctr/prtn	25,805	1,865	12,902
TRUNKS																	
Inner City	S-A	1,687	1,401	945	911	743	13.3		648	7.0	324	648	648	1,687 -1st .15 hctr/prtn	11,677	844	5,838
South Mission	S-B	1,631	1,354	914	881	719	12.9		626	6.7	313	626	626	1,631 -1st .15 hctr/prtn	11,289	816	5,644
TREATMENT																	
Inner City & South Mission	T-A	3,691	3,063	2,067	1,993	1,626	29.2		1,417	15.3	708	1,417	1,417	3,691 -1st .15 hctr/prtn	25,540	1,845	12,770
PARKS																	
Parkland acquisition	P-A	7,979	7,979	7,979	7,979	7,979	143.2		Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
Park development	P-D	6,545	6,545	6,545	6,545	6,545	117.5		2,013	21.7	1,007	Exempt	Exempt	6,545 - 1st .405 hctr/prtn	16,167	3,273	8,084

NOTES

- Roads - Charges are Net of "Assist Factor" of 15%

- Wastewater Trunks/Treatment - Charges are Net of "Assist Factor" of 1%

- Water - Charges are Net of "Assist Factor" of 1%

- Areas not noted above are provided water by suppliers other than the City

- Parks - Charges are Net of "Assist Factor" of 8%

- General - 1,000 square feet is considered to be the equivalent of 92.9 meters

- sector designations denote geographical areas as designated on attached Sector maps A1 to A5

- Commercial or Institutional Calculation

The measurement unit for Commercial and Institutional development is square meters of floor area. The calculation of floor area of a commercial or institutional building is based on the gross floor area which is measured from the outside edge of all exterior walls, less the area used for parking of motor vehicles and bicycles in the building permit application.

- Industrial Calculation

The measurement unit for Industrial development is hectares of site area. The calculation of industrial site area is based on the gross area of the site that is proposed for development in a building permit application, including access, parking and loading and excludes landscaped areas and the undeveloped portion of the site that is being held in it's pre-developed state for future additional development (0.405 hectares minimum).

City Boundary
DCC Parks Sector Plan



P-A Parkland Acquisition & P-D Parks Development

This map is for general information only.
The City of Kelowna does not guarantee its
accuracy. All information should be verified.



DCC Parks Sector Plan

Rev. Oct 21/19



Statutory Approval

Under the provisions of section _____ **560**

of the _____ **Local Government Act**

I hereby approve Bylaw No. _____ **11948**

of the _____ **City of Kelowna** ,

a copy of which is attached hereto.

Dated this **3** ***day***

of **February** ***, 2020***

A handwritten signature in black ink, appearing to be "JL", written over a horizontal line.

Deputy Inspector of Municipalities