

City of Kelowna

Regular Council Meeting

AGENDA



Monday, May 30, 2016
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 - 11

PM Meeting - May 16, 2016

3. Public in Attendance

3.1 Rotary Centre for the Arts

12 - 26

Annual presentation to Council by General Manager, Patrick LeBlanc.

4. Development Application Reports & Related Bylaws

4.1 731 Royal Pine Drive, Z16-0013 - Richard & Jennifer Sutton

27 - 44

To rezone the subject property to allow for development of a carriage house.

4.2 731 Royal Pine Drive, BL11248 (Z16-0013) - Richard & Jennifer Sutton

45 - 45

To give Bylaw No. 11248 first reading in order to rezone the subject property to allow for the development of a carriage house.

4.3 2420 Abbott Street, Z16-0014 - Stephani Buckal

46 - 59

To rezone the subject property to facilitate the construction of a second dwelling on the subject parcel.

4.4 2420 Abbott Street, BL11252 (Z16-0014) - Stephani Bruckal

60 - 60

To give Bylaw No. 11252 first reading in order to rezone the subject property to facilitate the construction of a second dwelling.

4.5	451 - 455 Lawrence Avenue, DP16-0079 - Bricks & Mortar Holdings Ltd.	61 - 80
	To consider the form and character of a new commercial building on the subject property.	
4.6	5269 Highway 97N, A16-0009 - City of Kelowna (Kelowna International Airport)	81 - 180
	To support an application to the Agricultural Land Commission (ALC) for the application under Section 29(1) of the Agricultural Land Commission Act for an exclusion of the subject property from the Agricultural Land Reserve (ALR) for airside commercial development to support airport services.	
5.	Bylaws for Adoption (Development Related)	
5.1	1570 Glenmore Road North, BL11161 (Z15-0037) - Aletta Nixon	181 - 181
	To adopt Bylaw No. 11161 in order to rezone the subject property to facilitate a two (2) lot subdivision.	
6.	Non-Development Reports & Related Bylaws	
6.1	Infill Challenge Recommendations	182 - 256
	To consider endorsement of the recommended winners from the Infill Challenge Evaluation Committee, and to provide direction on the recommended implementation measures.	
6.2	Climate Action Revenue Incentive Program Reporting Requirements	257 - 288
	To report on the progress made in 2015 and the plans for 2016 to meet the City's climate action goals in order to fulfill the public reporting requirement for the provincial Climate Action Revenue Incentive Program grant. Further, the report also presents the latest corporate GHG emissions data and highlights GHG emissions reduction projects.	
6.3	1459 & 1469 KLO Road - Rescind Housing Agreement	289 - 291
	To consider rescinding the outdated affordable housing agreements for the subject properties 1459 and 1469 KLO Road in order to allow for the site to be developed as a purpose-built rental housing project.	
6.4	1459 & 1469 KLO Road, BL11251 - A Bylaw to Repeal Housing Agreement Authorization Bylaw No. 9889	292 - 292
	To give Bylaw No. 11251 first, second and third readings in order to repeal the Housing Agreement with Witmar Developments Ltd.	

6.5	Project Update - Public Placemaking (Bernard Avenue Laneway)	293 - 300
	To update Council on the progress made on the Bernard Avenue Laneway project, and to provide Council information with respect to the proposed 2016 temporary site improvements and the proposed 2017 permanent site improvements intended to rejuvenate the Bernard Avenue Laneway.	
6.6	Statutory Notification	301 - 314
	To amend the Development Applications Procedures Bylaw in order to increase the statutory notification area to the public.	
6.7	BL11249 - Amendment No. 4 to Development Applications Procedures Bylaw No. 10540	315 - 316
	To give Bylaw No. 11249 first, second and third readings in order to amend the City of Kelowna's Development Applications Procedures Bylaw.	
6.8	New Taxi Service - Sun Cabs	317 - 319
	To obtain municipal comment on an application to operate a new taxi company within the City of Kelowna.	
6.9	Westbank First Nation - Proposed Additions to Reserve	320 - 323
	To provide City comment on the proposed additions to Westbank First Nation reserve.	

7. Mayor and Councillor Items

8. Termination



City of Kelowna

Regular Council Meeting

Minutes

Date: Monday, May 16, 2016
 Location: Council Chamber
 City Hall, 1435 Water Street

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

Staff Present City Manager, Ron Mattiussi; City Clerk, Stephen Fleming; Cultural Services Manager, Sandra Kochan*; Suburban & Rural Planning Manager, Todd Cashin*; Community Planning Department Manager, Ryan Smith*; Planner, Adam Cseke*; Community & Neighbourhood Services Manager, Louise Roberts*; Utility Services Manager, Kevin Van Vliet*; Divisional Director, Community Planning & Real Estate, Doug Gilchrist*; Sustainability Coordinator, Michelle Kam*; Parking Services Manager, Dave Duncan*; Real Estate Director, Derek Edstrom*; Parking Operations Coordinator, Andrew Roltson*; Building Services Manager, Martin Johansen*; Transportation & Mobility Manager, Moudud Hasan*; Infrastructure Planning Dept. Manager, Joel Shaw*; Council Recording Secretary, Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:36 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 Hodge/Seconded By Councillor Singh

R412/16/05/16 THAT the Minutes of the Regular Meetings of May 9, 2016 be confirmed as circulated.

Carried

Councillor Sieben joined the meeting at 1:39 p.m.

3. Public in Attendance

3.1 Alternator Centre for Contemporary Art

Cultural Services Manager, Sandra Kochan

- Introduced Lorna McParland, Artistic & Administrative Director, Alternator Centre for Contemporary Art, and provided a brief background.

Lorna McParland, Artistic & Administrative Director, Alternator Centre for Contemporary Art

- Displayed a PowerPoint Presentation summarizing the yearly activities of the Alternator Centre and responded to questions from Council.

4. Development Application Reports & Related Bylaws

4.1 894 Stremel Road, Z16-0006, Supplemental Report - McBeetle Holdings

Staff

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

Moved By Councillor Stack/Seconded By Councillor Singh

R413/16/05/16 THAT Council receives, for information, the Report from the Community Planning Department dated May 16, 2016 with respect to a rezoning and OCP amendment for 894 Stremel Road;

AND THAT the Official Community Plan Map Amending Bylaw and Rezoning Bylaw be forwarded for reading consideration.

Carried

4.2 894 Stremel Road, BL11244 (OCP16-0001) - McBeetle Holdings Ltd.

Moved By Councillor Gray/Seconded By Councillor Hodge

R414/16/05/16 THAT Bylaw No. 11244 be read a first time;

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

Carried

4.3 894 Stremel Road, BL11245 (Z16-0006) - McBeetle Holdings

Moved By Councillor Given/Seconded By Councillor Donn

R415/16/05/16 THAT Bylaw No. 11245 be read a first time.

Carried

4.4 247-261 Bernard Avenue, DP16-0065 - Paramount Court Inc.

Councillor Sieben declared a conflict of interest as the proposed reuse of this location could be in direct conflict to a business he has an interest in and departed the meeting at 2:00 p.m.

Staff

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

Moved By Councillor Stack/Seconded By Councillor DeHart

R416/16/05/16 THAT Council hear from the Applicant regarding Development Permit Application No. DP16-0065 for 247-261 Bernard Avenue.

Carried

Doug Porozni, Ronmor Development Inc. and Derek Skinner, McKinley Burkart Architect

- Advised that the flooring will be removed as it angles; want to achieve street level entry.
- Confirmed the Paramount sign will be refurbished and kept as part of the development.
- There is some intent to work with the client to have the theatre feel continue on with the building.
- Confirmed the rooftop patio will be open 3 out of the 4 seasons.
- Anticipate opening at the end of the year.

Moved By Councillor DeHart/Seconded By Councillor Singh

R417/16/05/16 THAT Council authorize the issuance of Development Permit DP16-0065 for Parcel Z (Plan B5763), Block 13, District Lot 139, ODYD, Plan 462, located on 261 Bernard Ave, Kelowna, BC, subject to the following:

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

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permit to be issued;

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

Carried

Councillor Sieben rejoined the meeting at 2:16 p.m.

4.5 1775 Chapman Place. DP16-0060 - 1017482 BC Ltd.

Staff

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Given

R418/16/05/16 THAT Council authorizes the issuance of Development Permit No. DP16-0060 for Lot 3, DL 139, ODYD Plan KAP92715 located at 1775 Chapman Place, Kelowna, BC subject to the following:

The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";

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

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

Carried

4.6 3075 Vint Road, DP16-0099 - Highline Buildings Ltd.

Staff

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

Council

- Expressed concern with the lack of colour renditions of the proposed development.

Moved By Councillor Sieben/Seconded By Councillor Singh

R419/16/05/16 THAT Council hear from the Applicant regarding Development Permit Application No. DP16-0099 for 3075 Vint Road.

Carried

John Hertay, Applicant

- Stated that the complete artist rendition being asked for by Council was provided to staff.
- Expressed it was a surprise and unfortunate that it was not included in the report or presentation.
- Advised that the materials are earth tones with hardy board, brick and stucco.
- Advised that a landscape plan was provided with a \$145,000 bond as well as a \$50,000 bond for slope treatments.
- Confirmed a balcony will be on each unit with glass finishes.
- Advised this is the first townhome project for the University area and want to do it properly.

Staff

- Confirmed that an artist rendition had not been included in the development application submitted to the city.

Moved By Councillor Gray/Seconded By Councillor Sieben

R420/16/05/16 THAT Council defer further consideration of Development Permit Application No. DP16-0099, 3075 Vint Road, until later this afternoon, pending additional information being provided by the Applicant.

Carried

5. Bylaws for Adoption (Development Related)

5.1 (S of) Academy Way, BL11143 (Z15-00006) - Watermark Developments Ltd. & City of Kelowna

Moved By Councillor DeHart/Seconded By Councillor Singh

R421/16/05/16 THAT Bylaw No. 11143 be adopted.

Carried

6. Non-Development Reports & Related Bylaws

6.1 British Columbia Recreation and Parks Association PERC Award

Staff

- Provided background information regarding the BC Recreation & Parks Association PERC Award and presented the Award to Council.

6.2 Water Controller Rebate Program

Staff

- Provided a summary regarding the Water Controller Rebate Program and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Donn

R422/16/05/16 THAT Council receives for information the report from the Utility Services Manager dated May 12, 2016, pertaining to an irrigation controller rebate program for City of Kelowna Water Utility customers;

AND THAT Council approves a \$40 rebate program for the purchase of replacement irrigation controllers for properties serviced by the City of Kelowna water utility as outlined in the report.

Carried

6.3 Community for All Ages Update

Staff

- Displayed a PowerPoint Presentation summarizing the status of the Community for All Ages Project and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor DeHart

R423/16/05/16 THAT Council receives, for information, the report from the Sustainability Coordinator dated May 16, 2016, with respect to the Community for All Ages Update.

Carried

6.4 Eco-Pass Program Updates - Reconsideration

Staff

- Displayed a PowerPoint Presentation summarizing the recent update to the Eco-Pass Program and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Sieben

R424/16/05/16 THAT Council directs staff to amend Council Policy No. 375 to issue Eco-Pass Parking Permits for any hybrid electric vehicle (HEV) with maximum fuel consumption less than 6.0L/100km (city) as per the Natural Resources Canada 2016 Fuel Consumption Guide, until June 1, 2018. The permit will be valid for a one-year

period and allow up to a maximum of two hours per day of no-charge on-street parking;

AND THAT Council directs staff to amend Council Policy No. 375 to provide Eco-Pass Parking Permits for any Battery Electric (BEV) or Plug-in Hybrid Electric Vehicle (PHEV), until further directed by Council. The permit will be valid for a one-year period and allow up to a maximum of two hours per day of no-charge on-street parking.

Carried
Councillors Donn and Given - Opposed

4.6 3075 Vint Road, DP16-0099 - Highline Buildings Ltd. (Continued)

Staff

- Displayed an artist rendition, as provided by the Applicant, since Council considered the application earlier this afternoon, on ELMO.
- Confirmed inability to find such drawings in the file, although, unable to confirm if drawings were ever received by the city prior to application.
- Advised that the application had been in stream for only 6 weeks.

Council

- Raised questions regarding the differences between artist rendition of flora and what is shown on the landscape plan.

John Hertay, Applicant

- Advised that the landscaping has been upgraded from what is shown on the artist rendition; the artist conceptions are evolving.
- Confirmed the building colours in the artist rendition is different than the colour pallets included as part of the Development Permit, and that the colours in the Development Permit are what will be used.
- Responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Gray

R425/16/05/16 THAT Council authorize the issuance of Development Permit DP16-0099 for Lot 9, Section 3, Township 23, ODYD, Plan EPP53793, located on 3075 Vint Rd, Kelowna, BC, subject to the following:

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

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permit to be issued;

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

Carried

6.5 Energy Specialist Program - Contract Extension

Staff

- Provided a review of the Energy Specialist Program along with projects and cost savings to date and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Sieben

R426/16/05/16 THAT Council receives, for information, the report from the Manager, Building Services dated May 16, 2016 with respect to a one-year contract extension to the FortisBC Energy Specialist Program;

AND THAT the 2016 Financial Plan be amended to include \$60,000 in funding from the FortisBC Energy Specialist Program;

AND FURTHER THAT the 2016 Financial Plan be amended to include up to \$95,000 funded from the Energy Carbon Reserve to extend the Energy Specialist position.

Carried

6.6 Pedestrian and Bicycle Master Plan

Staff

- Displayed a PowerPoint Presentation summarizing the Pedestrian and Bicycle Master Plan and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Given

R427/16/05/16 THAT Council receives, for information, the final Pedestrian and Bicycle Master Plan as attached to this report from the Transportation & Mobility Manager dated May 16, 2016;

AND THAT Council endorses the Pedestrian and Bicycle Master Plan, as presented in the report from the Transportation & Mobility Manager dated May 16, 2016;

AND THAT Council directs staff to bring forward the required Bylaw and Policy updates, as identified in Chapters 6, 7 and 8 of the Pedestrian and Bicycle Master Plan for Council consideration.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1 BL11215 - Amendment No. 7 to Kelowna Memorial Park Cemetery Bylaw No. 8807

Moved By Councillor Singh/Seconded By Councillor DeHart

R428/16/05/16 THAT Bylaw No. 11215 be adopted.

Carried

8. Mayor and Councillor Items

Councillor DeHart:

- Commented that Downtown Kelowna Association After 5 Event is scheduled for May 25th.
- Spoke to the upcoming Daffodil Ball Fundraising Event on May 28th

Councillor Singh:

- Spoke to her attendance, on behalf of Mayor and Council, at the MS Walk on Sunday, May 15th

Councillor Sieben:

- Spoke to the upcoming 57th Annual Rutland May Day event this weekend.

Councillor Gray:

- Spoke to her attendance and success of last weekend's Great Okanagan Beer Festival.

Councillor Donn:

- Spoke to the upcoming 100+ Men Who Give a Damn Event on Thursday, May 19th.

Councillor Given:

- Spoke to her attendance, on behalf of Mayor and Council, at the Make Water Work Session and encouraged citizen to take the pledge on their website, drinkwater.ca

9. Termination

This meeting was declared terminated at 4:45 p.m.

Mayor

/acm



City Clerk



2016 Annual Report

Mission Statement

To celebrate, nurture, and promote
the Arts through diversity,
entertainment, and education.

Vision Statement

To be the heart of Kelowna's Arts &
Cultural experience.

2015-2016 Season



Embodiment II



The Comic Strippers



Arbolé



Dancers of Damelahamid



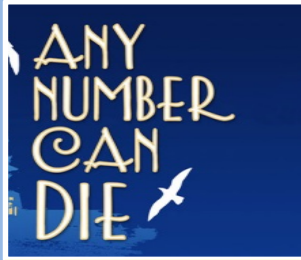
Rudolph The Red-Nosed Reindeer



Sugar Skull Strut



Huff



Any Number Can Die



The Full Monty



Mardi Gras

86 performers • 55 local performers • 7,433 in attendance • 323% increase over previous season

Community Programs



heART Fit



Drum Circle



Jazz Jam



Salsa Thursdays



First Thursdays



School of Blues

Collaborating with Community Groups



UBC Okanagan



Creative Aging



Pride Launch Party with
Okanagan Pride Society



For the Love of Art Almighty with Potters Addict
30+ Artisans

Resident Artists



One of our Success Stories

Brandy Masch



“Having my own studio gives me a dedicated space to create, enough space to take on bigger projects & exhibit my work. I can have open studio tours, culture crawls, art classes & a professional place to meet with gallery owners & clients.”



“It is also less isolating. I have the opportunity to network & socialize with other artists, meet people who may not have seen my art & potentially sell work.”

Everyone Plays Here!



230,000 visits



+2% increase over last year

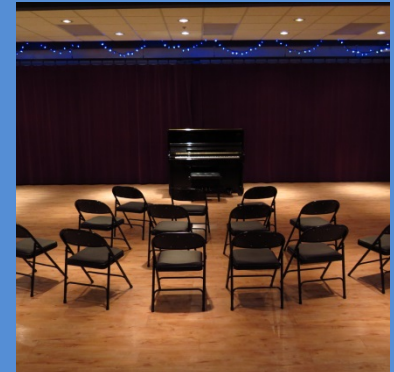
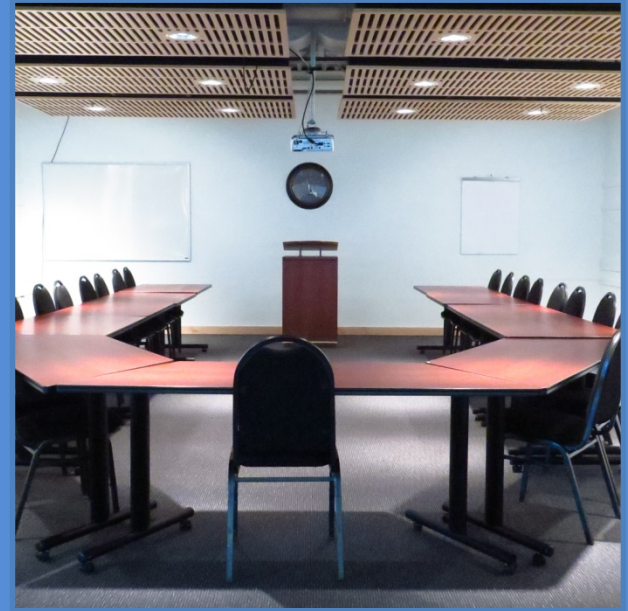


20,000 tickets sold

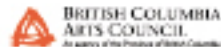


+11% increase over last year

2,450 Rentals & 16,867 Rental Hours



Our Partners

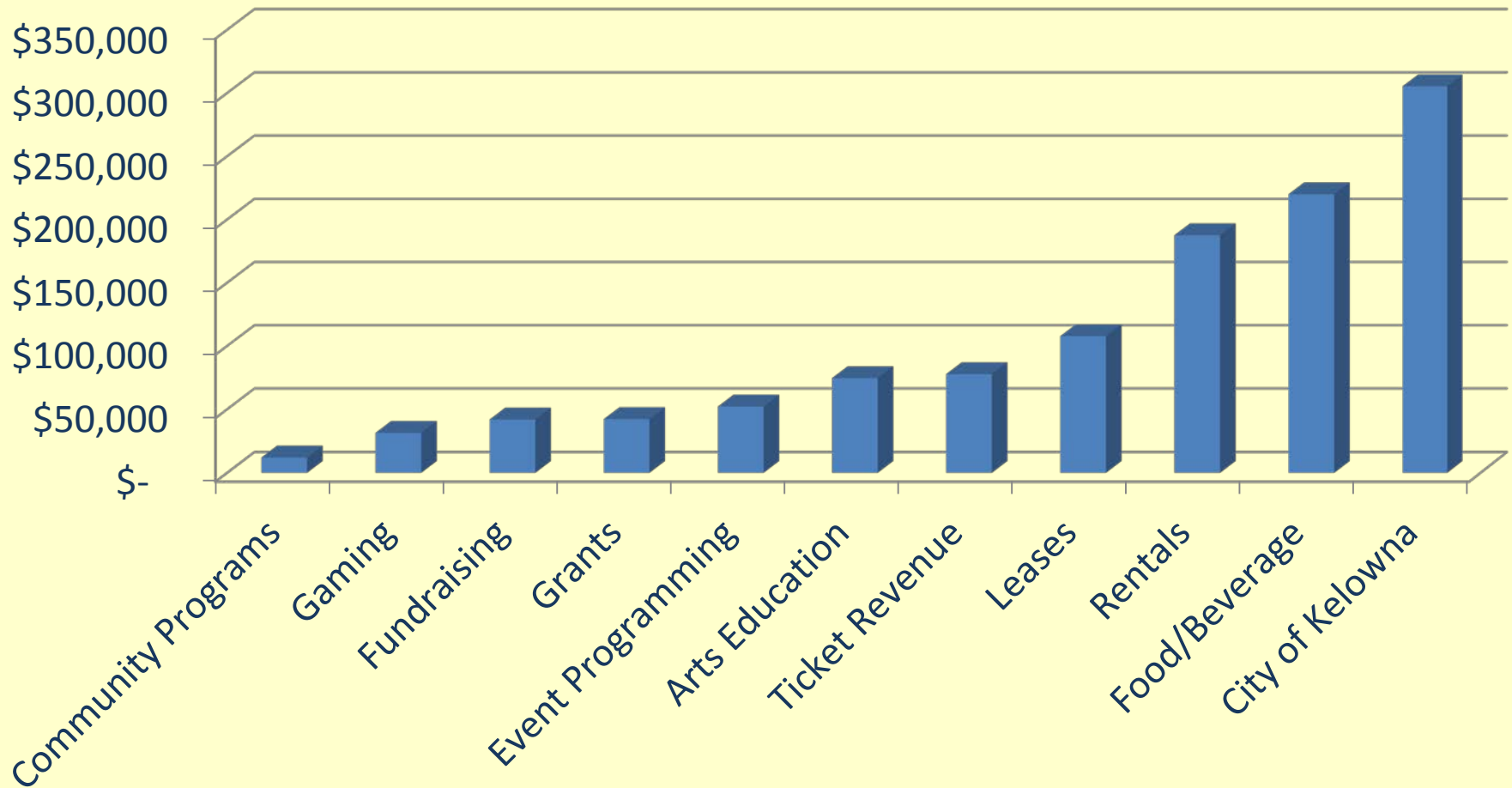


FACILITY PARTNER



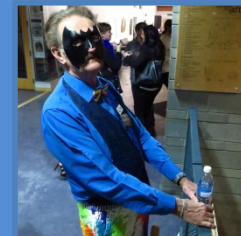
The Rotary Centre for the Arts

Annual Revenue



Annual Revenue \$1,153,050 • 26% from City of Kelowna

80 Volunteers & 10 Board Members
3,276 volunteer hours = \$45,000+



R C A S T A F F



10 Full-Time Employees



16 Part-Time
Employees



22 Contract Instructors



\$617,100 Payroll

Movie Nights downtown...coming Fall 2016!





Thank you!

REPORT TO COUNCIL



Date: May 30, 2016.

RIM No. 1250-30

To: City Manager

From: Community Planning Department (PMc)

Application: Z16-0013 **Owner:** Richard A. & Jennifer-Lyn A. Sutton

Address: 731 Royal Pine Dr. **Applicant:** Mario Emond/Center Construction

Subject: Rezoning Application

Existing OCP Designation: Single Two Unit Residential (S2RES)

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: RU1c - Large Lot Housing with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z16-0013 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 25, Sec. 30, Twp. 26, O.D.Y.D. Plan 40293, located at 731 Royal Pine Dr., Kelowna, BC from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone, be considered by Council;

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

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

2.0 Purpose

To rezone the subject property to allow for development of a carriage house.

3.0 Community Planning

Community Planning Staff supports the proposed rezoning application to allow for the development of a carriage house on the subject property. The S2RES - Single/Two Unit Residential OCP Land Use Designation permits the proposed RU1c - Large Lot Housing with Carriage House zone. Currently there are a number of legal secondary suites located on nearby adjacent parcels, although there are currently no carriage houses in the area. The proposed carriage house use is consistent with the OCP policy for Sensitive Infill and Compact Urban Form.

Council Policy No. 367 with respect to public consultation was undertaken by the applicant. All adjacent neighbours within a 50m radius were provided with a circulation package in regards to the development.

The applicant has reduced the size of the proposed carriage house to a 1 bedroom unit. This has reduced the overall footprint of the building, as well as reducing the overall length of the carriage house. The revised landscape plan also notes additional plantings along the northwest property line.

4.0 Proposal

4.1 Background

The subject property was registered in 1988 and developed with single unit dwelling in 1989. In 1993 a swimming pool was added to the property. There had been a number of retaining walls constructed in the rear yard to create a level area for the pool, as well as a level area to the rear of the dwelling. In 2013, there was a major renovation to the kitchen.

4.2 Project Description

The applicant is proposing to replace the existing pool house, located behind the existing dwelling and adjacent to the pool, with a new structure that will have a carriage house developed on the upper level, and a mechanical room on the lower level to service the adjacent pool. As part of the redevelopment plan, the applicant is proposing to repair or replace the existing retaining walls as several of the existing walls are showing signs of cracking and failure.

Application for a Development Variance Permit has been made to address retaining walls that are greater in height than the maximum permitted wall height of 1.2m.

The proposed carriage house is designed as a single storey unit to be constructed on the level area adjacent to the swimming pool, created by a retaining wall. The southwest end of the carriage house is designed to be constructed on top of the mechanical room for the pool area, created by the exposed foundation and retaining wall at this location. Owing to this configuration, the measured height of the carriage house is 5.92m. which is greater than the maximum 4.8m height permitted. There has also been application made for a form and character Development Permit for the carriage house.

As part of the proposed site redevelopment, the applicant is also proposing to improve the landscaping of the property by cleaning up the existing landscaped areas, and introducing new plantings to the northwest and southeast property lines adjacent to the pool areas.

As noted in the attached notification letter, the owners are not intending to rent out the unit, but wish to use the carriage house as a guest house for friends and family.

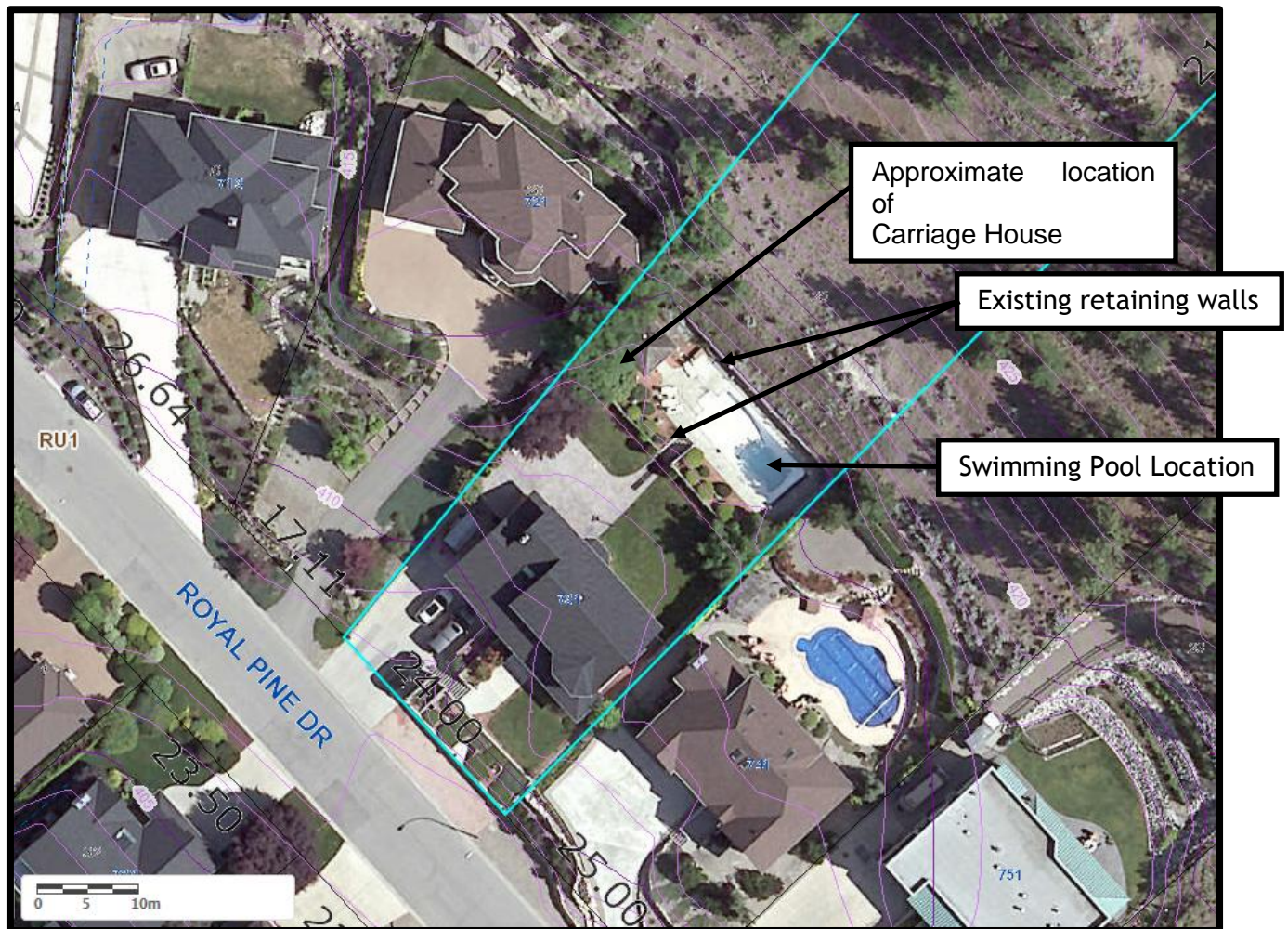
4.3 Site Context

The subject property is located on the north side of Royal Pine Dr. The subject property has a gently sloped area adjacent to the road, and several level areas created by retaining walls. The remainder of the lot is steeply sloped up to Knox Mountain Park.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P3 - Parks and Open Space	Knox Mountain Park
South East	RU1 - Large Lot Housing	Single Unit Housing
South West	RU1 - Large Lot Housing	Single Unit Housing
North West	RU1 - Large Lot Housing	Single Unit Housing

Subject Property Map: 731 Royal Pine Dr.



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RU1c ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	550 m ²	6,462 m ²
Minimum Lot Width	16.5 m	24.0 m
Minimum Lot Depth	30 m	180 m
Development Regulations		
Maximum Site Coverage (buildings)	40%	7.4%
Maximum Site Coverage (bldg, driveways and parking)	50%	8.2%
Site coverage carriage house	20%	1.2%
Floor area of carriage house	100 m ²	79.5 m ²
% carriage house to dwelling	75%	28%
Setback to principal dwelling	3 m	6 m
Carriage House Regulations		
Max. Height	4.8 m	①5.92 m
Min. Side Yard (west)	2.0 m	2.0 m
Min. Side Yard (east)	2.0 m	5.4 m
Min. Rear Yard (no lane)	m	40 m
Height (carriage house shall not be higher than existing primary dwelling unit)	2½ storey extg house	1 storey carriage house
Other Regulations		
Min. Parking Requirements	3 stalls	3 stalls
Min. Private Open Space	30 m ²	+30 m ²
Max. height retaining walls	1.2m	②2.3m
Requested Variances		
① Indicates a requested variance to carriage house building height from 4.8m proposed to 5.97m proposed		
② Indicates a requested variance to retaining wall height from 1.2m permitted to 2.3m proposed.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

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

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

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

6.0 Technical Comments

6.1 Building & Permitting Department

- 1) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s)
- 2) A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - i. At least one door must open with a vertical hinge. (added to revised drawings)
- 3) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application.
- 4) Structural Engineering is required for retaining walls at time of permit application.
- 5) Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation are being applied to this structure.

6.2 Development Engineering Department

See attached Development Engineering memo dated March 16, 2016.

6.3 FortisBC Energy Inc. (Gas)

No concerns

6.4 FortisBC Inc. (Electric)

There are FortisBC Inc (Electric) ("FBC(E)") primary distribution facilities along Royal Pine Drive. The applicant is responsible for costs associated with any change to the subject property's existing service, if any, as well as the provision of appropriate land rights where required.

Otherwise, FBC(E) has no concerns with this circulation.

In order to initiate the design process, the customer must call 1-866-4FORTIS (1-866-436-7847). It should be noted that additional land rights issues may arise from the design process but can be dealt with at that time, prior to construction.

6.5 Fire Department

- Requirements of section 9.10.19 Smoke Alarms and Carbon Monoxide alarms of the BCBC 2012 are to be met.
- All units shall have a posted address on Royal Pine Dr. for emergency response
- Do not release BP until all life safety concerns are completed.

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

7.0 Application Chronology

Date of Application Received:	February 19, 2016
Date Public Consultation Completed:	March 15, 2016
Revised Drawings received:	April 19, 2016
Updated Consultation received:	April 26, 2016

Report prepared by:

Paul McVey, Urban Planner

Reviewed by:

☐

Terry Barton, Urban Planning Manager

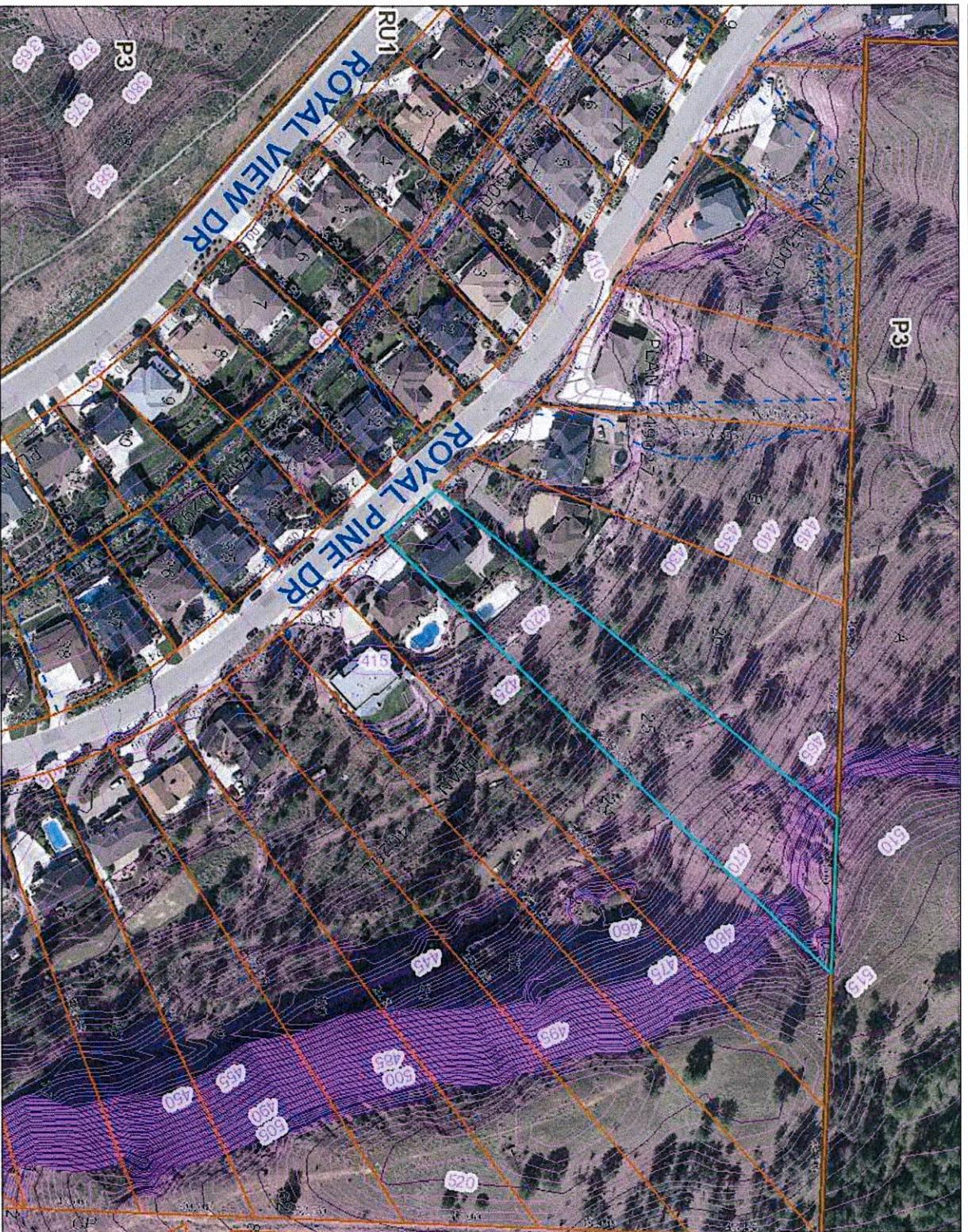
Approved for Inclusion:

☐

Ryan Smith, Community Planning Department Manager

Attachments:

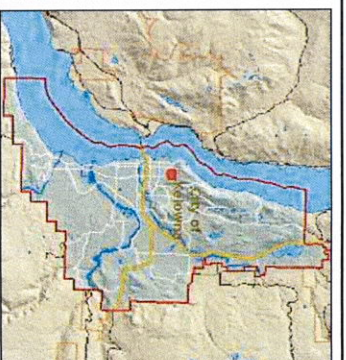
Subject Property Map
Site Plan
Development engineering memo dated March 16, 2016
Conceptual Elevations
Landscape Plan
Context/Site Photos
Notification letter



0 50 100Meters

May 3, 2016

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



- Legend**
- Easements
 - Legal Lots Text
 - Zoning
 - Contours 5m Text
 - Contours 5m
 - Contours 1m



Notes

ABOVE GRADE WALL	ASSEMBLY CONFORMANCE RATES	DESIGN
(WITHOUT HEAT RECOVERY VENTILATION)		

PLATE GROUND WALL ASSEMBLY COMPONENTS (MS)	Q88	Q2
1. SHEET PILING	0.07	0.11
2. BRICKWORK	0.07	0.11
3. ASPHALT IMPREGATED PAPER	0.11	0.15
4. 7/16 OS SHEATHING	0.10	0.14
5. 2x6 FRAMING @ 24" OC, w/16d PSB 4231 NAIL	2.00	1.83
6. 1/2" INSULATED FIBERGLASS BOARDER	0.08	0.09
7. 1/2" GYPSUM WALL BOARD	0.08	0.06
8. 1" COAT LATE PAPER, 1/2" NAIL FINISH	0.12	0.08
INTERIOR BRK BLVD		
EFFECTIVE R / VALUE OF INSURE ASSEMBLY	3.16	17.56
PROPOSED		
REQUIRED	3.08	17.51



	ES	SE	SI
FOUNDATION WALL - ASSEMBLY COMPONENTS (M)	0.00	0.00	0.00
1 DAMP PROOFING	0.00	0.00	0.00
2 8" CONCRETE FOUNDATION WALL	0.16	0.91	0.16
3 1/2" AIR CANY	0.16	0.91	0.16
4 2" INS FRAMING @ 24" O.C. W/22 PLS 3.5:1 BATT	2.67	15.18	2.67
5 6" AIR RESISTENT BARRIER	0.00	0.00	0.00
6 1/2" GYPSUM WALL BOARD	0.08	0.45	0.08
7 1/2" GYPSUM BOARD	0.08	0.45	0.08
8 1/2" GYPSUM BOARD	0.08	0.45	0.08
9 1/2" GYPSUM BOARD	0.08	0.45	0.08
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77 1/2" GYPSUM BOARD	0.08	0.45	0.08
78 1/2" GYPSUM BOARD	0.08	0.45	0.08
79 1/2" GYPSUM BOARD	0.08	0.45	0.08
80 1/2" GYPSUM BOARD	0.08	0.45	0.08



UN-HEATED FLOOR ABOVE FROST LINE ASSEMBLY COMPONENTS (F2)		R _{SI}	R
1	INTERIOR AIR FILM	0.12	0.68
2	4" CONCRETE SLAB	0.04	0.23
3	3" UNFACED EXPANDED POLYSTYRENE	1.96	11.14
4	9 MIL POLYETHYLENE AIRWATER BARRIER	0.00	0.00
EFFECTIVE RSI R VALUE OF FLOOR ASSEMBLY		2.12	12.05
PROVIDED		1.96	11.14

CEILING ROW A11C - (SSEVEN COMPONENTS B1)	R3	R8
1. EXTERIOR AIR FLOW	0.03	0.7
2. CONTINUOUS LAYER TO AIR INSULATION 11 + 1	6.66	36.57
3. 24 HOUR COORD @ 2% OF CAVITY	1.83	10.00
4. 6 MM POLYURETHANE INSULATION BARRIER	0.00	0.00
5. 12% CAVITY WALL BOARD	0.06	0.65
6. 1 COAT LATEX PRIMER & PAINT FINISH	0.00	0.00
7. INTERIOR AIR FLOW	0.12	0.68
EFFECTIVE R-1 VALUE OF FINISH ASSEMBLY		
PRODUCED	9.02	51.28
REQUIRED	6.67	49.29




<p>F4</p>	<p>4-DOF 4-BAR MECHANISM WITH SLIDER BLOCK</p>
<p>F3</p>	<p>3-DOF 3-BAR MECHANISM WITH SLIDER BLOCK</p>
<p>F2</p>	<p>2-DOF 2-BAR MECHANISM WITH SLIDER BLOCK</p>


[illegible]

	<p>W2</p> <p>CONCRETE FOUNDATION WALL REFERS TO STRUCT. FOR INCREASED</p>
	<p>W2</p> <p>CONCRETE FOUNDATION WALL REFERS TO STRUCT. FOR INCREASED</p>

		<p>STUCCO FINISH WHITE DIRTED LAY 1 GARD DAMPROOFING CONCRETE FLOOR/RETAIN WALL 1/2" POLYSTYRENE INSULATION 2 1/2" (61.3) REXOL INSULATION 10.2" FELLOW GARD</p>
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	<p>CONCRETE FOUNDATION WALL REFER TO SPEC. FOR DIMENSIONS</p>
	<p>CONCRETE FOUNDATION WALL REFER TO SPEC. FOR DIMENSIONS</p>
	<p>CONCRETE FOUNDATION WALL REFER TO SPEC. FOR DIMENSIONS</p>
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	<p>CONCRETE FOUNDATION WALL REFER TO SPEC. FOR DIMENSIONS</p>

  	<p>W5</p> <p>*REFER TO ELEMENTS:</p> <ul style="list-style-type: none"> 3 COAT ACETIC STUCCO WITH MESH PLASTER OR MOULDED WOOD CLADDING 2 LAYERS OF 30 MIL. BLACK PAPER (PAPER LAYERS) 7/16" OSB SHEATHING 2x6 WOOD STUDS @ 24" O.C. 2x6 WOOD STUDS @ 24" O.C. 6 MIL. POLYETHYLENE BARRIER 1/2" G.W.B. 3 COAT PLASTER FINISH
---	--


PARTITION ASSEMBLIES	
	<p>3 COAT PAINT FINISH</p> <p>1/2 G.W.L. (10% x FOR BLANK WALLS)</p> <p>(FACED RESIDENT BLURT AUSTS)</p> <p>2ND WOOD PRIME 17% O.C.</p> <p>1/2 G.W.L. (10% x FOR BLANK WALLS)</p> <p>(FACED RESIDENT BLURT AUSTS)</p> <p>3 COAT PAINT FINISH</p>

FLOOR ASSEMBLIES	
	<p>F1 4" CONC. SLAB OVER 8" BRICK MASONRY WITH BRICK @ 1" LVL. 6" ME. POLYETHYLENE AIR BARRIER 8" BRICK INSULATION 1" ME. F. COMPACTED GRAVEL (4" ME. F. COMPACTED LAYER)</p>

F2

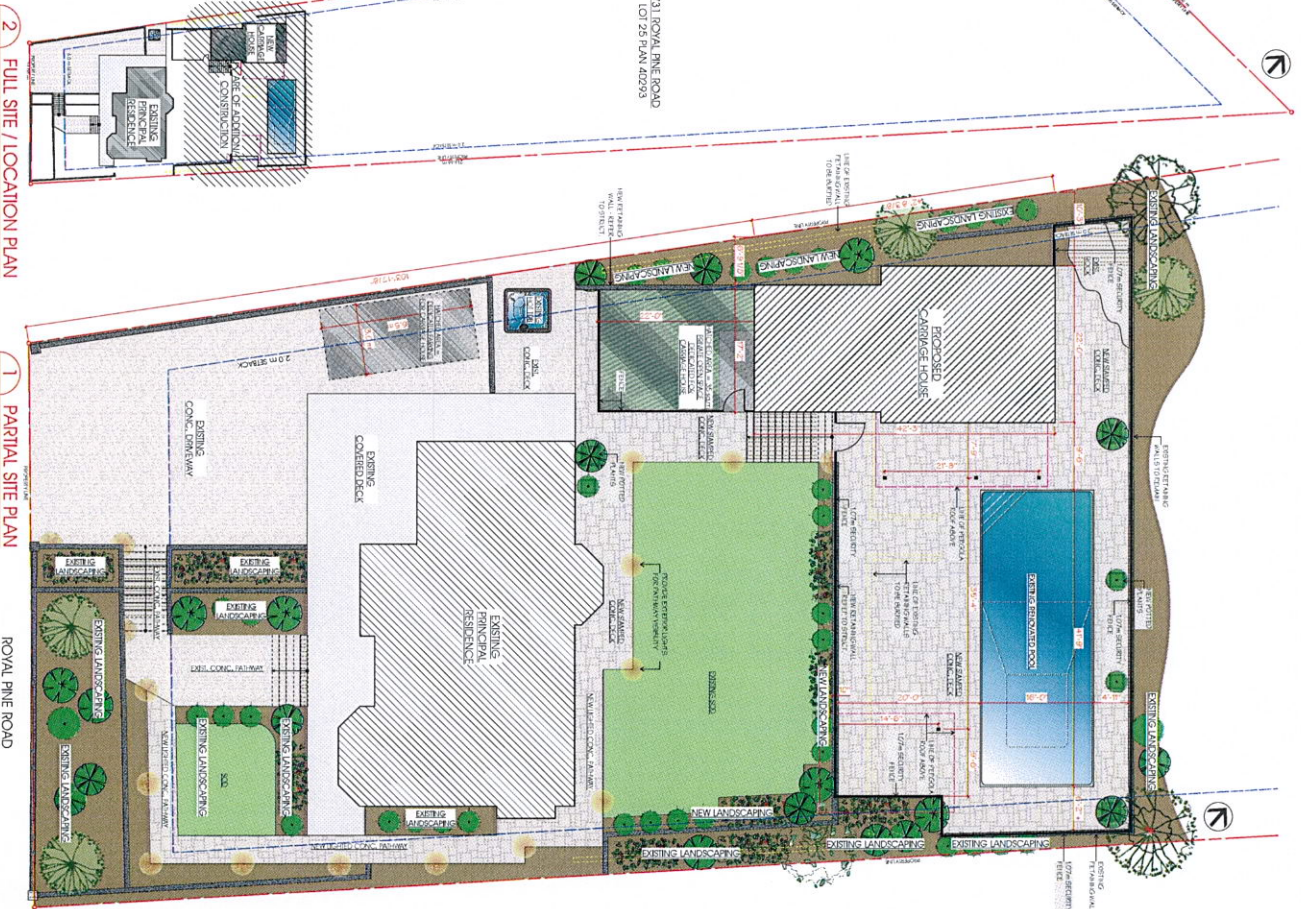
4" CONC. SLAB
w/ 1.5M REBAR @ 16" C/W,
3" (9.14) SPEED REGULATION
RIGID & 4" (1.27) CHALK FROM
EXTENDED WALL AS PER A-9.25.2 & A-9
6 M. VERTICAL AIR BARRIER
W/ 0.15" COMPACTED GRAVEL

	<p>4" CONC. SLAB GRAVEL (18E.M.) W/ 16 E.M. @ 16" E.M. 6" COARSE GRAVEL COMPACTED</p>
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	<p>FLOOR FINISH 1/2" T&G PLYWOOD SHEATHING GULFED & SCREWED 1A-BIG, FLOOR JOISTS HOLE BOLT BRACKET 6W G.W.L. 3 COAT PAINT FINISH</p>
---	--

MUNICIPAL ADDRESS
731 ROYAL PINE ROAD, KELO

LEGAL DESCRIPTION		ACRES	
LOT 25, PALM 40/93		69,807.6 sq.ft.	6.4651 ac.
ROCKING HORSE		1,000 sq.ft.	0.0497 ac.
PARCEL 1			
CORNER HOUSE	864.0 sq.ft.	79.5 sq.m.	
CONCRETE RES.	3,000.0 sq.ft.	278.7 sq.m.	
GARAGE	564.0 sq.ft.	51.5 sq.m.	
CONCRETE AND	772.0 sq.ft.	71.7 sq.m.	
PARCEL COVERAGE			
ALLOVED	40%	2,594.1 sq.m.	
CORNER HOUSE HEIGHT	7.4%	209.7 sq.m.	
ALLOVED	4.4 m.		
PROPOSED	3.3 m.		
SETBACKS	4.0 m.		
FRONT	7.0 m.		
REAR	2.0 m.		

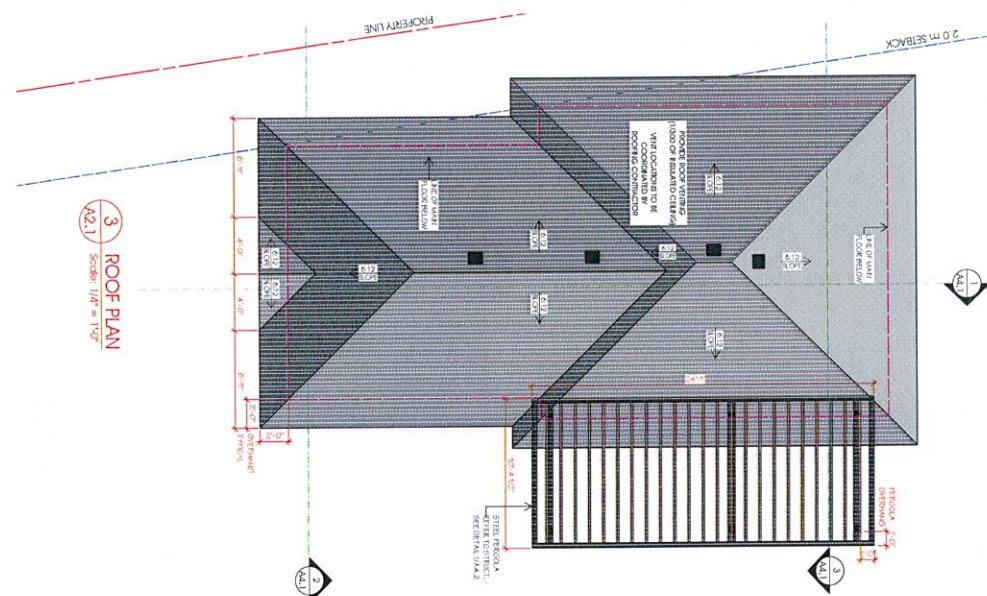
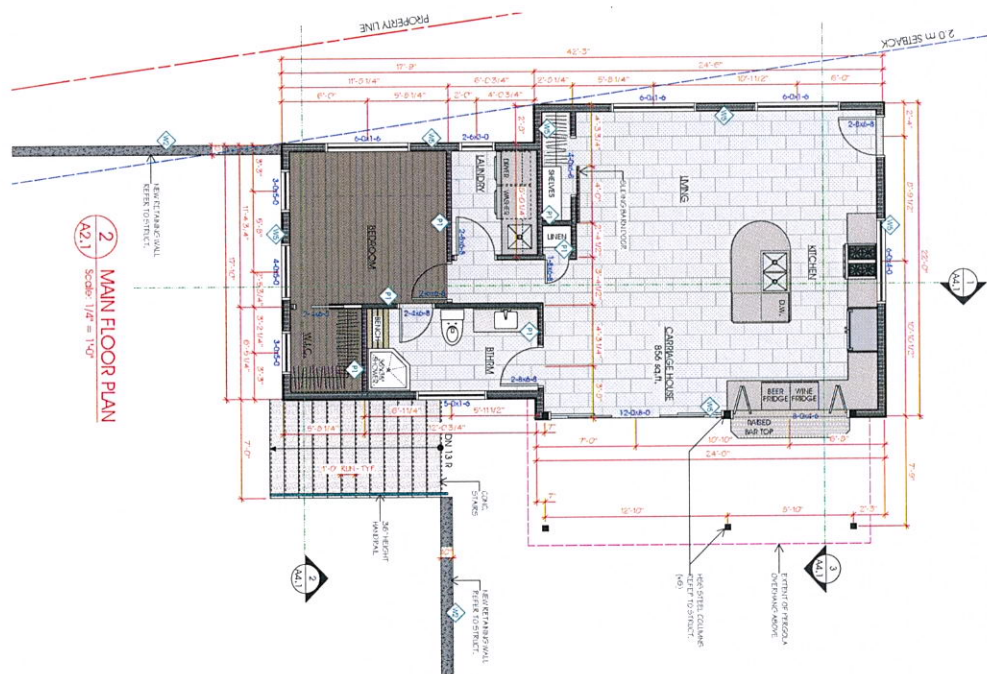
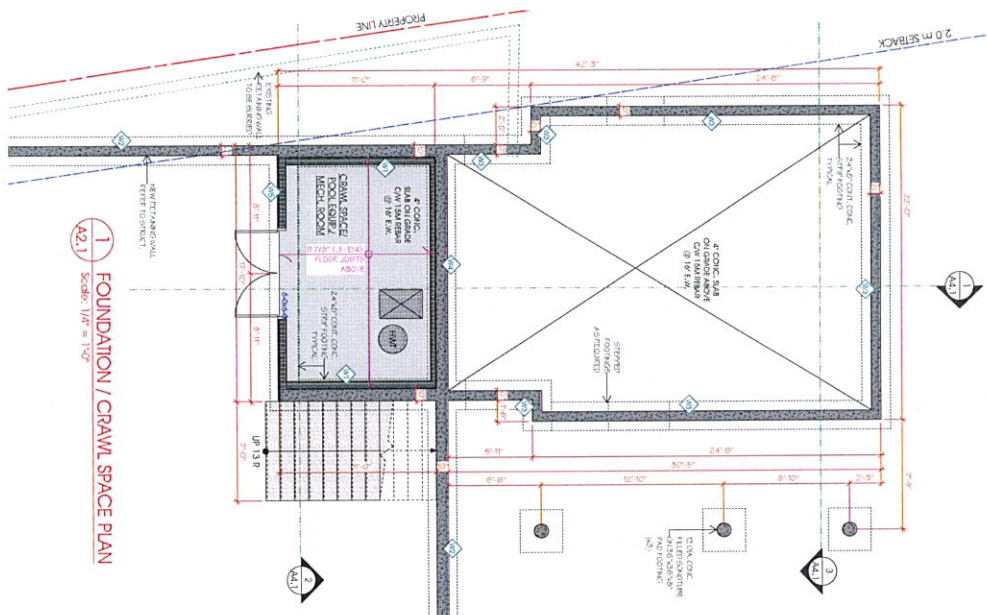


2
A1.1

FULL SITE / LOCATION PLAN

Scale: 1/32" = 1'-0"

1
PARTIAL SITE PLAN
Scale: 1/8" = 1'-0"



ERRORS AND OMISSIONS

SCHLITZER FINE DESIGN SHALL NOT BE RESPONSIBLE FOR ANY VARIANCES FROM THE STRUCTURAL DRAWINGS AND SPECIFICATIONS OR ADJUSTMENTS REQUIRED RESULTING FROM CONDITIONS ENCOUNTERED AT THE JOB SITE, AND IS THE SOLE RESPONSIBILITY OF THE OWNER OR CONTRACTOR.

SCHLITZER FINE DESIGN WANTS NEW CLIENTS TO PROVIDE COMPLETE AND ACCURATE CONSTRUCTION DRAWINGS. HOWEVER, WE ASSUME NO LIABILITY FOR ANY ERRORS OR OMISSIONS WHICH MAY AFFECT CONSTRUCTION. THE CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE SET CONDITIONS BEFORE COMMENCING CONSTRUCTION. IT IS THE RESPONSIBILITY OF ALL TRADERS AND SUBSIDIARIES TO CHECK AND VERIFY ALL DIMENSIONS AND DETAIL BEFORE COMMENCING WITH THEIR PORTION OF THE CONSTRUCTION. SHOULD ANY DISCREPANCIES BE FOUND ON THEIR PLANS, PLEASE ADVISE OUR OFFICE SO WE CAN MAKE THE NECESSARY CORRECTIONS.

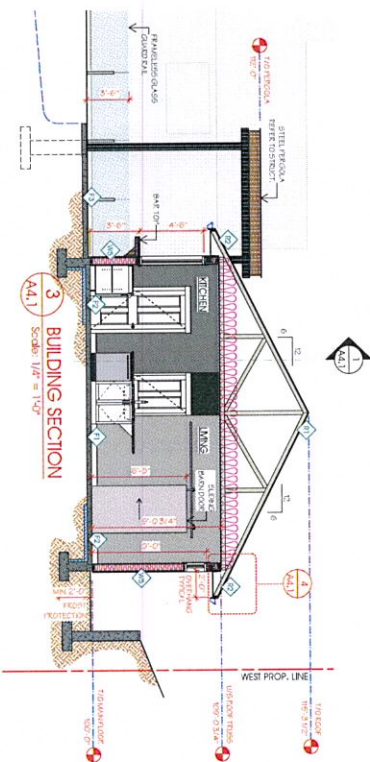
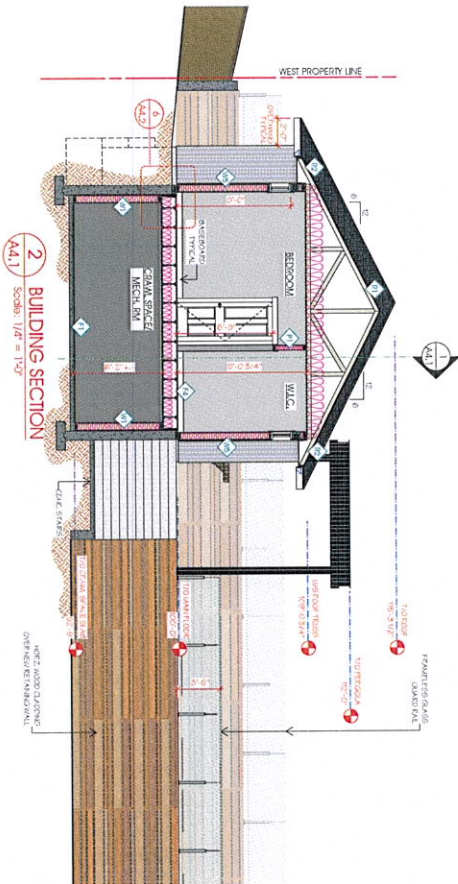
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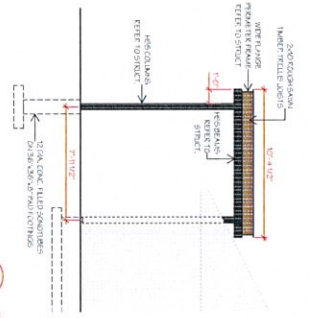
LOADING DISTANCE	AREA OF COMPARTMENT	OPENING PROVIDED	LBA DISTANCE	OPENING ALLOWED
	32.6 SQ.M	3.2 SQ.M 9.8 %	2.0 m +	11.0 %
WEST ELEVATION				

3 WEST ELEVATION
Scale: 1/4" = 1'-0"
A3.1

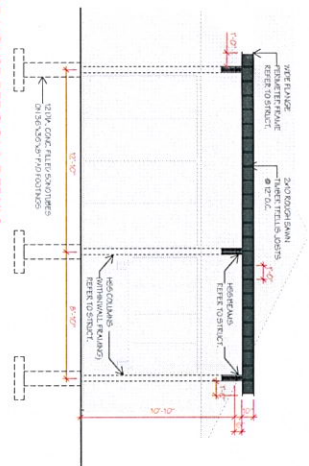
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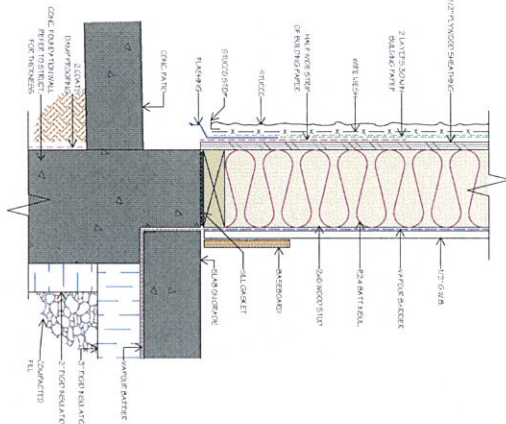
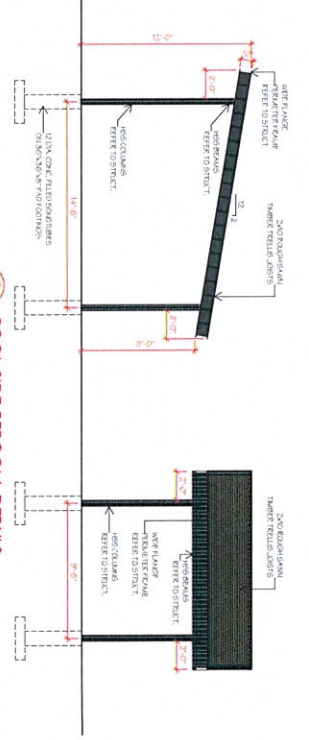
COMPONENT 1016		PROJECT TITLE:	DAYNA BRY
1	STAIR CASE	CONTRACTOR:	01.1.2016
2	STAIR CASE	PRODUCTION:	19.05.2016
3	STAIR CASE	SHEET NO.	A4.1
4	STAIR CASE		
5	STAIR CASE		
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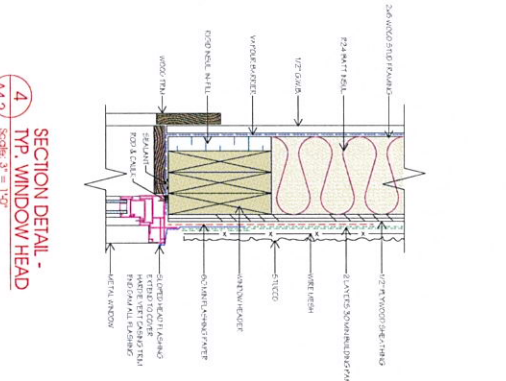
1 CARRIAGE HOUSE PERGOLA DETAILS
Scale: 1/4" = 1'-0"



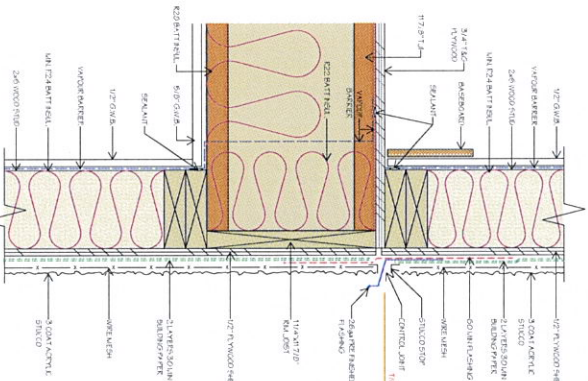
2 POOL SIDE PERGOLA DETAILS
Scale: 1/4" = 1'-0"



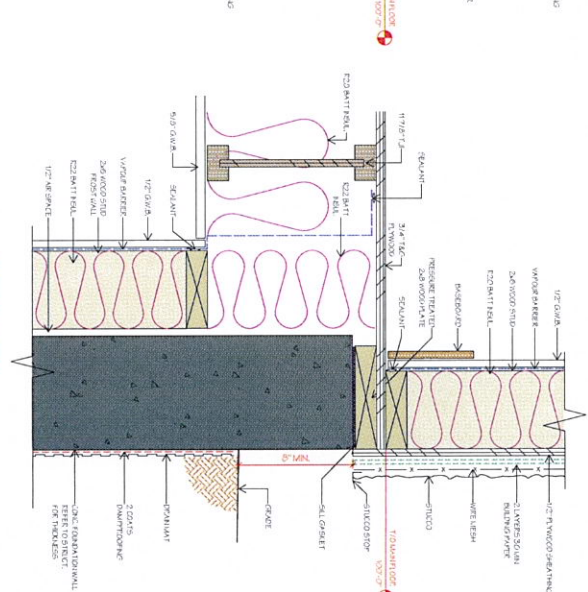
3 SLAB ON GRADE @ EXTERIOR
Scale: 3/8" = 1'-0"



4 TYP. WINDOW HEAD
Scale: 3/8" = 1'-0"



5 FLOOR INTERSECTION
Scale: 3/8" = 1'-0"



6 FOUNDATION WALL @ EXTERIOR
Scale: 3/8" = 1'-0"

ERRORS AND OMISSIONS		PROJECT TITLE:		START DATE:		DRAWN BY:	
SCHUSTER HOME DESIGN SHALL NOT BE RESPONSIBLE FOR ANY VARIANCES FROM THE STRUCTURAL DRAWINGS AND SPECIFICATIONS, OR ADJUSTMENTS REQUIRED RESULTING FROM CONDITIONS ENCOUNTERED AT THE JOB SITE, AND IS THE SOLE RESPONSIBILITY OF THE OWNER OR CONTRACTOR.		CADD/REVISED/REVISION		DATE		PROJECT NO.	
SCHUSTER HOME DESIGN MAKES EVERY EFFORT TO PROVIDE COMPLETE AND ACCURATE CONSTRUCTION DRAWINGS. HOWEVER, WE ASSUME NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE USER OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND DETAILS BEFORE COMMENCING WITH THEIR PORTION OF THE CONSTRUCTION. SHOULD ANY DISCREPANCIES BE FOUND ON THESE PLANS, PLEASE ADVISE OUR OFFICE SO WE CAN MAKE THE NECESSARY CORRECTIONS.		SCALE		PROJECT NO.		SHEET NO.	
		1/8" = 1'-0"		7701001A PERGOLA		15/30	
		NO REVISIONS		DATE		A4.2	
		SCHUSTER HOME DESIGN		SHEET TITLE:		PERGOLA DETAILS	
		PROJECT NO.		DATE		A4.2	

April 26, 2016.

Re: Update @731 Royal Pine Drive-Rezoning and Development Permit

Dear Neighbour,

This letter is to inform you of our development application at 731 Royal Pine Drive. Our development proposal is to rezone the property from its current designation of RU1 (large lot housing) to RU1c (large lot housing with carriage house)

As you can see from the pictures below, we desperately need to construct a new retaining wall. The existing retaining walls were never properly engineered, using a 4 foot wall and then a couple rows of unfilled concrete blocks. The result is unsightly, unsafe and at this point, barely functional.

This will be corrected so that it is safe, is aesthetically pleasing without losing too much green space, but requires a height variance for the wall.

As luck would have it, the liner of the pool collapsed and the old pool boiler finally quit working last season. Between equipment and labour for the pool and retaining wall we thought it was a good idea to bring the whole backyard up to current standards.

The old pool house had a change area, 3 piece bathroom and equipment area. We want to construct a brand new pool house. This is a downsize from what we proposed initially. The previous plan was a 1074 sq.ft pool house that would have required a size variance. At 856 sq.ft., no size variance will be required. A height variance will be required, but it's only 4 feet higher than the current pool house and many, many feet lower than the existing building and trees adjacent to it.

We truly wish the City had a RU1 (ph-pool house) designation as carriage house often has the connotation of rental associated with it, but we will not be renting the pool house. As most of you know, we host family and friends and it'll be so nice to have the extra space and a bit more privacy.

If you have any questions or concerns, please contact either Rich or Jenn @ 250.869.2655 or email Jennifer.sutton@apexgcs.ca or Richard.sutton@apexgcs.ca

If you are in support of our application, it would be appreciated if you could call or email us with confirmation. If you have any questions or concerns, please don't hesitate to contact us.

Thank you for your consideration,

Rich Sutton



CITY OF KELOWNA
MEMORANDUM

Date: March 16, 2016
File No.: Z16-0013

To: Land Use Management Department (PMcV)

From: Development Engineering Manager

Subject: 731 Royal Pine Drive Lot 25 Plan 40293 RU1C Carriage House

Development Engineering has the following requirements associated with this application.

1. Domestic Water and Sanitary Sewer

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

2. Sanitary Sewer

Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service complete with inspection chamber (IC). No service upgrades are required for this application.

3. Electric Power and Telecommunication Services

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

4. Access and Parking Requirements

The proposed parking module location for the Carriage House must meet bylaw requirements.

Steve Muenz, P. Eng.
Development Engineering Manager
JF/jf







CITY OF KELOWNA
BYLAW NO. 11248
Z16-0013 - Richard & Jennifer-Lyn Sutton
731 Royal Pine Drive

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 25, Section 30, Township 26, ODYD, Plan 40293 located on Royal Pine Drive, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU1c - Large Lot Housing with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: May 30, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (LK)

Application: Z16-0014

Owner: Stephani Bruckal

Address: 2420 Abbott Street

Applicant: Myles Bruckal

Subject: Rezoning Application

Existing OCP Designation: S2RES - Single / Two unit Residential

Existing Zone: RU1 - Large Lot housing

Proposed Zone: RU6 - Two Dwelling Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0014 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A District Lot 14 ODYD Plan KAP69396 except Plan KAP73098, located at 2420 Abbott Street, Kelowna, BC from RU1 - Large Lot Housing zone to RU6 - Two Dwelling Housing zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule 'A' attached to the Report from the Community Planning Department dated March 16, 2016.

2.0 Purpose

To rezone the subject property to facilitate the construction of a second dwelling on the subject parcel.

3.0 Community Planning

Community Planning Staff supports the proposed rezoning application to allow the construction of a second dwelling on the subject parcel. The S2RES - Single /Two Unit Residential land use designation permits the proposed RU6 - Two Dwelling Housing zone. Currently the adjacent parcels in the neighbourhood contain a mix of single family and two unit residential dwellings. The proposed two dwelling housing use is consistent with the Official Community Plan (OCP) policy for Sensitive Infill. The modest increase in density is well supported by the local parks,

bike ways and transit within the neighbourhood and should not create any land use conflicts in the area.

The project fulfills the following OCP Urban Design Guidelines¹:

- Design projects to reflect the character of the neighbourhood and the principal building through similar architectural and landscaping themes (i.e. respecting building setbacks, height massing, scale, articulated rooflines, building materials, etc.)
- Design and finish buildings to complement and enhance the principal dwelling (upgrades to the principal dwelling may be required to achieve visual consistency).
- Retain existing, healthy, mature trees and vegetation both on site and adjacent to the street.
- Minimize the amount of impervious paved surfaces (i.e. shared driveways between two dwellings).

4.0 Proposal

4.1 Project Description

The subject parcel has an existing 2½ storey single detached dwelling which was constructed in 2004. The parcel backs onto the Maude Roxby Wetlands and is in close proximity to Kinsmen Park and Okanagan Lake.

Should the rezoning application be successful, the applicant is planning to build a new single detached dwelling to be located at the front of the parcel facing Abbott Street. This is appropriate due to the large lot size of the property. A direct Development Permit will be required for the dwelling to ensure conformity with the Intensive Residential Urban Design Guidelines and Zoning Development Regulations, including providing adequate on-site parking. The development will fit within the context of the neighbourhood as many of the parcels on the west side of Abbott Street currently have a second dwelling or a carriage house.

By having a shared driveway access along the north side of the parcel, the impervious paved surfaces are minimized, most of the existing mature trees can be retained and a single access point onto Abbott Street.

Council Policy No. 367 with respect to public consultation was undertaken by the applicant. All adjacent neighbours within a 50m radius were provided with a circulation package in regards to the development.

4.2 Site Context

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Single Family Dwellings
East	RU1 - Large Lot Housing	Single Family Dwellings
South	RU1 - Large Lot Housing RU6 - Two Dwelling Housing	Single Family Dwelling Duplex Dwelling
West	RU1 - Large Lot Housing	Park - Waterfront Walkway

4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RU6 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	700 m ²	2266.28 m ²
Minimum Lot Width	18 m	23.62 m
Minimum Lot Depth	30 m	95.5 m
Development Regulations		
Maximum Site Coverage (buildings)	40%	34.9% approx.
Maximum Site Coverage (buildings, driveways and parking)	50%	49% approx.
Maximum Height	2 ½ storeys	2 storeys
Minimum Front Yard	4.5 m	4.5 m
Minimum Side Yard (south)	2.3 m	2.3 m
Minimum Side Yard (north)	2.3 m	7.21 m
Minimum Rear Yard	7.5 m	N/A
Other Regulations		
Minimum Parking Requirements	4 stalls	4 stalls
Minimum Private Open Space	30 m ² / dwelling	60 m ² min.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Permanent Growth Boundary.³ Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. The City of Kelowna will support development of property outside the Permanent Growth Boundary for more intensive use only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except for Agri-Business designated sites or as per Council's specific amendment of this policy. The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.3.1 (Development Process Chapter).

Sensitive Infill.⁴ Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

6.0 Technical Comments

6.1 Development Engineering Department

- Refer to Attachment 'A'

6.2 FortisBC Energy Inc - Gas

- Please be advised FortisBC Gas has reviewed the above mentioned referral and the gas service line will be impacted. It will need to be altered, or abandoned/renewed to accommodate development proposal.

6.3 Fire Department

- Requirements of section 9.10.19 Smoke Alarms and Carbon Monoxide alarms of the BCBC 2012 are to be met.
- Fire flows of 60 L/sec is required for a single family dwelling - location of hydrants should meet the subdivision bylaw.
- All units shall have a posted address for emergency response.
- The property shall maintain appropriate access to the existing dwelling.
- If a fence is ever constructed between the dwellings, a gate with a clear width of 1100 mm is required.

7.0 Application Chronology

Date of Application Received: February 29, 2016
Date Public Consultation Completed: May 10, 2016

Report prepared by:

Lydia Korolchuk, Planner

Reviewed by:

☐

Terry Barton, Urban Planning Manager

Approved for Inclusion:

☐

Ryan Smith, Community Planning Department Manager

Attachments:

⁴ City of Kelowna Official Community Plan, Policy 5.21.6 (Development Process Chapter).

Site Plan
Floor Plans
Conceptual Elevations
Attachment 'A': Development Engineering Memorandum

CITY OF KELOWNA

MEMORANDUM

Date: March 16, 2016
File No.: Z16-0014

To: Community Planning (LK)

From: Development Engineering Manager(SM)

Subject: 2420 Abbott Street

RU1 to RU6

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

1. Domestic Water and Fire Protection

This property is currently serviced with a 19mm-diameter copper water service. Two 19mm water services are required to meet current by-law requirements. An additional 19mm service can be provided by the City at the owner's cost. The applicant will be required to sign a Third Party Work Order for the cost of the water service upgrades. For estimate inquiry's please contact Sergio Sartori, by email ssartori@kelowna.ca or phone, 250-469-8589.

2. Sanitary Sewer

Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service. An inspection chamber (IC) complete with brooks box must be installed on the service at the owner's cost. Service upgrades can be provided by the City at the applicant's cost. The applicant will be required to sign a Third Party Work Order for the cost of the service upgrade. For estimate inquiry's please contact Sergio Sartori, by email ssartori@kelowna.ca or phone, 250-469-8589.

3. Road Improvements

(a) Abbott Street must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, sidewalk, drainage system including catch basins, manholes and pavement removal and replacement, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. A one-time cash payment in lieu of construction must be collected from the applicant for future construction by the City. The cash-in-lieu amount is determined to be **\$12,049.00** not including utility service cost.

(c) Only the service upgrades must be completed at this time. The City wishes to defer the upgrades to Abbott Street fronting this development. Therefore, cash-in-lieu of immediate construction is required and the City will initiate the work later, on its own construction schedule.

Item	Cost
Drainage	\$ 938.00
Curb & Gutter	\$2,905.00
Sidewalk	\$3,631.00
Street Lighting	\$ 980.00
Road Fillet	\$ 3,050.00
Blvd Landscaping	\$ 545.00
Total	\$12,049.00

4. **Development Permit and Site Related Issues**

Direct the roof drains into on-site rock pits or splash pads.

5. **Electric Power and Telecommunication Services**

The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

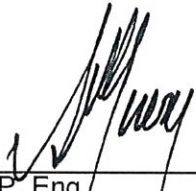
7. **Bonding and Levy Summary**

(a) **Levies**

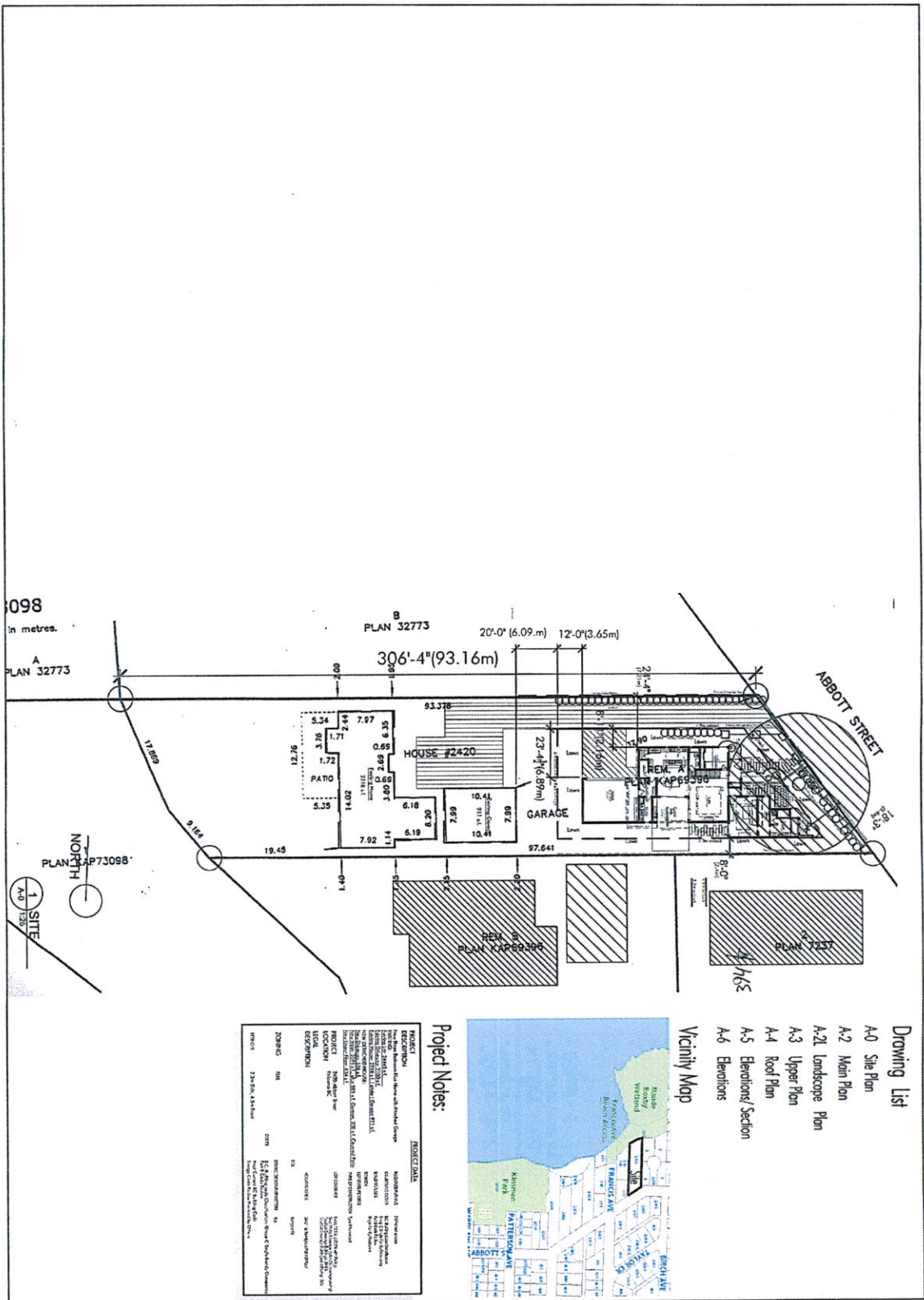
1. Abbott Street frontage improvements **\$12,049.00**

(b) **Bonding**

1. Service upgrades To be determined


 Steve Muenz, P. Eng.
 Development Engineering Manager

SS

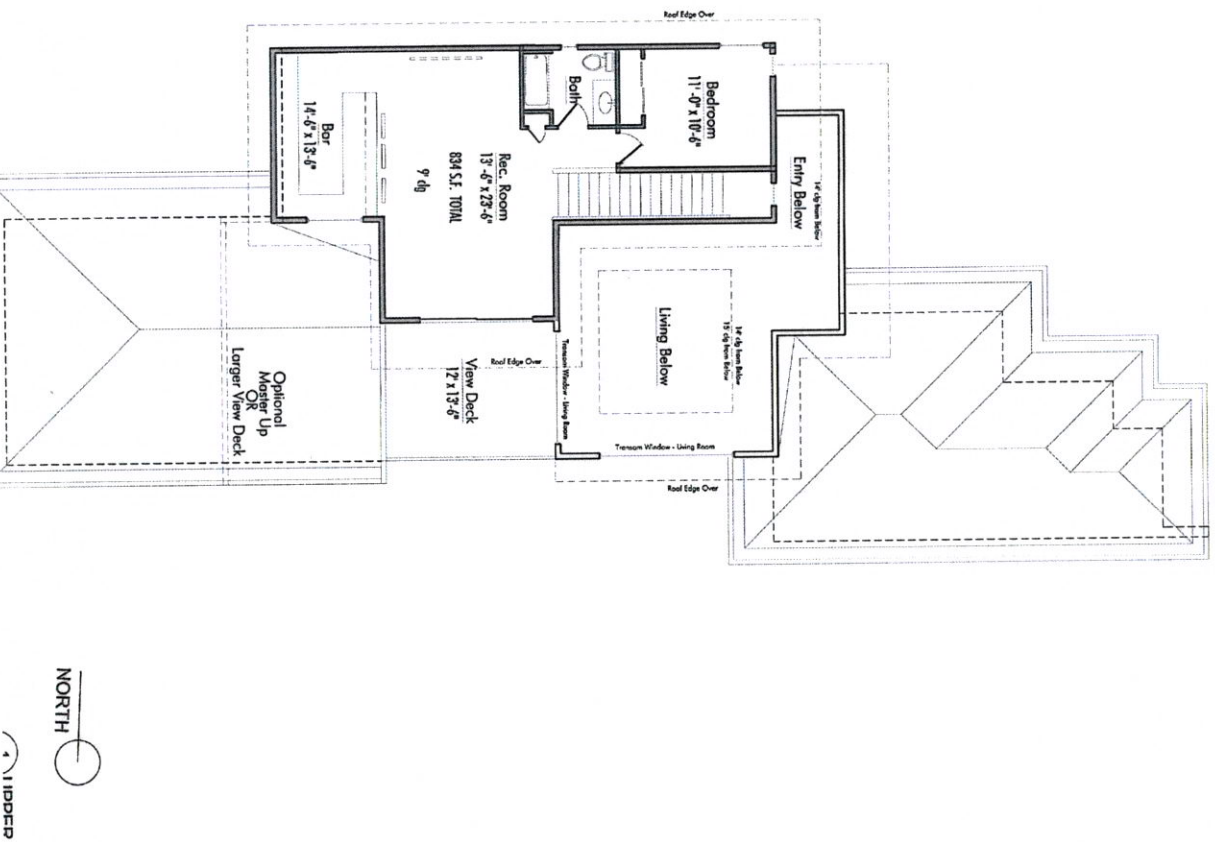


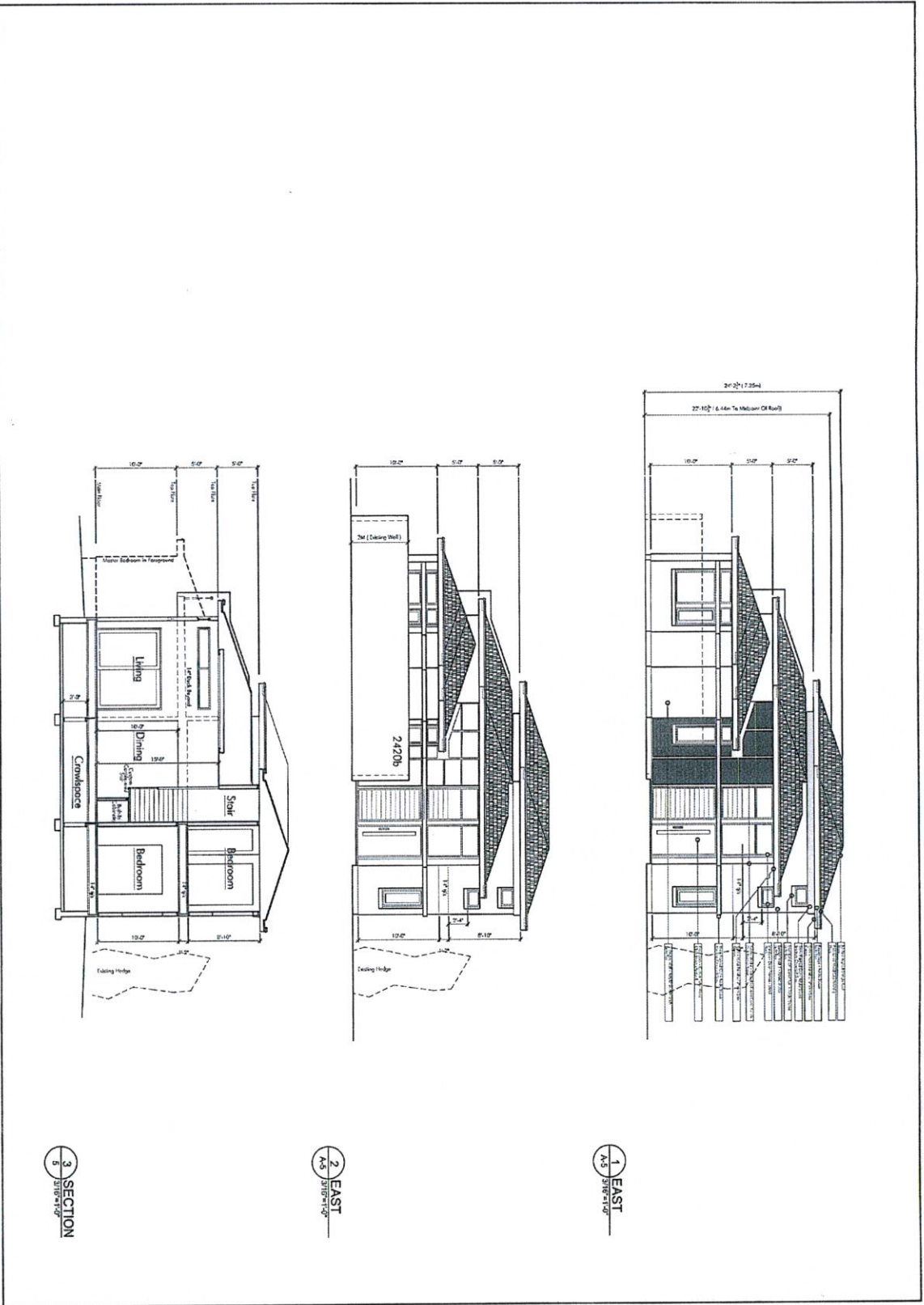




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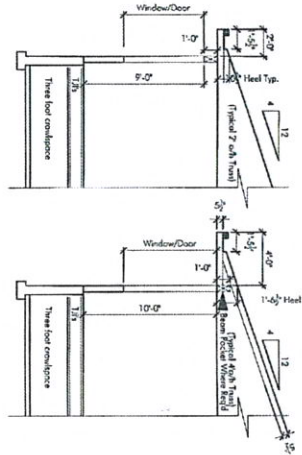


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Vancouver BC
V4T 3H5
250-575-0598

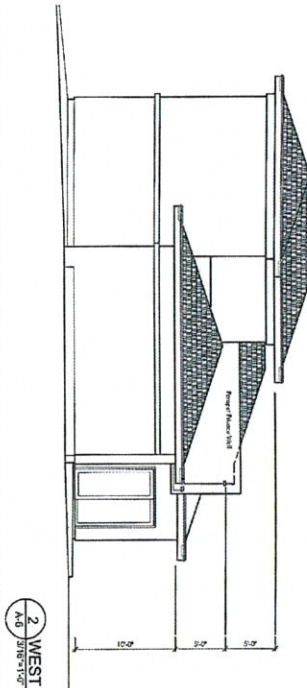
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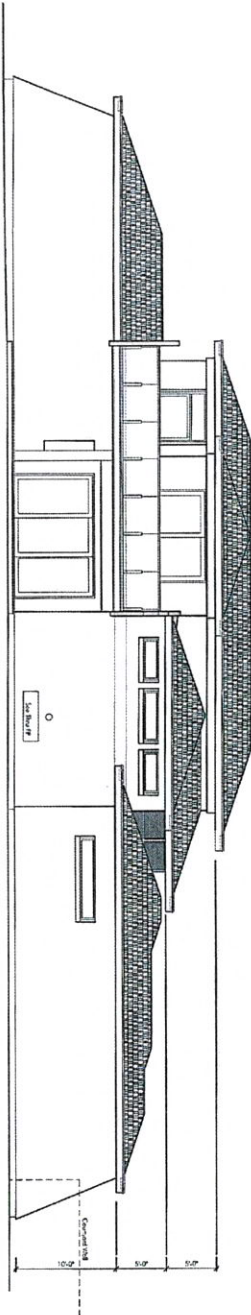
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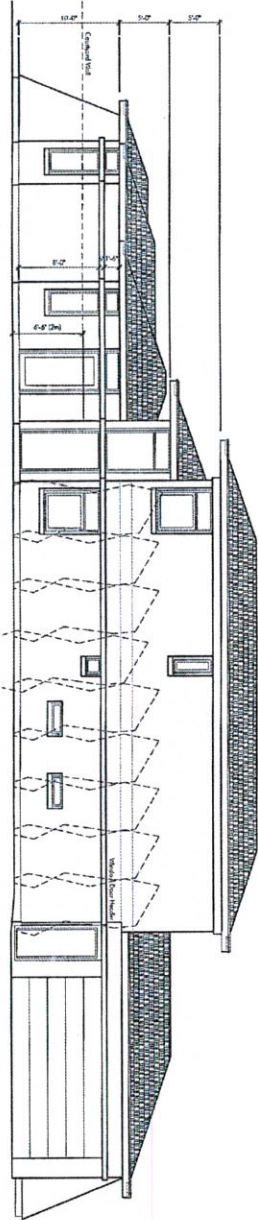
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Abbott St.
Kelowna BC

DESIGN BY: KH
PROJECT: 10-16
DATE: 05/04/16
SCALE:

Elevations

A-6

CITY OF KELOWNA
BYLAW NO. 11252
Z16-0014 - Stephani Bruckal
2420 Abbott Street

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A District Lot 14 ODYD Plan KAP69396 Except Plan KAP73098 located at Abbott Street, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: May 30, 2016

RIM No. 0940-00

To: City Manager

From: Community Planning Department (LK)

Application: DP16-0079 **Owner:** Bricks & Mortar Holdings LTD., INC.No. BC1059117

Address: 451 - 455 Lawrence Avenue **Applicant:** Worman Homes/Commercial

Subject: Development Permit

Existing OCP Designation: MXR - Mixed Use Residential/Commercial

Existing Zone: C7 - Central Business Commercial

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP16-0079 for Lot 9 Block 8 District Lot 139 ODYD Plan 462, located at 451-455 Lawrence Avenue, Kelowna, BC subject to the following:

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

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

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

2.0 Purpose

To consider the form and character of a new commercial building on the subject property.

3.0 Community Planning

Community Planning staff supports the development permit for the proposed new commercial building on the subject parcel. The application is consistent with the Future Land Use of the Official Community Plan (OCP) for MXR - Mixed Use Residential/Commercial within the City Centre and meets all of the existing C7- Central Business Commercial Zoning Bylaw regulations. The proposal is also consistent with many of the OCP policies for Comprehensive and Revitalization Design objectives¹ such as achieving high urban design standard, quality of construction and commercial growth.

4.0 Proposal

4.1 Background

The subject property started out as a residential parcel with a single family dwelling that was constructed in 1915. In 1951, the owner completed a commercial addition at the front of the building facing onto Lawrence Avenue. She continued to live in the dwelling at the rear of the building and operate a hair salon within the commercial portion with two dwelling units above. Most recently, the use of the space was as a men's barber shop. The residences have been vacant for many years and the barber shop has now relocated to allow for the redevelopment of the parcel.

The current owner has approached the original owner's son to see if they can incorporate some of the history of the site and the woman who owned it through a pictorial depiction within the new building.

4.2 Project Description

The proposed commercial building will be the new home of the Castanet offices, which will occupy the majority of the three levels. The main floor will have two additional leasable commercial bays which are accessed via the east courtyard. The remainder of the main floor and second floor is office, along with one large office on the third floor, which also provides access to a large rooftop patio area.

The building exterior provides a cohesive design with a combination of brick and hardi panel siding. The size and location of the windows provide a consistent rhythm to the elevations. Additional detailing is shown with the illuminated clock and the parapet design. The front façade has a prominent main entry through the use of granite block framing the entryway and a canopy above. The overall massing of the building is consistent with the existing streetscape as the third floor has a reduced footprint thus providing articulation and not overshadowing the adjacent buildings and walkways.

Three parking spaces are provided within an attached parking garage accessed from the rear lane. Payment in Lieu of Parking will be required for the additional nine parking spaces. As per the Payment in Lieu of Parking Bylaw No. 8125 for parking:

Downtown Urban Town Centre: \$22,500.00 / off-street parking space x 9 spaces
= \$202,500.00

All Development Engineering site requirements will be addressed at time of Building Permit through a Servicing Agreement.

¹ City of Kelowna Official Community Plan, Objectives 14.2 (Urban Design Development Permit Areas Chapter).

4.3 Site Context

The subject property is located mid-block on Lawrence Avenue between Pandosy and Ellis Street. The existing building is currently home to both a men's barber shop and a residential unit which will be vacating the premises as the building demolition requirement approaches.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C7 - Central Business Commercial	Vacant (Parking Lot)
East	C7 - Central Business Commercial	Vacant (Parking Lot)
South	C7 - Central Business Commercial	Private Club (Ki-Low Na Friendship Society)
West	C7lp - Central Business Commercial (Liquor Primary)	Liquor Primary Establishment (Blue Gator)

Subject Property Map:



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C7 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	200 m ²	557.80 m ²
Minimum Lot Width	6.0 m	15.24 m
Minimum Lot Depth	30 m	36.60 m
Development Regulations		
Maximum Floor Area Ratio	9.0	0.2
Active Commercial Street Frontage	90%	100%
Maximum Height	44.0 m	11.33 m

Minimum Front Yard	0 m	0.15 m
Minimum Side Yard (east)	0 m	0.02 m
Minimum Side Yard (west)	0 m	2.33 m
Minimum Rear Yard	0 m	1.22 m
Other Regulations		
Minimum Parking Requirements	12 stalls	3 stalls ^①
Minimum Bicycle Parking	Class I - 2 spaces	2 spaces
	Class II - 5 spaces	5 spaces
Minimum Loading Space	1 space	1 space
^① Payment in Lieu of Parking Bylaw No. 8125 for an additional 9 stalls.		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs per ha 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 in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Public Space.³ Integrate safe, high quality, human-scaled, multi-use public spaces, such as parks, plazas and squares as part of the development or redevelopment within Urban and Village Centres.

Retention of Commercial Land.⁴ In order to ensure that the City's commercial land supply is not eroded, there the OCP Bylaw 10500 indicated a commercial land use designation for the property, the expectation would be that there be no net loss of commercial space on the site as a result of the redevelopment to include other uses.

6.0 Technical Comments

6.1 Building & Permitting Department

- 1) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s).
- 2) Placement permits are required for any sales or construction trailers that will be on site. The location(s) of these are to be shown at time of development permit application.
- 3) A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- 4) A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - a. Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - b. Spatial calculation should be provided for the building face adjacent to the existing parking lot.

² City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.8.1 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.24.2 (Development Process Chapter).

- 5) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. This property falls within the Mill Creek flood plain bylaw area and compliance is required. Minimum building elevations are required to be established prior to the release of the Development Permit. This minimum Geodetic elevation is required for all habitable spaces including parking garages. This building may be designed to low, which may affect the form and character of the building.
- 6) We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- 7) Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- 8) An exit analysis plan is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits etc.
- 9) Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- 10) Mechanical Ventilation inlet and exhausts vents are not clearly defined in these drawings for the enclosed parking storey. The location and noise from these units should be addressed at time of Development Permit.
- 11) Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this structure at time of permit application.

6.2 Development Engineering Department

- Refer to Attachment 'A'.

6.3 Fire Department

- 1) Construction fire safety plan is required to be submitted and reviewed prior to construction and updated as required.
- 2) Engineered Fire Flow calculations are required to determine Fire Hydrant requirements as per the City of Kelowna Subdivision Bylaw #7900.
- 3) A visible address must be posted on Lawrence - one address with suite numbers -as per City of Kelowna By-Laws.
- 4) If the building has a fire alarm, a fire safety plan as per section 2.8 BCFC is required at occupancy. The fire safety plan and floor plans are to be submitted for approval in AutoCAD Drawing format on a CD.
- 5) Fire Department access is to be met as per BCBC 3.2.5.
- 6) Approved Fire Department steel lock box acceptable to the fire department is required by the fire department entrance and shall be flush mounted.
- 7) All requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met

- 8) If the building has a sprinkler system, the Fire alarm system is to be monitored by an agency meeting the CAN/ULC S561 Standard.
- 9) Contact Fire Prevention Branch for fire extinguisher requirements and placement.
- 10) Fire department connection is to be within 45M of a fire hydrant - unobstructed
 - a. ensure FD connection is clearly marked and visible from the street.
- 11) Dumpster/refuse container must be 3 meters from structures or overhangs.

6.4 Real Estate & Building Services

- 1) The cash-in-lieu payment for parking will go into the parking reserve for future downtown parking projects.

7.0 Application Chronology

Date of Application Received: March 15, 2016

Report prepared by:

Lydia Korolchuk, Planner

Reviewed by: ☐ Terry Barton, Urban Planning Manager

Approved for Inclusion: ☐ Ryan Smith, Community Planning Department Manager

Attachments:

Schedule A: Site Plan & Floor Plans

Schedule B: Conceptual Elevations & Colour Board

Schedule C: Landscape Plan

Attachment A: Development Engineering Memorandum dated May 2, 2016

Attachment B: OCP Revitalization Development Permit Guidelines

DEVELOPMENT PERMIT



APPROVED ISSUANCE OF DEVELOPMENT PERMIT NO. DP16-0079

Issued To: Bricks & Mortar Holdings LTD., INC.No. BC1059117
Site Address: 451- 455 Lawrence Avenue
Legal Description: Lot 9 Block 8 District Lot 139 ODYD Plan 462
Zoning Classification: C7 - Central Business Commercial
Development Permit Area: Revitaization DP Area

SCOPE OF APPROVAL

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

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

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

1. TERMS AND CONDITIONS

THAT Development Permit No. DP16-0079 for Lot 9 Block 8 District Lot 139 ODYD Plan 462, located at 451-455 Lawrence Avenue, Kelowna, BC to allow the construction of a commercial building be approved subject to the following:

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

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

2. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Permit Holder and be paid to the Permit Holder if the security is returned. The condition of the posting of the security is that should the Permit Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Permit Holder, or should the Permit Holder carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Permit Holder. There is filed accordingly:

- a) Cash in the amount of \$60,471.25 OR
- b) A Certified Cheque in the amount of \$60,471.25 OR
- c) An Irrevocable Letter of Credit in the amount of \$60,471.25 .

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

3. DEVELOPMENT

The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit that shall form a part hereof.

If the Permit Holder does not commence the development permitted by this Permit within two years of the date of this Permit, this Permit shall lapse.

This Permit IS NOT a Building Permit.

4. APPLICANT'S AGREEMENT

I hereby declare that all of the above statements and the information contained in the material submitted in support of this Permit are to the best of my belief, true and correct in all respects. Upon issuance of the Permit for me by the Municipality, then in such case, I covenant and agree to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality granting to me the said Permit.
- b) All costs, expenses, claims that may be incurred by the Municipality if the construction by me of engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

I further covenant and agree that should I be granted a Development Permit and/or Development Variance Permit, the Municipality may withhold the granting of any Occupancy Permit for the occupancy and / or use of any building or part thereof constructed upon the hereinbefore referred to land until all of the engineering works or other works called for by the Permit have been completed to the satisfaction of the Municipal Engineer and Divisional Director of Community Planning & Real Estate.

Should there be any change in ownership or legal description of the property, I undertake to notify the Community Planning Department immediately to avoid any unnecessary delay in processing the application.

I HEREBY UNDERSTAND AND AGREE TO ALL THE TERMS AND CONDITIONS SPECIFIED IN THIS PERMIT.

Signature of Owner / Authorized Agent

Date

Print Name in Bold Letters

Telephone No.

5. APPROVALS

Issued and approved by Council on the _____ day of _____, 2016.

Ryan Smith, Community Planning Department Manager
Community Planning & Real Estate

Date

The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall be returned to the PERMIT HOLDER.

CITY OF KELOWNA
MEMORANDUM

Date: May 2, 2016
File No.: DP16-0079
To: Community Planning (LK)
From: Development Engineering Manager
Subject: 451-455 Lawrence Ave Commercial Development

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

1. General
 - a) Provide easements as may be required.
2. Domestic Water and Fire Protection
 - a) The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs.
 - b) It is apparent that the existing 150mm diameter watermain within Lawrence Avenue is substandard and may not support this development. The applicant, at his cost, will arrange for upgrading of watermain if necessary and the installation of one new larger water service.
 - c) The proposed development site is currently serviced with a 13mm service. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the installation of one new water service.
3. Sanitary Sewer
 - a) Our records indicate that this proposed development site is connected with a 100mm diameter sewer service. The developer's consulting mechanical engineer will determine the development requirements of this proposed development and establish the service needs. Only one service will be permitted for this development. The applicant, at his cost, will arrange for the removal and disconnection of the existing service and the installation of one new larger service if necessary.
4. Storm Drainage
 - (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.

- b) On site storm drainage systems and overflow service(s) for the site will be reviewed and approved by Engineering when a site servicing design is submitted.

5. Road Improvements

- a) Lawrence Ave fronting this development site is urbanized but the existing curb, sidewalk and street light is in a deteriorated state. The upgrades will require curb, gutter, sidewalk and street light removal and reconstruction, boulevard streetscape as well as the re-location or adjustment of existing utility appurtenances if required to accommodate the upgrading construction.

6. Electric Power and Telecommunication Services

- a) All proposed service connections are to be installed underground.
- b) Streetlights must be installed on all roads.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- d) Re-locate existing utilities, where necessary.

7. Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

8. Servicing Agreements for Works and Services

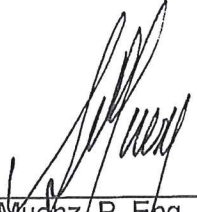
- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.

- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

9. Development Permit and Site Related Issues

Access and Manoeuvrability

- (i) Indicate on the site, the locations of garbage and recycle bins.



Steve Muenz, P. Eng.
Development Engineering Manager

SS

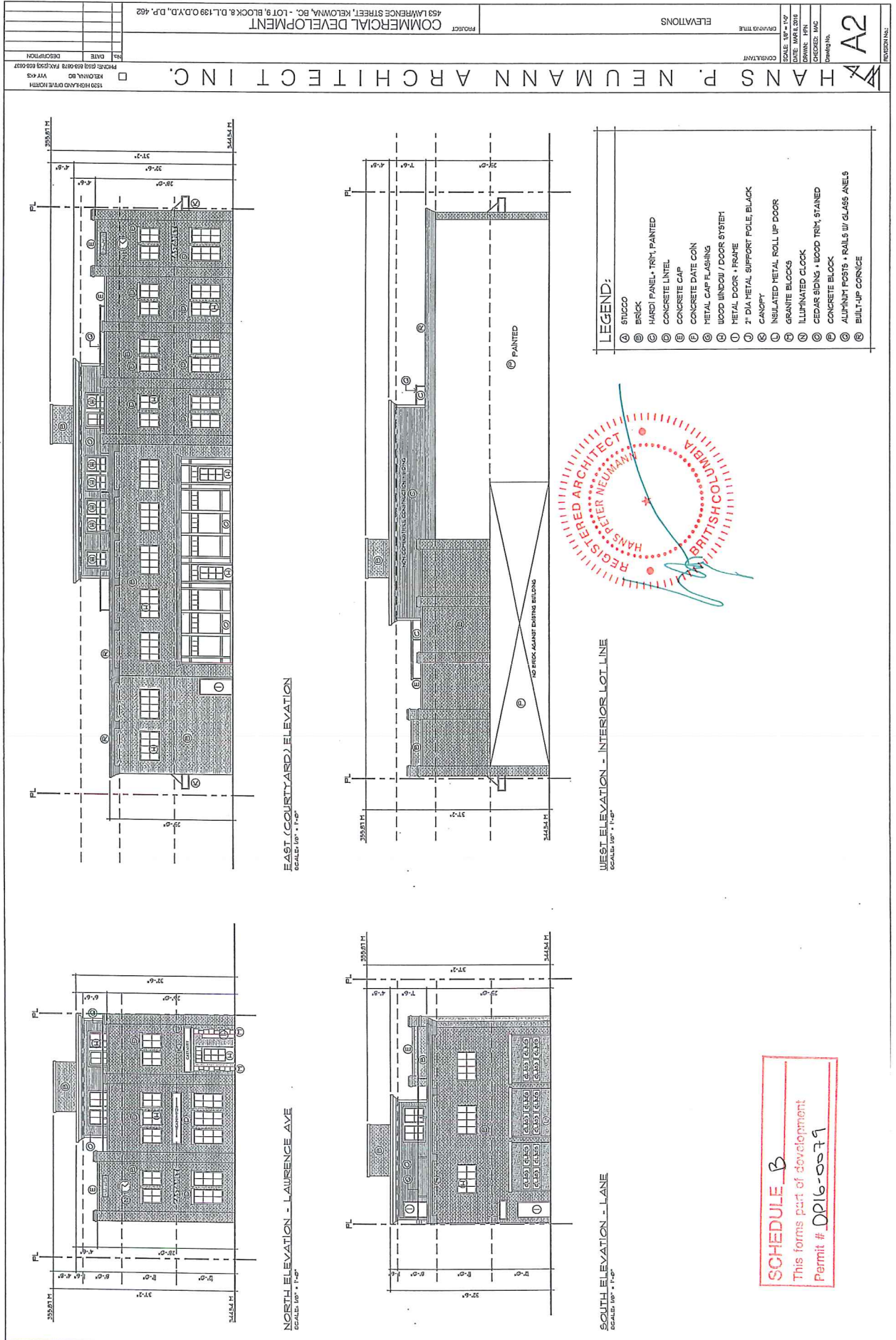
DEVELOPMENT PERMIT GUIDELINES

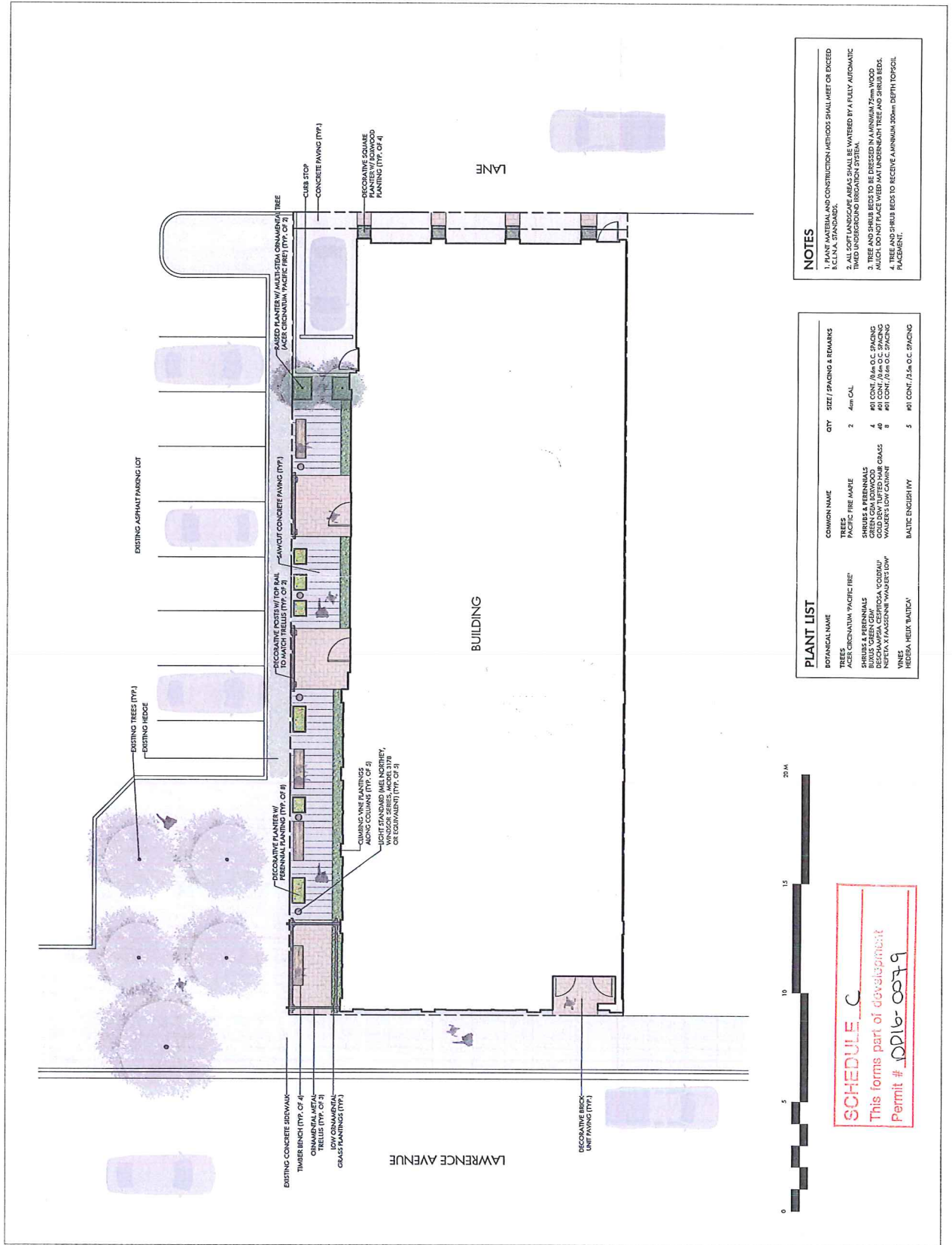
Revitalization Development Permit Area

Consideration has been given to the following guidelines as identified in Section 14.B. of the City of Kelowna Official Community Plan relating to Revitalization Development Permit Areas:

REVITALIZATION DEVELOPMENT PERMIT AREA	YES	NO	N/A
Relationship to the Neighbourhood and Street			
Does the proposal maintain the established or envisioned architectural character of the neighbourhood?	✓		
Do developments adjacent to non-revitalization areas create an appropriate transition?	✓		
Are spaces for pedestrian friendly amenities, such as street furniture, included on site?	✓		
Is the ratio of streetwall height to street width less than 0.75:1?	✓		
Does the building frontage occupy the entire length of the street, without drive aisles or other dead zones?	✓		
Building Design			
Are architectural elements aligned from one building to the next?			✓
Are the effects of shadowing on public areas mitigated?	✓		
Are doors or windows incorporated into at least 75% of street frontage?	✓		
Do proposed buildings have an identifiable base, middle and top?	✓		
Are windows, entrances, balconies and other building elements oriented towards surrounding points of interest and activity?	✓		
Are architectural elements such as atriums, grand entries and large ground-level windows used to reveal active interior spaces?	✓		
Are buildings designed with individual entrances leading to streets and pathways rather than with mall style entrances and internal connections?	✓		
For multiple unit residential projects, is ground level access for first storey units provided?			✓
Are buildings finished with materials that are natural, local, durable and appropriate to the character of the development?	✓		
Are prohibited materials such as vinyl siding, reflective or non-vision glass, plastic, unpainted or unstained wood, and concrete block not used in the design?	✓		
Are stucco and stucco-like finishes omitted as a principal exterior wall material?	✓		
Are vents, mechanical rooms/equipment and elevator penthouses integrated with the roof or screened with finishes compatible with the building's design?	✓		
View Corridors			
Are existing views preserved and enhanced?	✓		
Vehicular Access and Parking			
Are at-grade and above-grade parking levels concealed with façade treatments?	✓		

REVITALIZATION DEVELOPMENT PERMIT AREA	YES	NO	N/A
Are garage doors integrated into the overall building design?	✓		
Are pedestrian entrances more prominent features than garage doors and vehicle entrances?	✓		
Is surface parking located to the rear of the building or interior of the block?			✓
Are truck loading zones and waste storage areas screened from public view?	✓		
Do parking lots have one shade tree per four parking stalls?			✓
Are pedestrian connections provided within and between parking lots?			✓
Are driving, parking, pedestrian and cycling areas distinguished through changes in colour or pattern of paving materials?	✓		
Signage			
Is signage design consistent with the appearance and scale of the building?	✓		
Are corporate logos on signs complimentary to the overall building character?	✓		
Is signage lighting minimized?	✓		
Public Art			
Is public art incorporated into the project?		✓	
Downtown Considerations			
Does the proposal maintain and extend the traditional block pattern?	✓		
Is the street façade articulated in a vertical rhythm that is consistent with the traditional street pattern?	✓		
Are windows set back from the building face and do they include headers and sills?	✓		
Are windows at street level kept low for displays of retail goods and for high visibility into interior spaces?	✓		
Is the height of upper floor windows at least 1.5 times their width?	✓		
Are building materials and colours consistent with other prominent Downtown buildings, preferably brick or cut stone?	✓		
Is signage appropriate to the neighborhood and not internally lit or neon?	✓		







BRICK: MUTUAL MATERIALS

"CASTLE GRAY" SMOOTH



BRICK: MUTUAL MATERIALS

"IMPERIAL RED" SMOOTH



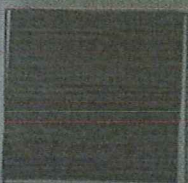
WINDOWS:

WOOD "MEDIUM WALNUT" STAIN



WINDOWS:

WOOD "GOLDEN BROWN" STAIN



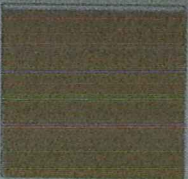
CEDAR SIDING:

"AGED CEDAR" (GREYISH)



CONCRETE SILLS:

"NATURAL" CONCRETE



CROWN MOULD/ CORNICE:

BENJAMIN MOORE "JACKSON TAN" HC46

SCHEDULE B
This forms part of development
Permit # 0016-0579



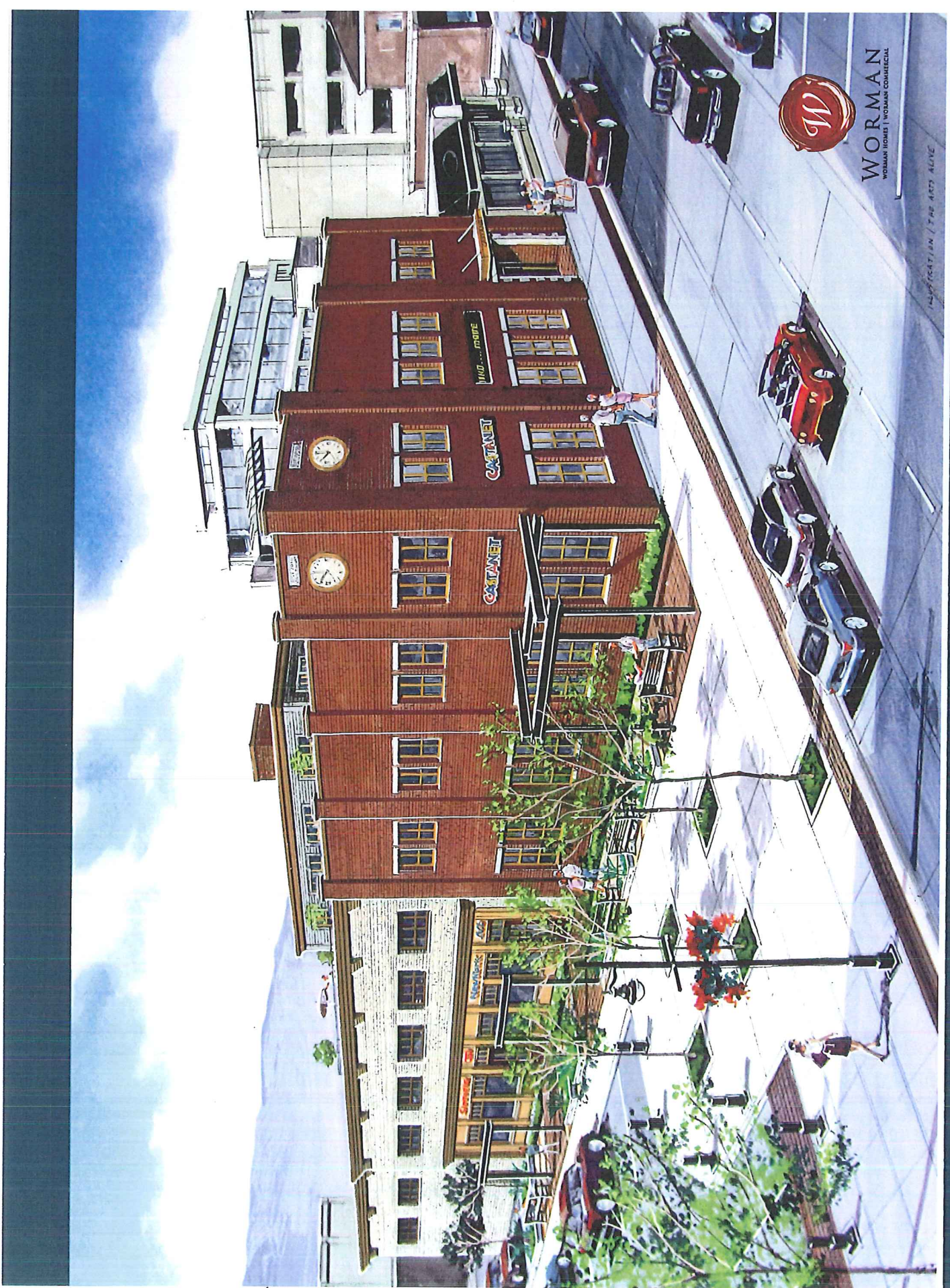
WORMAN
WORMAN HOMES | WORMAN COMMERCIAL

EXTERIOR FINISHES

455 LAWRENCE AVENUE, KELOWNA, BC

PROJECT NO: 455

MARCH 7, 2016



455 LAWRENCE AVENUE | Kelowna, BC

Worman Homes | Worman Commercial

REPORT TO COUNCIL



Date: May 30, 2016
RIM No. 1210-21
To: City Manager
From: Community Planning Department (MS)
Application: A16-0009 **Owner:** City of Kelowna
Address: 5269 Highway 97N **Applicant:** City of Kelowna (YLW)
Subject: Application to the ALC for Exclusion from the Agricultural Land Reserve

1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A16-0009 for Lot 3 DL122 and of Section 11 TWP 23 ODYD Plan 1629 Except Plan 41159, located at 5269 Highway 97N, Kelowna for an exclusion of agricultural land in the Agricultural Land Reserve pursuant to Section 29(1) of the *Agricultural Land Commission Act*, be supported by Council;

AND THAT the Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration.

2.0 Purpose

To support an application to the Agricultural Land Commission (ALC) for the application under Section 29(1) of the Agricultural Land Commission Act for an exclusion of the subject property from the Agricultural Land Reserve (ALR) for airside commercial development to support airport services.

3.0 Community Planning

Staff supports the application to exclude 5269 Highway 97N, for airport terminal expansion.

The Airport Master Plan 2025 identifies 5269 Highway 97N, the parcel within the City of Kelowna under application, as 'Public Utilities' as a Future Land Use designation, specifically for terminal expansion. This plan was adopted by Council in 2007 and later integrated into the Official Community Plan. In addition, it is within the Permanent Growth Boundary, which designates land for future urbanization.

This application to exclude four properties from the Agricultural Land Reserve, one within the City of Kelowna, and three within the Regional District of the Central Okanagan, is made to support the growth of the Kelowna International Airport (YLW). The Airport proposes to use the properties for necessary future airside development and services. Council is being asked to make a recommendation for the parcel within Kelowna. However, background on the properties within the Regional District of the Central Okanagan (RDCO) is included in the report for information. The application identifies the RDCO properties for additional airside infrastructure including fueling, maintenance and cargo.

An agrology report¹ was prepared for the application, which has noted measures and initiatives to mitigate impacts to agriculture. These include:

- Relocating surplus topsoil from the excluded parcels to improve soil fertility in other areas of the ALR;
- A new 'Farm to Flight' program, for local produce for purchase prior to departure;
- A local wine and craft distillery bar featuring BC products, in the departures terminal;
- Proposed air cargo services to transport local produce to international markets;
- Growth of travelers to the Okanagan to enjoy and support agri-tourism; and
- Continued support through advertising for agriculture and agri-tourism at YLW.

The application was brought forward to the City of Kelowna Agricultural Advisory Committee (AAC) on May 12, 2016. The AAC supported the application (see summary in Section 7.0 below). Through discussion with the AAC, the following was noted by the applicants:

- The Airport would investigate advertising opportunities at YLW to promote the full diversity of farming operations in Kelowna;
- The Airport has partnered with De Simone Farms to provide passengers with fresh, local in-season produce that they can take home with them; packaged in specially designed boxes that will fit easily under airplane seats or in overhead compartments. This 'Farm to Flight' program will provide produce from a variety of local farms;
- The Airport will be bringing four direct flights in from Mexico City this year, helping to transport farm workers directly, resulting in lower costs and less time for travel;
- There is potential, with larger planes in the future, to transport fruit directly from YLW, which will reduce trucking time and cost to take the produce to Vancouver for transport;
- The Airport agreed that developing transit options to the airport would reduce parking demand, and noted that two companies provide shuttle service through the Valley, from Osoyoos to Vernon, and that these services are being expanded. The Airport staff also noted that discussions with BC Transit for a Express Bus to the Airport were also being investigated.
- As the Airport develops land, it intends to have all soil tested to determine whether it's of agricultural quality with the intent to transfer it to a local farm to improve its agricultural capability.

4.0 Proposal

4.1 Background

Kelowna International Airport is requesting that four key pieces of airport land be excluded from the ALR for necessary aeronautical airside development. The land is proposed to serve the anticipated growth of the airport.

An estimated 1.6 million passengers passed through YLW in 2015, and this is expected to increase to 2.0 million passengers by 2020, 2.4 million passengers by 2025, and to 3.5 million by 2045. YLW has no additional airside land available (lands which has direct access to the runway or taxiway).

4.2 Project Description

The airport is within the Highway 97 Official Community Plan (OCP) Sector of the City.

¹ Associated Environmental, 2016. City of Kelowna – KIA – Agricultural Impact Assessment – Kelowna Airport Expansion.

The parcel within the City of Kelowna:

- Parcel A - 5269 Highway 97N (within the City of Kelowna) 6.83 ha (16.9 acres)

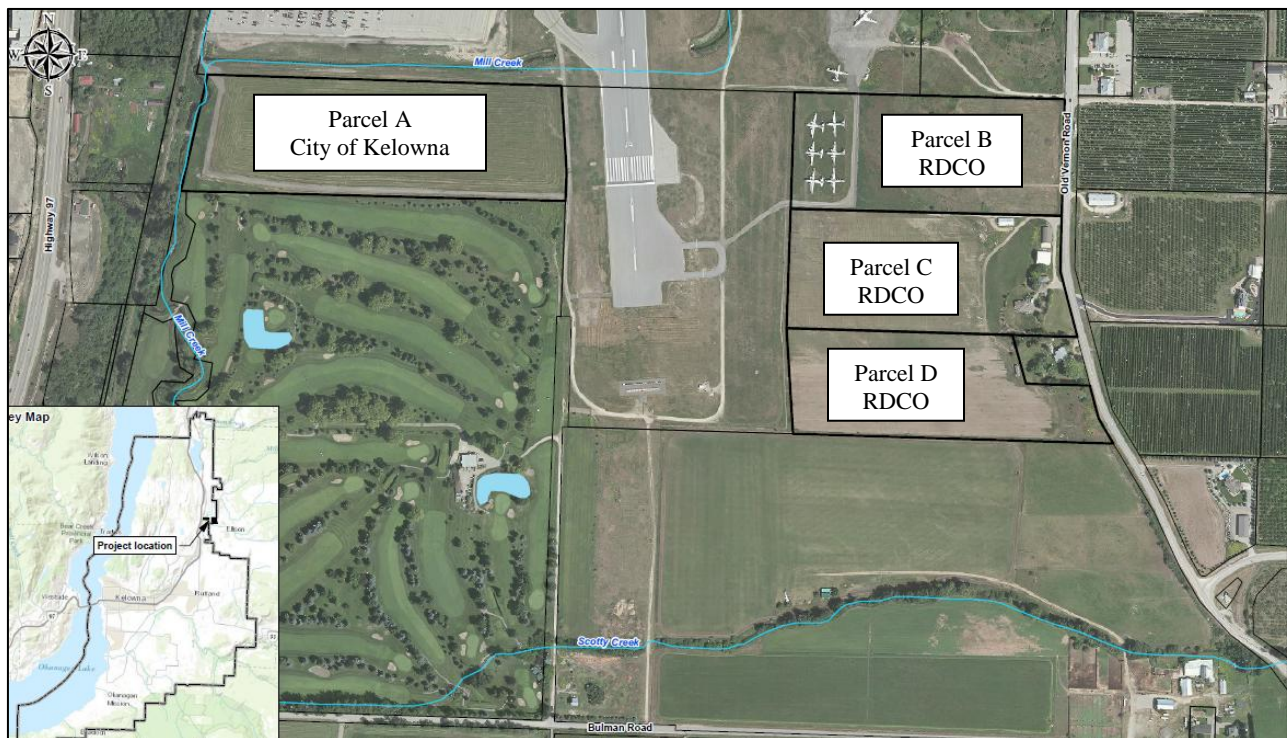
Parcels within the Regional District of the Central Okanagan are:

- Parcel B - 4310 Old Vernon Road (within the RDCO) 5.07 ha** (12.5 acres)
- Parcel C - 4210 Old Vernon Road (within the RDCO) 5.33 ha (13.2 acres)
- Parcel D - 4130 Old Vernon Road (within the RDCO) 4.5 ha (11.1 acres)

** Note that 1.86 ha of the western portion of Parcel 'B' is within airport perimeter fencing.

The exclusion area is level to nearly level valley bottom with some sloping terrain on Parcel 'B', and the eastern portions of of Parcel 'C' and Parcel 'D'².

Map 1 - Subject Properties



² Associated Environmental, 2016. City of Kelowna – KIA – Agricultural Impact Assessment – Kelowna Airport Expansion.

4.3 Neighbourhood Context

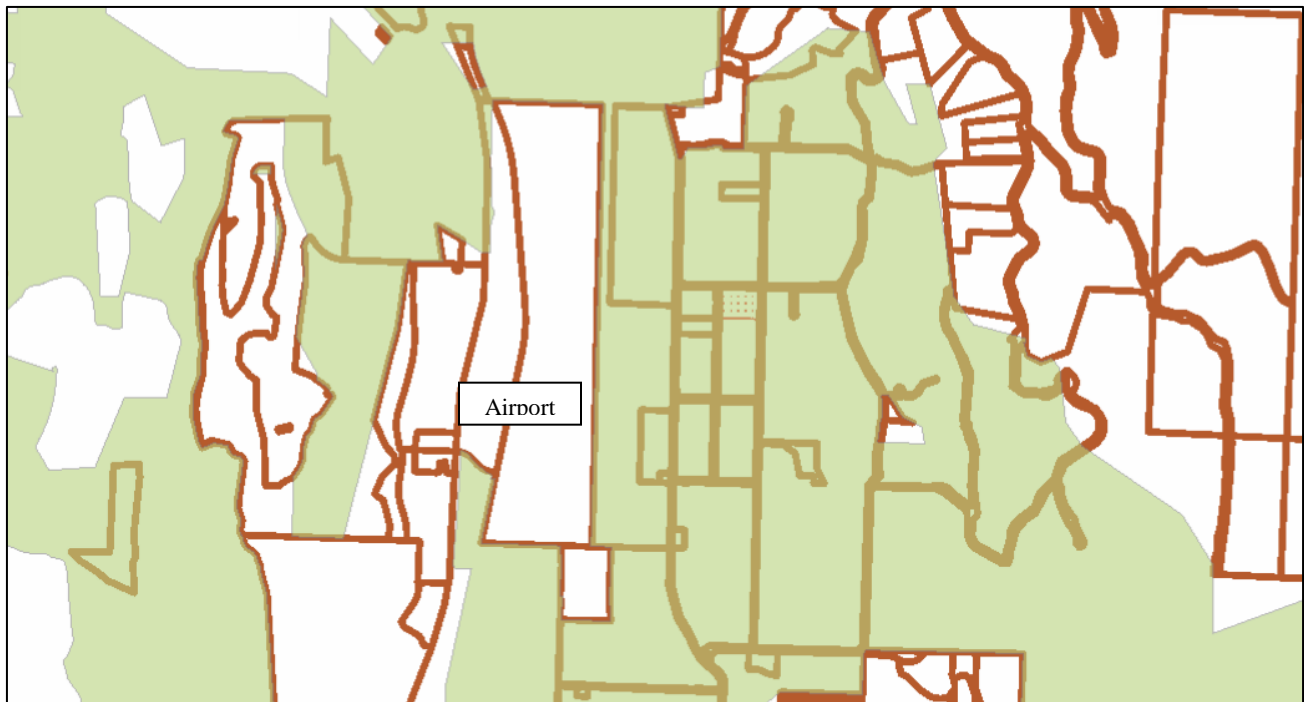
The subject property lies within the Highway 97 Sector of the City. Parcel 'A', 5269 Highway 97 N, has a future land use designation of Public Service Utilities, and is within the City of Kelowna, and within the Permanent Growth Boundary.

Zoning and land uses adjacent to the property are as shown in Table 1, below.

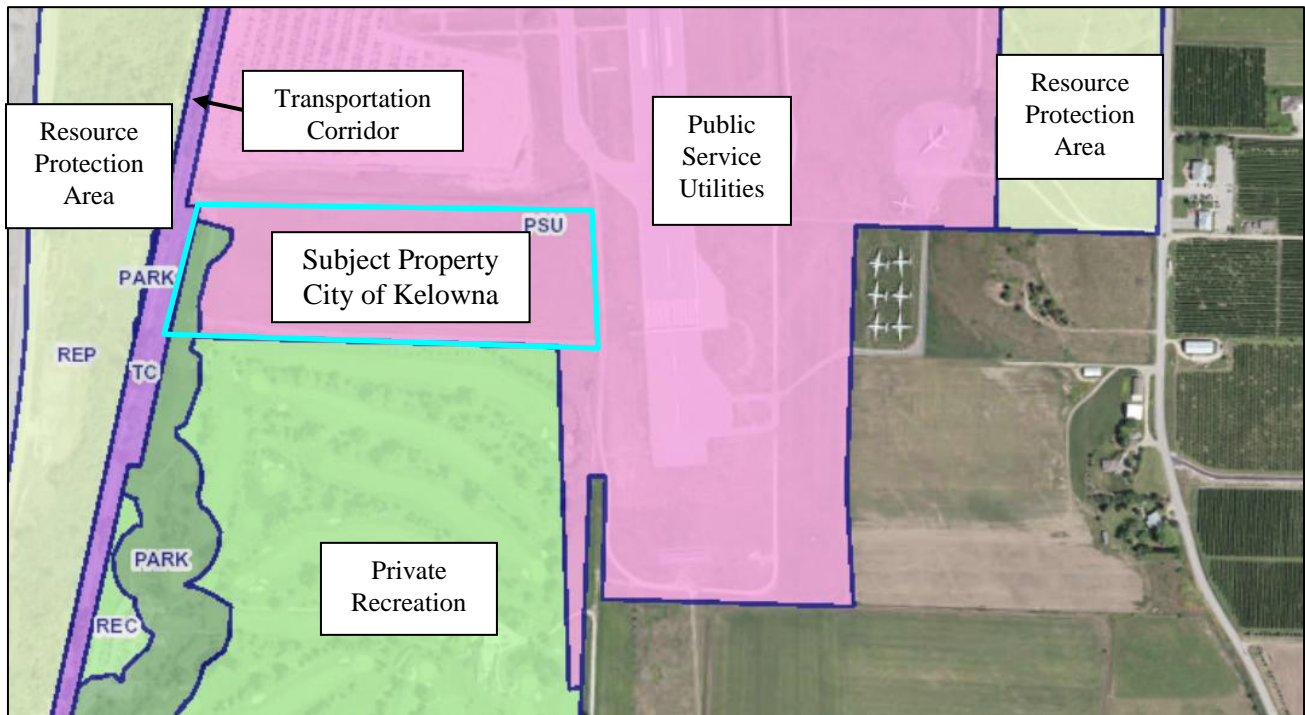
Table 1: Zoning of 5269 Highway 97N and Land Use of Adjacent Property

Direction	Zoning	ALR	Land Use
North	CD12 - Airport	No	Airport / Airport Parking
South	A1 - Agriculture 1	Yes	Golf Course
East	CD12 - Airport	No	Airport Runway
West	A1 - Agriculture 1	Yes	Natural Area / Okanagan Multi-modal Corridor

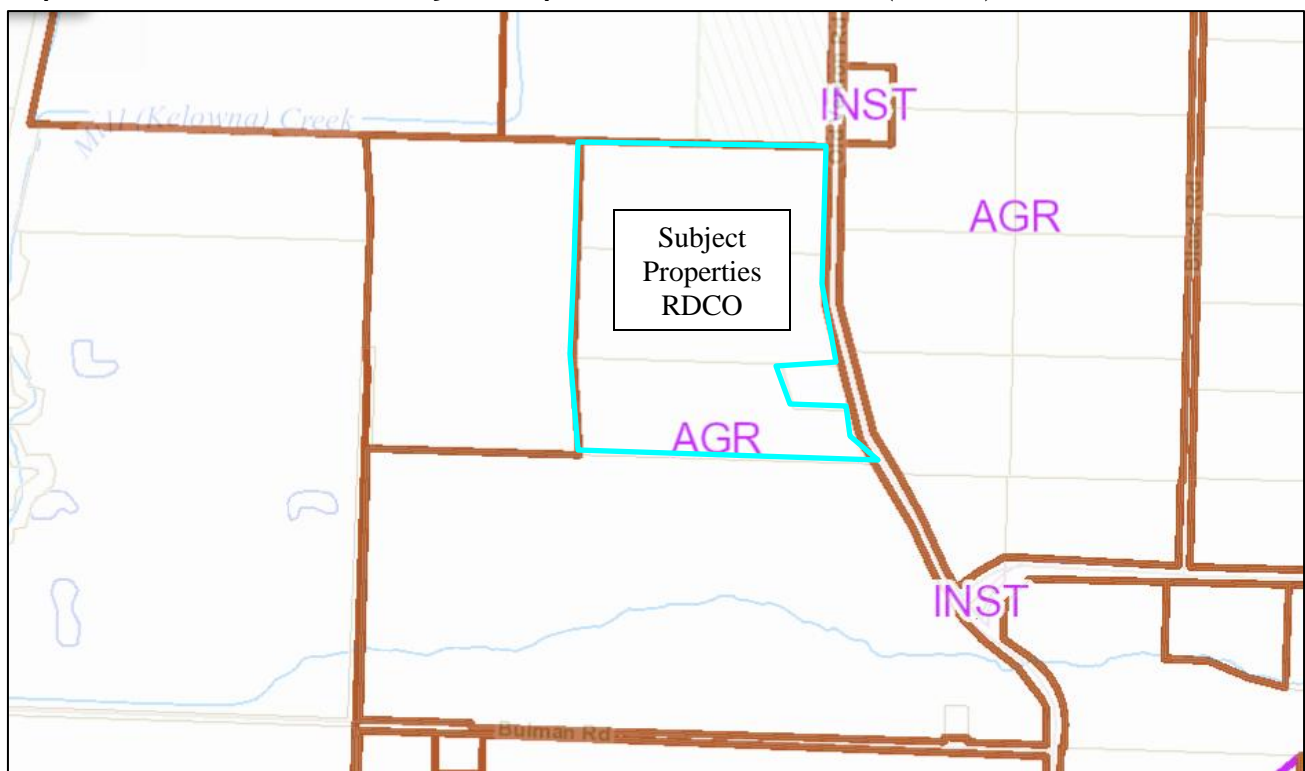
Map 3 - ALR within the Regional District of Central Okanagan - Hwy 97 N & Ellison

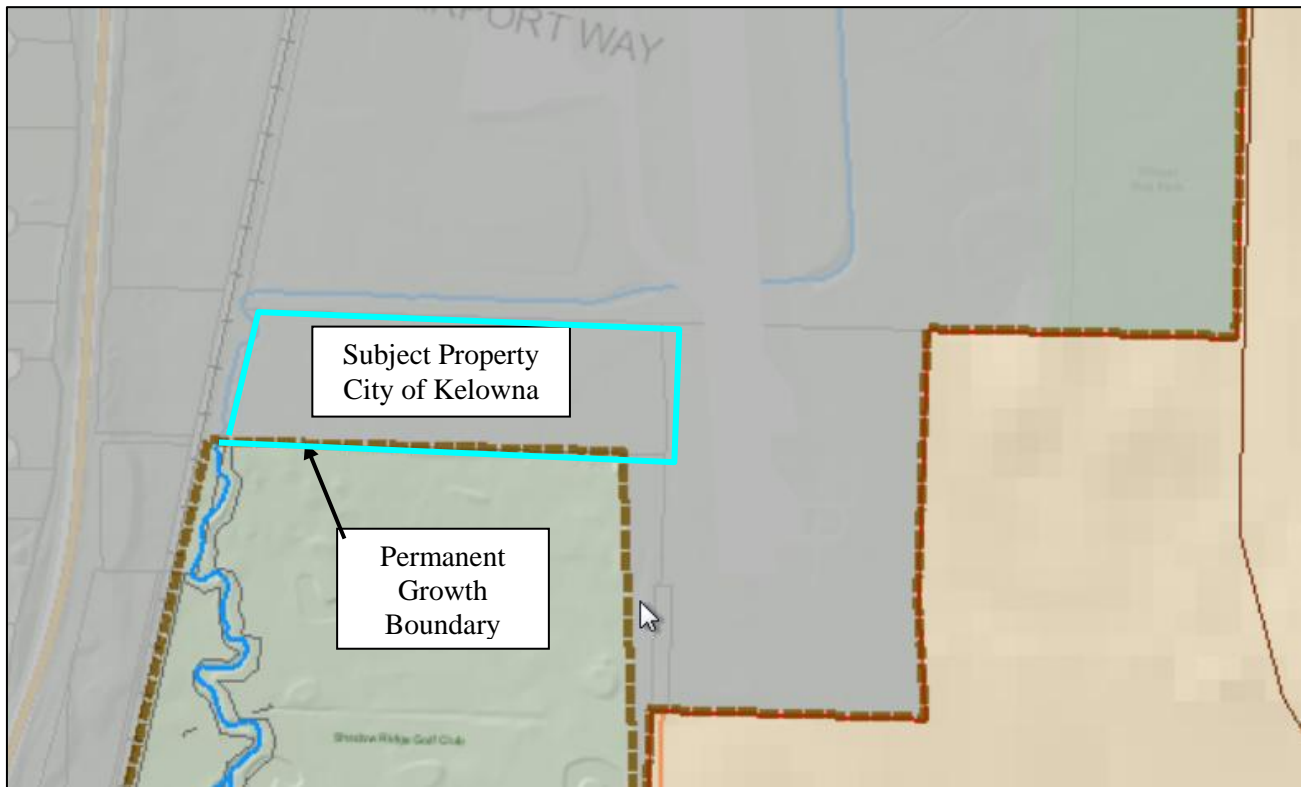


Map 4 - Future Land Use of Subject Property within the City of Kelowna

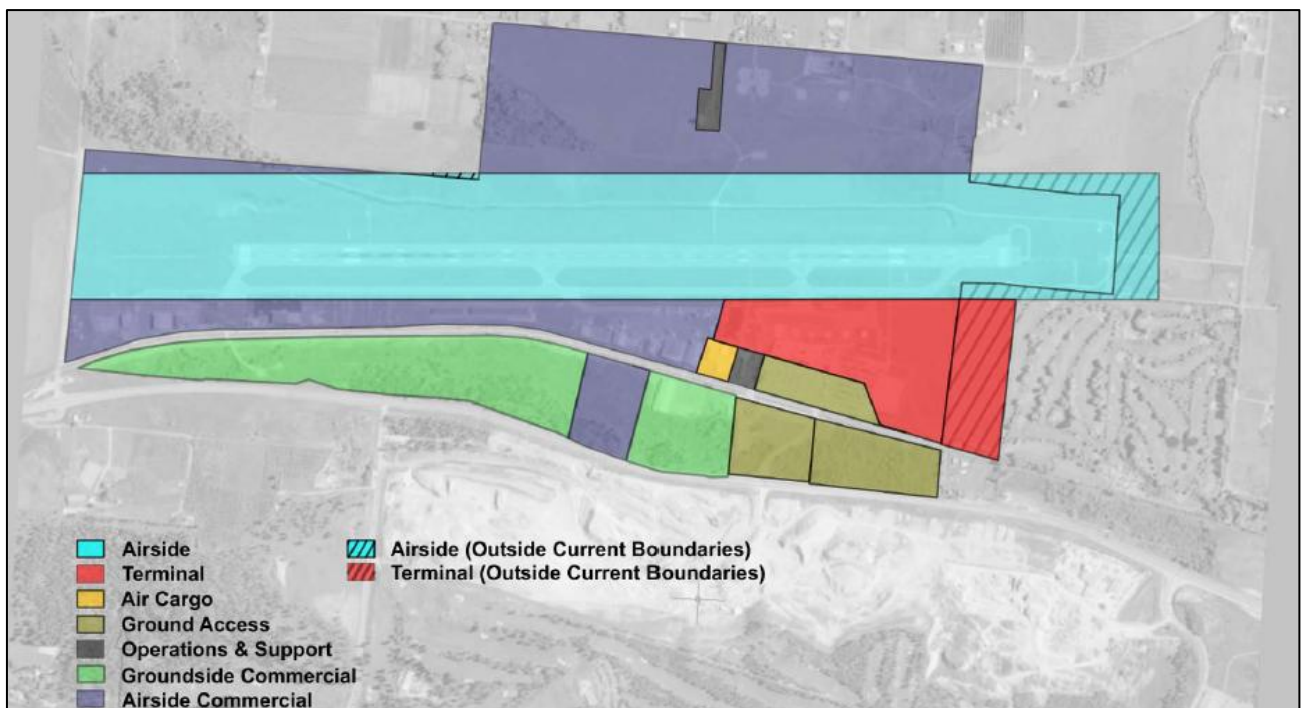


Map 5 - Future Land Use of Subject Properties within the RDCO (Ellison)



Map 6 - Permanent Growth Boundary - City of Kelowna

The City of Kelowna Parcel 'A', 5269 Highway 97 N, was identified in the Airport Master Plan 2025 as a use of 'Terminal - Outside Current Boundaries', shown below.

Map 7 - Airport Master Plan 2025

4.4 Agricultural Land Capability

According to the Agrology Report³, the proposed airport expansion will result in the loss of approximately 54.4 acres (22 hectares) of Class 2 and 3 (improved) agricultural land. The report notes that most of the area lies within the Transport Canada safety buffer zone, which has guidelines for croplands in order to reduce the risk of wildlife hazards (e.g. birds) that may be attracted to crops. Taking this safety restricted area, the net loss to agriculture is approximately 22.2 acres (9 ha). The Agrology report states that, while ideally mitigation measures to agriculture would result in an inclusion of like for like agricultural land brought into the ALR for land that is lost, it wasn't considered feasible due to the lack of suitable non-ALR land for inclusion. Instead, YLW has put forth the following mitigation measures to offset the negative effects of the exclusion proposed. These measures⁴, include:

- Topsoil strategy that would use surplus topsoil from the exclusion area to improve soil fertility in other areas of the ALR;
- A new 'Farm to Flight' program; and
- A local wine and craft distillery bar featuring BC products, located in the departures terminal;
- Proposed air cargo services that will create market opportunities for local produce to reach international markets;
- Growth of travelers to the Okanagan to enjoy and support Okanagan agri-tourism; and
- Continued support through advertising opportunities for agriculture and agri-tourism at YLW.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Land Use Designation Definitions

Permanent Growth boundary⁵

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

Chapter 5 - Development Process

Objective 5.3 Focus development to designated growth areas.

Policy .1 Permanent Growth Boundary⁶. Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. Support development of property outside the Permanent Growth Boundary for more intensive uses only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except as per Council's specific amendment of this policy.

Agricultural Land Use Policies

Objective 5.33 Protect and enhance local agriculture⁷.

Policy .2 ALR Exclusions. The City of Kelowna will not forward ALR exclusion applications to the ALC except in extraordinary circumstances where such exclusion is otherwise consistent with the

³ Associated Environmental, 2016. City of Kelowna – KIA – Agricultural Impact Assessment – Kelowna Airport Expansion.

⁴ Associated Environmental, 2016. City of Kelowna – KIA – Agricultural Impact Assessment – Kelowna Airport Expansion.

⁵ City of Kelowna 2030 Official Community Plan. Future Land Use Chapter. P. 4.6.

⁶ City of Kelowna 2030 Official Community Plan. Development Process Chapter. P. 5.2.

⁷ City of Kelowna 2030 Official Community Plan: Agricultural Land Use Policies Chapter. P. 5.35.

goals, objectives and other policies of this OCP. Soil capability alone should not be used as justification for exclusion.

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

Objective 5.19 Ensure development is compatible with surrounding land uses

Policy .2 Building Heights near Airport. Require that all proposed development projects within the federal Aviation Zone include consultation with Kelowna Airport and Transport Canada with respect to building height as per Airport Zoning Regulations under the authority of the Aeronautics Act (1977). Approved projects should also include upgraded sound-proofing and must provide a covenant that saves the City harmless with respect to noise complaints.

Policy .4 Airport Lands. Permit only airport-related or agricultural uses on the vacant lands immediately west of the airport and north of Airport Way.

6.0 Technical Comments

6.1 Interior Health - Healthy Built Environment

An initial review has been completed and no health impacts associated with this proposal have been identified. As such, our interests are unaffected by this development proposal.

7.0 Application Chronology

Date of Application Received:	April 26, 2016
Date Public Consultation Completed:	April 21, 2016
Agricultural Advisory Committee	May 12, 2016

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on May 12, 2016 and the following recommendation was passed:

Moved By Keith Duhaime/Seconded By Domenic Rampone

THAT the Agricultural Advisory Committee recommends that Council support the exclusion from the Agricultural Land Reserve under Section 29(1) of the ALC Act of the subject properties 5269 Highway 97 N, (and in the Regional District of the Central Okanagan: 4310, 3210 and 4130 Old Vernon Road), in order to provide airside commercial development to support airport services.

Carried

ANECTDOTAL COMMENTS:

The Agricultural Advisory Committee supported the "Exclusion of Agriculture Land" on this property, however, encourage the Airport branding activities, including for example, art installations or advertising opportunities, to recognize full diversity of agriculture in Kelowna. The Agricultural Advisory Committee recommend that the soil recovered to help sites that are degraded and not just assist one individual farmer.

The AAC also recommends that the City of Kelowna prepare an overall mitigation plan for infrastructure and public service projects that require ALR land, that provides a benefit to agriculture off site and to the broader agricultural community as a whole. This could include replacing land to benefit of agriculture, water improvements, soil improvement initiatives, weed control and research collaborations.

Report prepared by:

Melanie Steppuhn, Planner Specialist

Reviewed by:

☐

Todd Cashin, Subdivision, Suburban and Rural Planning Manager

Reviewed by

Approved for Inclusion:

☐

Ryan Smith, Community Planning Department Manager

Approved for Inclusion:

☐

Doug Gilchrist, Divisional Director, Community Planning & Real Estate

Attachments:

Application Statement of Rationale

Photos

Agrology Report

Kelowna International Airport 2016 ALC Exclusion Application

Proposed Use of Properties

Kelowna International Airport has submitted an application to have the following properties excluded from the ALR:

- Property A (PID 011-510-625) - located to the West of the runway, South of the airport terminal and long-term parking and North of Shadow Ridge Golf Course
- Property B (PID 011-510-544) – located to the East of the runway, South of the Dog Park, North of Property C and adjacent to Old Vernon Road
- Property C (PID 001-482-530) – located to the East of the runway, South of Property B, North of Property D and adjacent to Old Vernon Road
- Property D (PID 009-766-791) – located to the East of the runway, South of Property C, North of the polo fields and adjacent to Old Vernon Road. There is also a homestead location that is excluded from this application in the North-East corner of this property.

YLW's ALC exclusion application has been made to support the continued growth of Kelowna International Airport. 1.6 million passengers passed through Kelowna International Airport (YLW) in 2015 and YLW is anticipated to have 2.0 million passengers by 2020, 2.4 million by 2025 and 3.5 million by 2045. With this increase in passenger numbers comes an increase in the number of aircraft movements and additional infrastructure to support both the passengers and the airplanes. YLW has exhausted all non-ALR, airside land (i.e. land that has direct access to the runway), so this ALC exclusion application has been made to allow YLW to develop the airside infrastructure necessary for the continued growth of YLW.

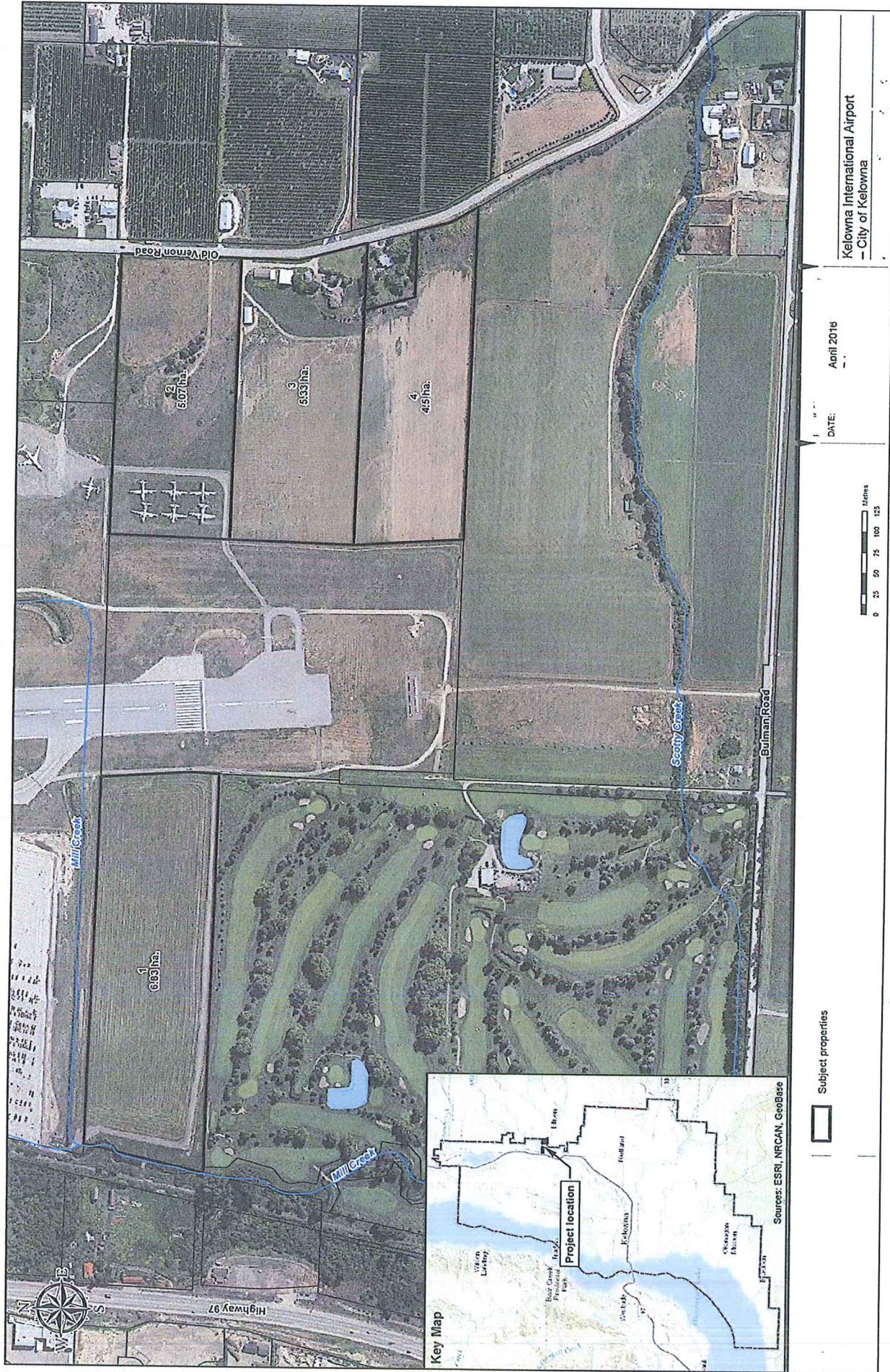
If Property A were to be excluded from the ALR, YLW would expand and further develop the terminal complex to the South. This would include, but not be limited to, expansion of the terminal itself, the apron where the planes land and park and the taxiway that connects the apron to the runway. This would provide the necessary space for YLW to process the increasing number of passengers, and on-load, off-load and park the increasing number of airplanes. Examples of potential terminal complex expansion designs are included in the document titled "YLW 2016 ALC Exclusion Application – Property A Terminal Complex Expansion."

If Properties B, C and D were to be excluded from the ALR, these properties would be developed to provide the aviation-based, airside infrastructure and services necessary to support the increasing number of aircraft at YLW. This airside development could include, but is not limited to, a secondary taxiway, additional maintenance facilities, a second fuel farm, additional hangars for the parking of airplanes and additional cargo facilities. YLW would like to see these additional cargo facilities provide the opportunity for Okanagan fruit (especially cherries) to be flown direct to international markets from Kelowna, rather than being trucked to Vancouver first. Pictures of similar facilities that currently exist at YLW have been included below as examples of the future, potential, aeronautical, airside development.



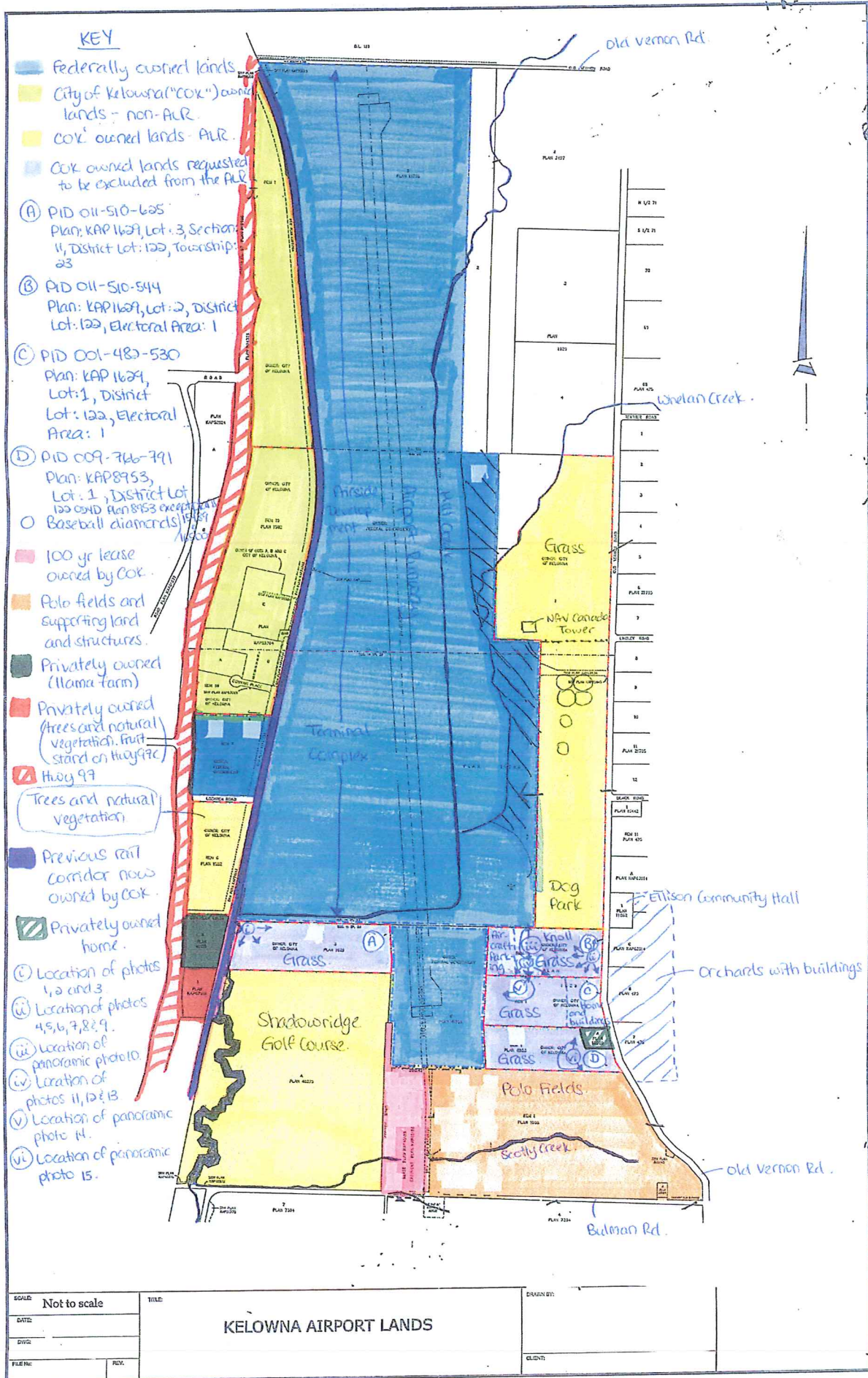
This photo is of a hangar that would be used to house a plane during maintenance. The photo was taken from YLW's apron, looking North-West. This facility is located on the West side of the runway, North of the terminal building.

YLD AUC Application - Plan/Sketch Map (Aerial View)



- 1 = A from pg 1
- 2 = B from pg 1
- 3 = C from pg 1
- 4 = D from pg 1

YCW ALC Application - Plan/Sketch Map





This facility is used for cargo operations. This photo was taken from YLW's apron, looking West. This facility is located on the West side of the runway, North of the terminal building.



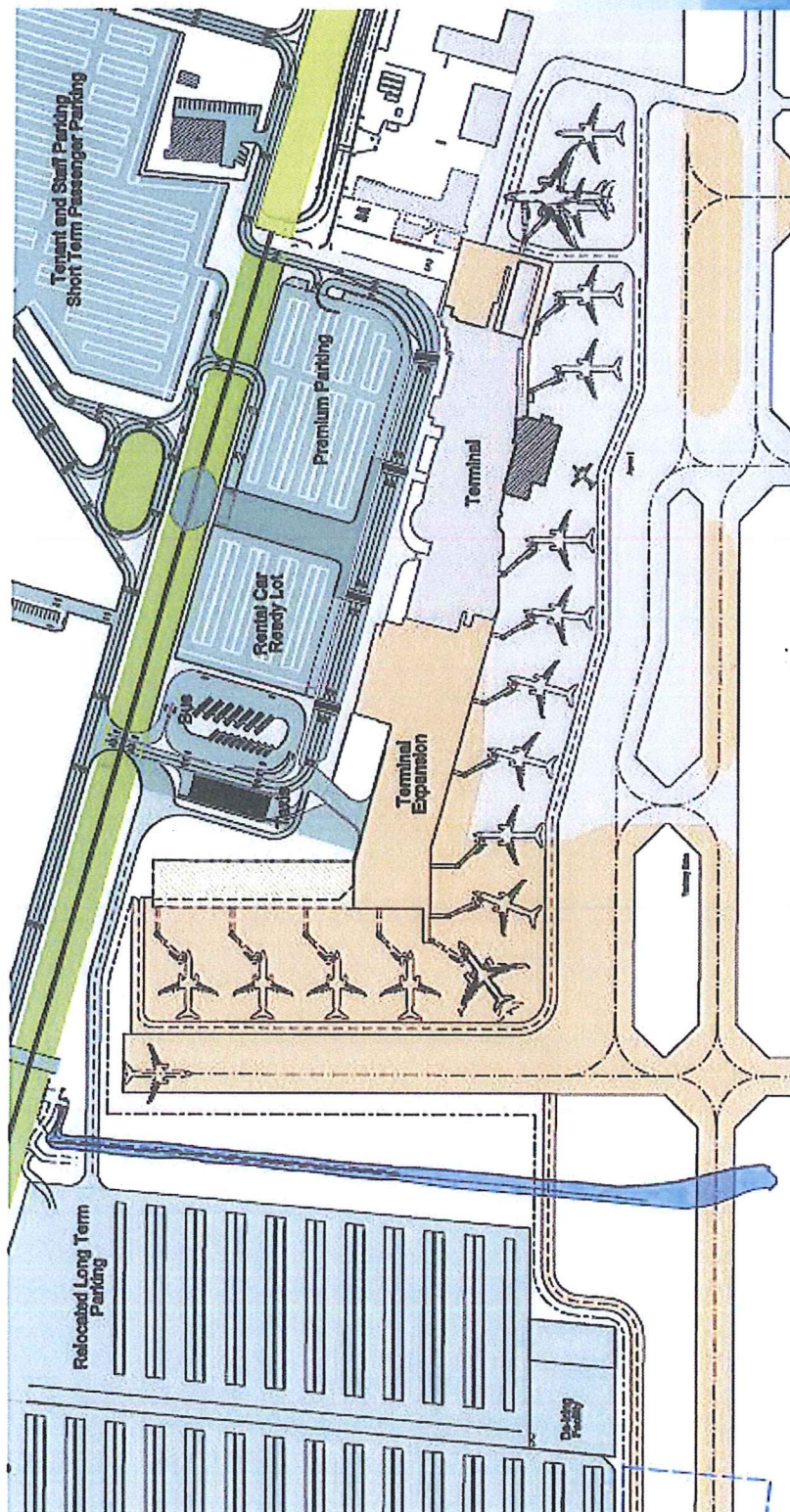
This facility houses YLW's current fueling operations. This photo was taken from YLW's apron, looking North West. This facility is on the West side of the runway, North of the terminal.

Terminal Apron



SNC-LAVALIN

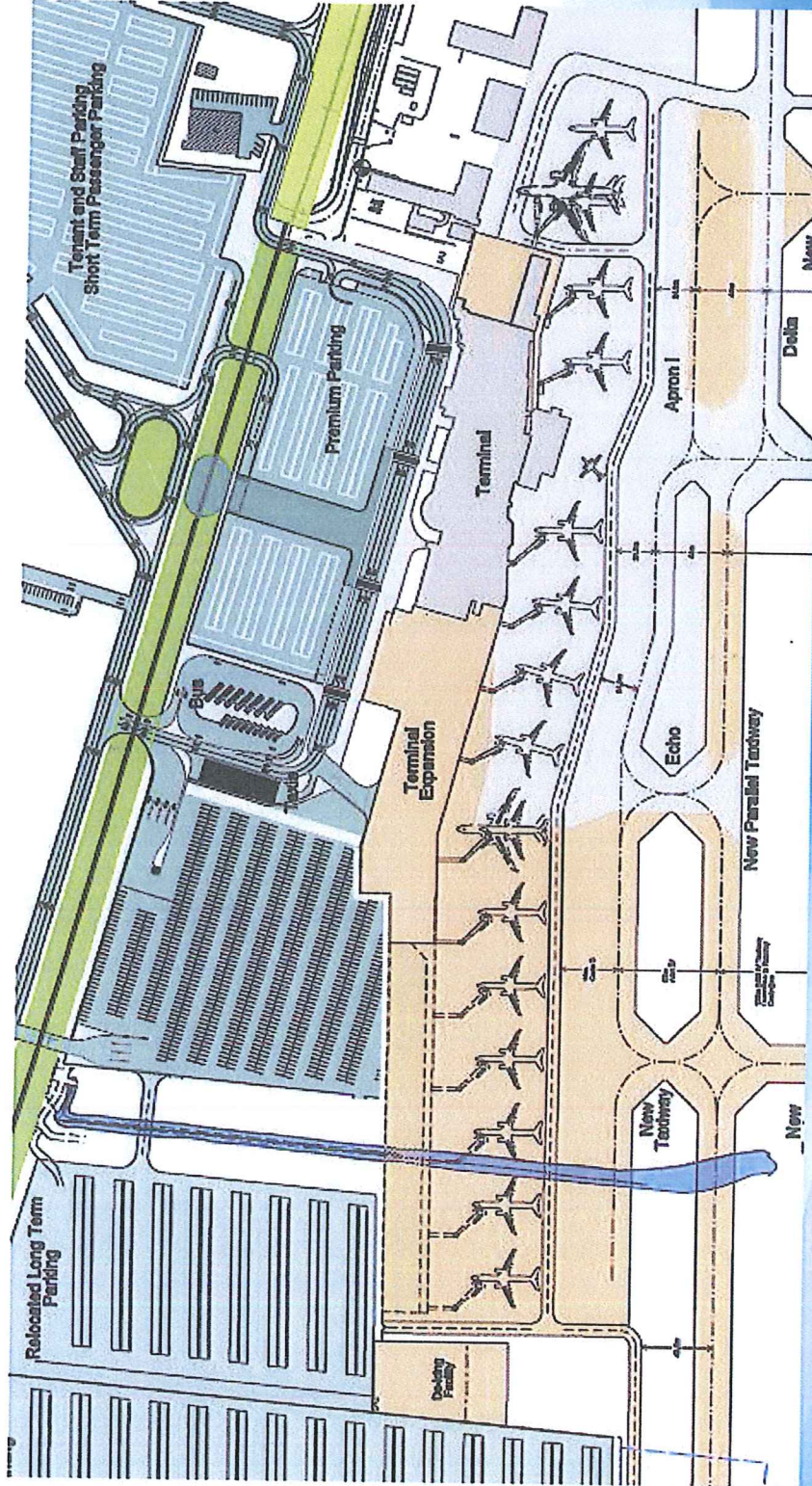
Updated Apron Expansion - Option 1



Terminal Apron



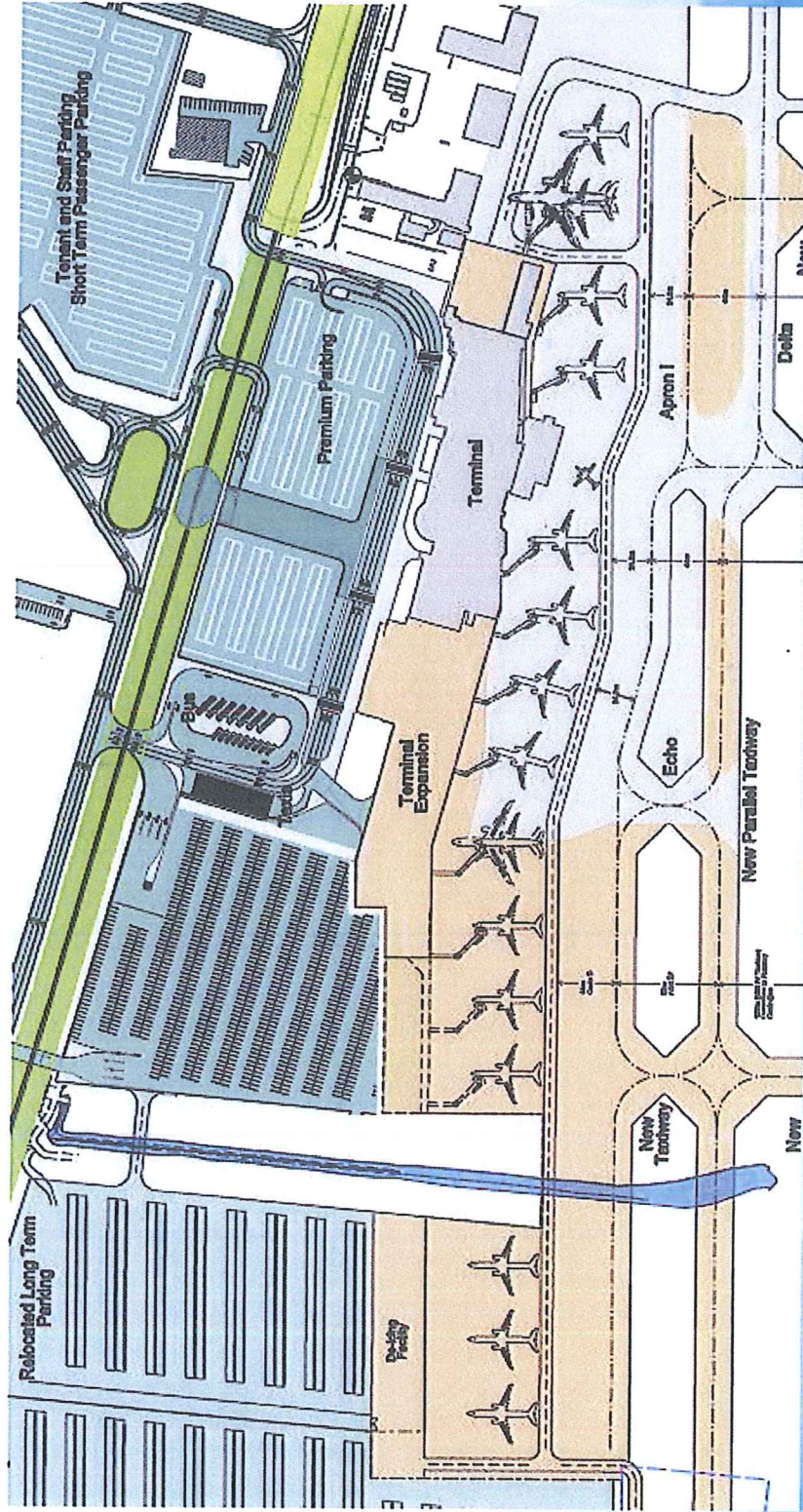
Updated Apron Expansion - Option 2



Terminal Apron



Updated Apron Expansion - Option 3

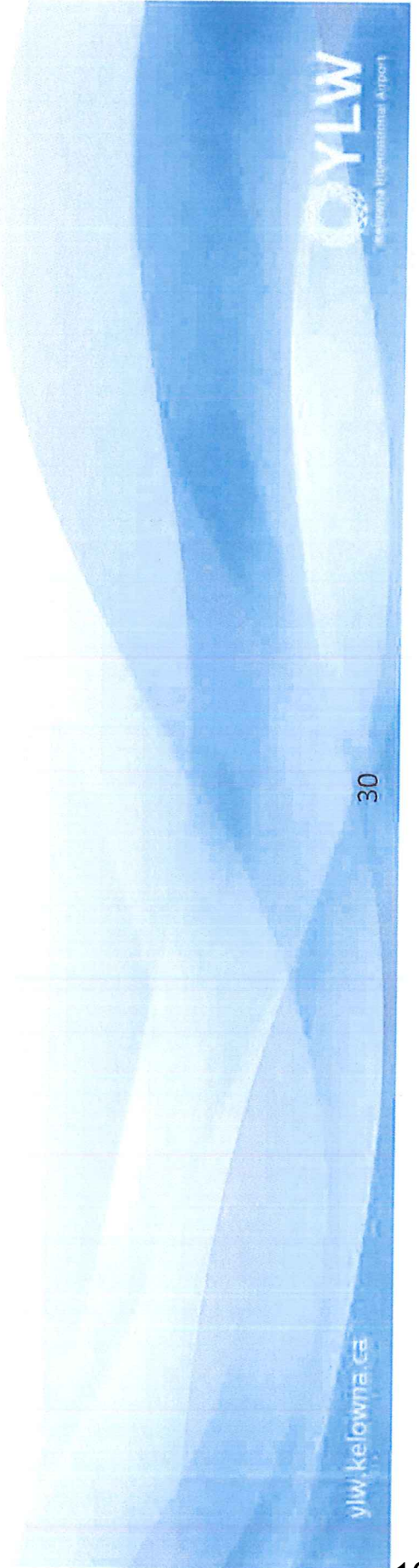
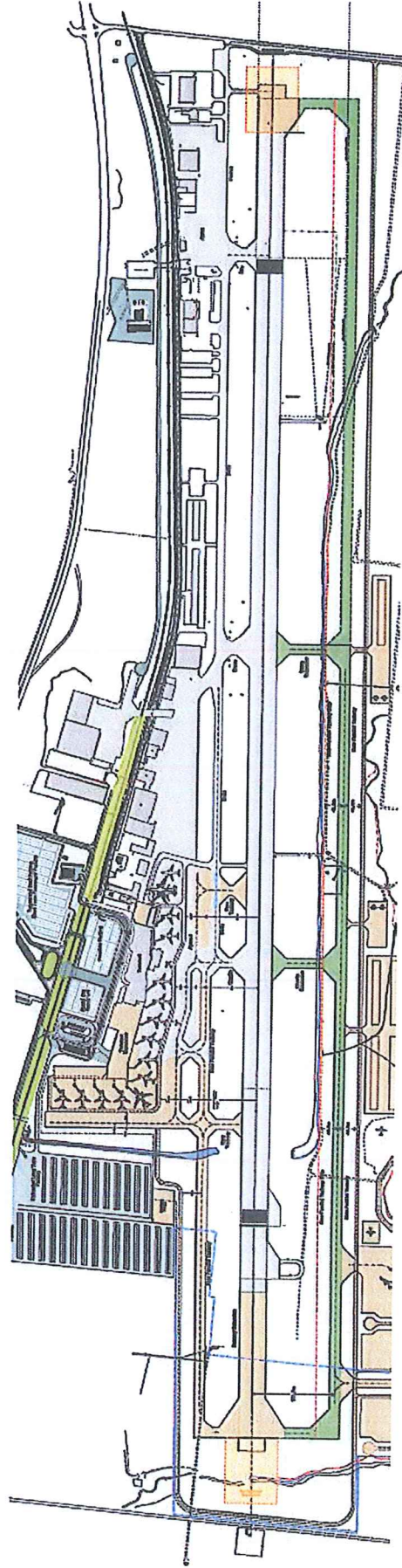


Future East Parallel Taxiway



SNC • LAVALIN

Taxiway Configuration - Preserved Mill Creek Layout



ylw.kelowna.ca

YVLW
Kelowna International Airport

Kelowna International Airport 2016 ALC Exclusion Application

Property A Photos

(PID 011-510-625)



Photo 1 is taken from the North-West corner of Property A. Photo is facing South-East. The creek on the left side of the photo is Mill Creek. The rounded structure on the left side of the photo is not on Property A. The pavement in the middle of the photo is the South end of Kelowna International's Runway. The planes on the far side of the runway are the Convairs parked on the West side of Property B. The white, rounded structure just to the right of the Convairs is on Property C. The trees on the right side of the photo are a part of Shadow Ridge Golf Course.



Photo 2 is taken from the North-West corner of Property A. Photo is facing South-South-East. The trees are a part of Shadow Ridge Golf Course. The fence in front of the trees is the property line between Property A and Shadow Ridge Golf Course.



Photo 3 is taken from the North-West corner of Property A. Photo is facing South. The trees on the left side of the photo are a part of Shadow Ridge Golf Course. The fence in front of these trees is the property line between Property A and Shadow Ridge Golf Course. The creek on the right side of the photo is Mill Creek. The fence on the right side of the photo separates Property A from the privately-owned land to the West of Property A.

Kelowna International Airport 2016 ALC Exclusion Application
Property B Photos
(PID 011-510-544)



Photo 4 taken from the midpoint of Property B's East property line. Photo is South facing with Old Vernon Road shown on the left of the photo. The fence in the distance is the fence line between Properties B and C. The buildings in the distance are on Property C.



Photo 5 taken from the midpoint of Property B's East property line. Photo is South-West facing. The fence in the distance is the fence line between Properties B and C. The buildings in the distance are on Property C.



Photo 6 taken from the mid-point of Property B's East property line. Photo is West-South-West facing. The fence in the distance is the fence line between Properties B and C. The building in the distance is on Property C. The trees in the upper right corner of the photo are a part of Shadow Ridge Golf Course. The pavement slightly in front of those trees is the runway for Kelowna International Airport.



Photo 7 taken from the midpoint of Property B's East property line. Photo is West facing. The trees in the distance are on the knoll present on Property B. The trees in the upper left hand corner of the photo are a part of Shadow Ridge Golf Course. The pavement slightly in front of these trees is the runway for Kelowna International Airport. The building structure just behind the grass in the right corner of the photo is the terminal building for Kelowna International Airport.



Photo 8 is taken from the midpoint of Property B's East property line. Photo is North-West facing. The trees on the left side of the photo are on the knoll present on Property B. The buildings and planes in the background are a part of Kelowna International Airport. The trees in the distance on the right hand side of the photo are a part of the Dog Park that is North of Property B.



Photo 9 taken from the midpoint of Property B's East property line. Photo is North-North-West facing. The buildings on the left hand side of the photo are a part of Kelowna International Airport. The trees in the middle of the photo are a part of the Dog Park that is North of Property B. The tall building towards the top and in the middle of the photo is NAV Canada's tower which directs traffic for Kelowna International Airport. The road on the right hand side of the photo is Old Vernon Road.



Panoramic Photo 10 taken from the top of the knoll on Property B. Photo pans from South facing on the left to North facing on the right. The dirt road on the left hand side is just on the other side of the property line between Properties B and C. Planes in the middle of the photo are Convairs, which are not flight-ready and are being stored. The patch of trees above and slightly to the left of the planes is Shadow Ridge Golf Course. The cement strip between the planes and Shadow Ridge Golf Course is the runway for Kelowna International Airport. The buildings in the West and North-West direction are Kelowna International Airport. The trees on the very far right of the picture, in behind the knoll, are a part of the Dog Park that is North of Property B.

Kelowna International Airport 2016 ALC Exclusion Application
Properties C and D Photos
(PID 001-482-530 and PID 009-766-791)



Photo 11 is taken from the top of the knoll on Property B. Photo is South-East facing. The road in behind the structures is Old Vernon Road. The dirt road along the fence is on Property C. The fence in the foreground is the property line between Properties B and C. All structures in the Photo are on Property C. The rounded structure with the brown roof is completely enclosed and is used for storage. The white structure in the foreground is open air on the other side and is not currently being used. The rounded white structure with tan trim is open air on the Old Vernon Road side and is used for storage. The house shown on the right hand side of the photo is currently being rented to a tenant. Property C slopes downward from East to West, as shown in the photo.



Photo 12 is taken from the top of the knoll on Property B. This Photo is South facing. The fence in the foreground is on the property line between Properties B and C. The dirt road in the foreground is on Property C. The fence in the background is the Southern property line of Property D. The vehicle in the background is on the polo fields that are South of Property D.



Photo 13 is taken from the top of the knoll on Property B. This Photo is South-West facing. The dirt road in the foreground is on Property C and is just South of the property line that Property B and C share. The fence in the foreground does not depict a property line. The fence in the background on the left hand side of the photo is the Southern property line of Property D. The polo fields are on the Southern side of this property line. The fence that is in the background on the right hand side of the photo is the Western property line of Properties C and D. The trees in the upper right hand corner of the photo are a part of Shadow Ridge Golf Course. The structures between the fence with white signs on it and Shadow Ridge Golf Course are a part of Kelowna International Airport's Instrument Landing System. The pavement in the upper right hand corner of the photo, in front of the Shadow Ridge Golf Course, is the Southern end of the runway for Kelowna International Airport.



Photo 14 is a panoramic photo of Properties B, C and D. The photo is taken close to the North-West corner of Property C and pans from North-East to South-West. On the left hand side of the photo is the knoll on Property B. The dirt road is just to the South of the property line between Properties B and C. This dirt road leads to Old Vernon Road. The four buildings to the right of the dirt road are on Property C. The fence on the right hand-side of the photo is the property line between Properties C/D and the Federal lands that Kelowna International Airport is on.



Photo 15 is a panoramic photo of Properties B, C and D. The photo is taken close to the South-East corner of Property C and pans from South on the left to North on the right. The fence on the left side of the photo is the property line between Properties C/D and the polo fields. The group of trees in the middle of the photo are Shadow Ridge Golf Course. The planes and structures towards the right of the photo are a part of Kelowna International Airport. The knoll on the right hand side of the photo is the knoll on Property B. The structures on the far right of the photo are on Property C.

REPORT

City of Kelowna Kelowna International Airport

Agricultural Impact Assessment Kelowna Airport Expansion



April 2016

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Executive Summary

Associated Environmental Consultants Inc. was retained by the Kelowna International Airport – City of Kelowna (Kelowna Airport) to complete an Agricultural Impact Assessment (AIA) of the proposed expansion of operations at the Kelowna International Airport (YLW) on to adjacent agricultural properties located in the Agricultural Land Reserve (ALR). The Kelowna Airport plans to expand its operations over the next 30 years to accommodate the projected increase in air passenger traffic. The first phase of this expansion is proposed to occur within the next five years to accommodate terminal complex and apron expansion south of the existing terminal and the development of additional airside services east of the runway. This expansion will occur on four properties located adjacent to YLW (the Exclusion Area).

The purpose of the AIA is to evaluate the effects of this proposed expansion on agriculture in the vicinity of the Kelowna Airport and the Central Okanagan region and to identify mitigation options. It was completed following the guidelines published by the City of Kelowna (Appendix A). This assessment report will form part of the application to the Agricultural Land Commission (ALC), the agency responsible for administering land in the ALR. The AIA of the Application Area will be used to support an application to the ALC for exclusion of the lands.

The results of the AIA indicate that airport expansion in the Exclusion Area will result in the loss of approximately 22 hectares (ha) of Class 2 and 3 (improved) agricultural land. Most of the Exclusion Area is located within a Transport Canada safety buffer zone (i.e. area required to reduce wildlife hazards through appropriate land use), so much of this land is not recommended for farming. If the safety buffer is subtracted from the 22 ha, the net loss of agricultural land that is available for farming is approximately 9 ha. Ideally, any ALR losses would be compensated for by adding the same amount of similar or better capacity land to the ALR in the Kelowna region. This compensation is not considered feasible because of the lack of suitable non-ALR land. However, the Kelowna Airport will implement the following mitigation measures and agricultural enhancement strategies to offset the negative effects of the exclusion/non-farm use:

- A topsoil enhancement strategy that would use surplus topsoil from the Exclusion Area to improve soil fertility in other areas of the ALR,
- A new produce kiosk (Farm to Flight) and wine, craft beer and distillery bar featuring BC products to promote agri-business at YLW, located at the departures terminal;
- Proposed air cargo services that will create more market opportunities for local producers to offset negative effects on agriculture in the region;
- Anticipated growth of local, domestic and international air service providing travellers with the ability to easily travel to the Okanagan and have the opportunity to enjoy and support Okanagan agri-tourism; and
- Continued support of Okanagan agriculture and agri-tourism through advertising opportunities at the Airport.

Furthermore, best management practices and detailed planning and monitoring during design, construction, and operations will ensure that potential negative effects on agriculture are minimized.

If all mitigation measures and strategies, as described in this report, are implemented, then the residual adverse effects on agriculture are likely negligible given that only 9 ha of the land would be farmed under current regulations and much of this is isolated from other agricultural lands by Highway 97 and Old Vernon Road.

Although 22 ha total loss (or 9 ha net loss) is more than the average net loss of 6 ha (annually from the ALR in the Central Okanagan region), the cumulative effects of the exclusion, in combination with other potential exclusion applications (including future potential expansion of the airport), are negligible because the Exclusion Area is not being farmed and there is a low probability that it will be because of the safety buffer. The Kelowna Airport recognizes, however, that the planned reduction in ALR land to enable development is a concern, and will commit to the implementation of the mitigation measures described in this report.

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1 Introduction

1.1 BACKGROUND INFORMATION

Associated Environmental Consultants Inc. was retained by the Kelowna International Airport – City of Kelowna (Kelowna Airport) to complete an Agricultural Impact Assessment (AIA) for the proposed expansion of operations at the Kelowna International Airport (YLW) on to four agricultural properties located in the Agricultural Land Reserve (ALR). The purpose of the AIA is to evaluate the effects of expansion on agriculture in the vicinity of the Kelowna Airport and the Central Okanagan region and to identify mitigation options. It was completed following the guidelines published by the City of Kelowna (Appendix A).

The Kelowna International Airport - City of Kelowna (Kelowna Airport) plans to expand the Kelowna International Airport (YLW) over the next 30 years to accommodate the projected increase in air passenger traffic. Since 2004, passenger numbers at YLW have increased 78%, and according to the 2025 Airport Master Plan, the passenger volume through YLW is expected to grow an additional 51% to 2.4 million passengers per year by 2025 (the current volume is 1.6 million). To accommodate the expected growth, YLW will require a new taxiway, terminal expansion, apron expansion, airside services that require access to the airside infrastructure (i.e., cargo/courier, fuelling, mechanical maintenance, charter), additional airport parking and groundside services.

Kelowna Airport plans to expand YLW over several phases. The first phase is proposed to occur within the next five years to accommodate terminal complex and apron expansion south of the existing terminal as well as additional airside services east of the runway. This expansion will occur partly within the four agricultural parcels adjacent to YLW that are in the ALR (the Exclusion Area) (Figure 1-1).

As a requirement of the expansion, Kelowna Airport must apply for an exclusion from the ALR through the Agricultural Land Commission (ALC), the provincial agency responsible for administering land in the ALR, and both local governments (i.e., City of Kelowna and RDCO). To fulfill ALR exclusion application requirements, an assessment of agricultural effects as well as mitigation measures for offsetting any negative effects on agriculture are typically required for projects of this scale. This AIA will be used to support an application to the ALC for exclusion/non-farm use of the lands.

This report describes the assessment of the effects of the proposed ALR exclusion (the Exclusion) on agriculture resources in the vicinity of the airport and the wider region, and describes the methods for completing the assessment. The report provides a summary of the baseline information and an overview of the potential effects on agriculture as a result of airport expansion, mitigation measures to minimize effects on agriculture, and residual and cumulative effects. It also provides details on alternatives to the airport expansion.

1.2 AGRICULTURAL IMPACT ASSESSMENT OBJECTIVE

The requirements for completing an AIA in Kelowna are outlined in City of Kelowna's Agricultural Impact Assessment Terms of Reference (TOR) (Appendix A). The TOR is intended as a general guide for

preparing AIAs in the City of Kelowna and is not a comprehensive list of requirements. The guidelines advise the Qualified Professional completing the AIA to work with Kelowna staff to review and confirm a site-specific TOR prior to commencing work. Therefore, in March 2016, Associated consulted with City of Kelowna staff to discuss AIA requirements. Based on these discussions, the objectives of this AIA are to:

1. Summarize the baseline agricultural conditions;
2. Assess the potential effects of the Exclusion on agricultural resources in the vicinity of the airport;
3. Develop a mitigation strategy to avoid or reduce any detrimental effects;
4. Determine any residual effects that cannot be reasonably mitigated;
5. Identify any cumulative effects of the Exclusion; and
6. Identify alternatives to the Exclusion.



2 Methods

The methods used to complete the AIA were based on the City of Kelowna Agricultural Impact Assessment TOR (Appendix A), which included the following tasks:

- Review of existing information, including: aerial photographs; soil and land capability maps and reports; Official Community Plans and Agricultural Plans; Kelowna Airport Master Plans; land use maps and reports; survey and engineering drawings; and agricultural statistics.
- A site visit conducted by Katarina Glavas, P.Ag., on March 24, 2016 to assess the soils and agricultural capability of the Exclusion Area and to review existing land use in the vicinity of YLW.
- Meetings with City of Kelowna and RDCO agricultural advisory committees and ALC staff to discuss potential effects and mitigation measures
- Interviews with adjacent landowners (Sandhurs cherry producers).
- A meeting with ALC staff - Mr. Ron Wallace, Land Use Planner for the Okanagan and Mr. Martin Collins, Regional Planner for the Okanagan - to review the proposed changes to ALR lands at the airport and to discuss mitigation options.
- Assess potential effects on agricultural as described in the City of Kelowna (TOR)
- Identify mitigation measures to offset potential effects
- Preparation of this report.

3 Study Area

The study area for this assessment comprises the Exclusion Area, which includes the local agricultural area that may be impacted, primarily the Ellison area located within the boundaries of the RDCO. A wider regional study area that comprises the Central Okanagan was also considered, which includes the municipalities of Kelowna, Lake Country, Peachland, West Kelowna, and two rural areas (East and West Electoral Area).

4 Baseline Information

4.1 SITE DESCRIPTION

YLW is located within the boundaries of the City of Kelowna, approximately 15 km northeast of downtown (Figure 1-1) at an elevation of 430 metres above sea level (masl) in the Okanagan Valley.

The Exclusion Area is comprised of four parcels of land (Parcels 1, 2, 3, and 4 shown in Figure 1-1). These parcels of land are located to the west and east of the runway. Parcel 1 is located within the boundaries of the City of Kelowna on the west side of the runway. Parcels 2, 3, and 4 are located on the east side of the runway in the Ellison area of the RDCO (East Electoral Area). All four parcels are owned by the City of Kelowna. Land title numbers and areas of each parcel are provided in Table 4-1.

Table 4-1
Description of Parcels within the Exclusion Area

Parcel	PID	Address	Legal Description	Area	
				Acres	Hectares
1*	011-510-625	5269 Highway 97 N	Plan: KAP1629, Lot: 3, Section: 11, District Lot: 122, Township: 23	16.88	6.83
2	011-510-544	4310 Old Vernon Rd.	Plan: KAP1629, Lot: 2, District Lot: 122, Electoral Area: I	12.52	5.07**
3	001-482-530	4210 Old Vernon Rd.	Plan: KAP1629, Lot: 1, District Lot: 122, Electoral Area: I	13.18	5.33
4	009-766-791	4130 Old Vernon Rd.	Plan: KAP8953, Lot: 1	11.13	4.50
Total				53.71	21.73

Notes:

* Parcel 1 is located within airport perimeter fencing

**1.86 ha of the western section of Parcel 2 is located within airport perimeter fencing

The Exclusion Area occupies level to nearly level valley bottom with some gently to moderately sloping (15%-30%) terrain on Parcel 2, and the eastern portions of Parcels 3 and 4.

4.2 LAND USE

The YLW lands were formerly part of the Dickson Ranch, a cattle ranch that operated in the area up until 1946. The City of Kelowna purchased 320 acres of land in 1946 when residents voted in favour of purchasing the Dickson Ranch to establish an airport (Note: the ALR was established in 1973). Additional adjacent lands, including the Exclusion Area and Shadow Ridge Golf Course, were more recently acquired by the City of Kelowna for future airport expansion.

The Exclusion Area has been previously leased for forage production; however, none of the parcels are currently cultivated or used for grazing. The Exclusion Area is bordered by a mixture of agricultural, community, and recreational land use. Adjacent land use includes:

- North – Ellison Dog Park (ALR), Kelowna Airport parking lot
- East – Cherry orchards (ALR) and Ellison Community Hall/Fire Hall (ALR)
- South – Horse stables, paddocks and polo field (ALR); Shadow Ridge Golf Course (ALR)
- West – Proposed Okanagan Rail Trail and hobby farm (llamas) (ALR)

Surrounding land use includes the UBC Okanagan campus, existing (e.g., gravel pit) and future commercial/business park development (west of Highway 97), High Noon Park, commercial groundside, rural residential, and various agricultural activities including orchards, forage crop, turf production, and horse stables in the Ellison area. Agricultural lands in the Ellison area are mostly smaller rural residential properties with hobby farms. Agricultural lands to the south are generally larger agricultural holdings.

4.3 AGRICULTURAL LAND RESERVE AND ZONING

The Exclusion Area is located within the ALR. The ALR is a provincial zone in which agriculture is recognized as the priority use, where farming is encouraged and non-agricultural uses are controlled. According to the City of Kelowna's Agricultural Plan (1997), approximately 42% (8,927 ha) of the City of Kelowna land area is within the ALR.

The Exclusion Area is zoned by the City of Kelowna as A1 Rural and by the RDCO as A1 Agricultural. A1 zoning allows general agricultural uses; however, not all land in this zone is actively used for agricultural purposes. Areas zoned as A1 have a minimum parcel size of 5 acres (2 ha) under the City of Kelowna Zoning Bylaw 3500. The RDCO does not set a minimum parcel size.

4.4 AGRICULTURAL SOCIO-ECONOMIC PROFILE

Agriculture is important to the economy of the Central Okanagan. The soil, topography, and warm climate (and the ready availability of water for irrigation) in the Okanagan Valley make the Central Okanagan one of the most important agricultural centres in the province.

Approximately 31,368 ha of land is farmed in the Central Okanagan with 62% of the farm area owned by producers (Statistics Canada 2011). Farms in the region produce a variety of crops with apples, cherries, and grapes amongst the most important commercial crops (14% of the province's total). Fruits, particularly

cherries, are important agricultural exports that provide significant contributions to the agricultural economy in BC. In 2015, approximately \$80 million worth of cherries were shipped outside of Canada (i.e., mostly to US, China, and Hong Kong) (RDCO 2015).

In 2011, the gross farm receipts for the Central Okanagan totalled \$96,546,394 and total salaries and wages paid was \$28,669,674 (Statistics Canada 2011). Total gross farm receipts have increased by approximately 104% between 1991 and 2011. This is primarily due to the growth of the wine industry and cherry exports, as well as the Okanagan's reputation as a world class agri-tourism destination.

At the same time; however, significant population growth and urbanization throughout the Central Okanagan is contributing to increased pressure on agricultural land. In turn, the increased pressure to urbanize agricultural land is contributing to the high cost of agricultural land, which can act as a deterrent to prospective entrants into the farming industry (RDCO 2015).

4.5 CLIMATE

The closest Environment Canada climate station is the Kelowna A Station (Climate ID 1123970). This station is located at YLW at an elevation of 430 masl. The climate in Kelowna is characterized by warm, dry summers and mild winters. The normal daily January temperatures are -0.2°C (maximum) and -7.4°C (minimum) and daily mean July temperatures are 27.6°C (maximum) and 10.5°C (minimum) (Environment Canada 2015). Mean annual precipitation is 380.5 mm, with 101.8 mm (water equivalent) falling as snow.

Figure 4-1 shows the monthly normal precipitation compared to the estimated potential evapotranspiration (PET), as estimated using the Priestley-Taylor equation (Shuttleworth 1993). Between May and September the region is characterized by a soil moisture deficit. Therefore, the majority of agricultural operations in Kelowna rely heavily upon irrigation.

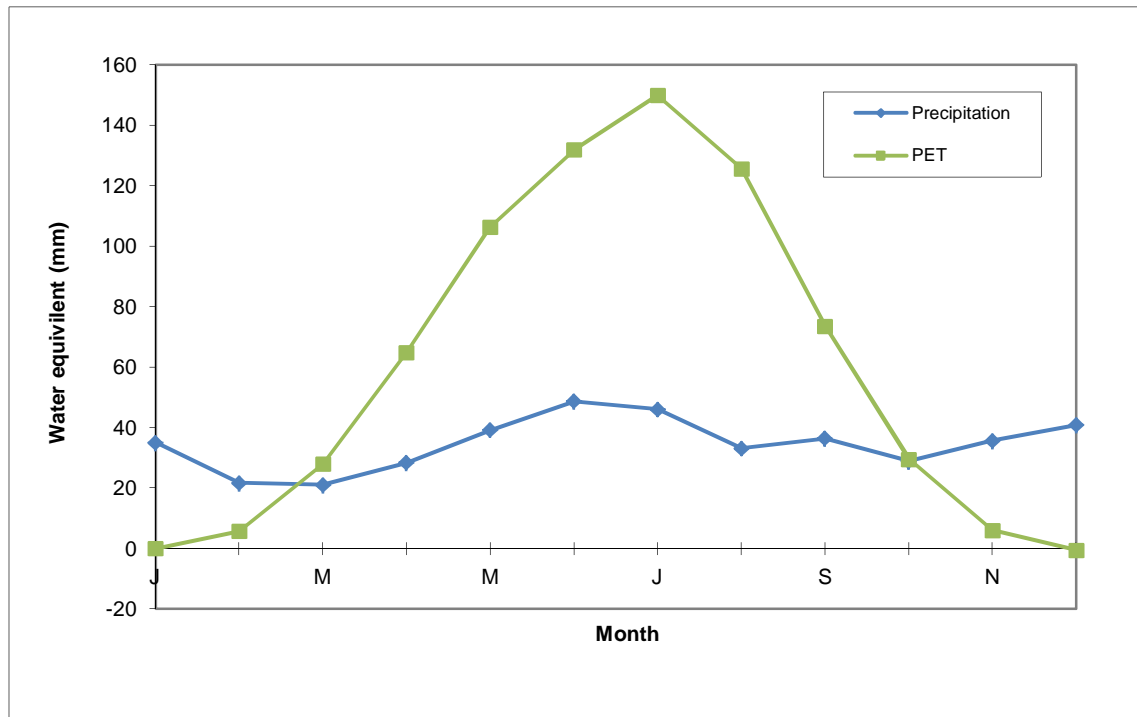


Figure 4-1
Kelowna: precipitation and potential evapotranspiration

4.6 SOIL AND LAND CAPABILITY FOR AGRICULTURE

Soils in the Exclusion Area have developed on a combination of fluvial and glaciolacustrine surficial materials with a small amount of organic material southwest of YLW. Published soil mapping indicates that several soil types (soil series) corresponding to these surficial materials occur in the Exclusion Area (Wittneben 1986). Soils are primarily composed of Ratnip Fan soils accompanied by Winslow Fan, Rutland, Tanaka Fan, Westbank, and Rumhor soils by area. These soils and their locations were verified during the field investigation and were found to be consistent with that of the published soil mapping.

Table 4-2
Published description of soil series that occur within the Exclusion Area

Soil Series	Soil Material	Drainage	Classification	Soil Management Group
Ratnip Fan	Surface: gravelly sandy loam to gravelly loamy sand Subsoils: range from gravelly loamy sand to gravelly sand Parent material: gravelly coarse-textured fluvial fan deposits	Well to rapidly drained, mod. to rapidly pervious, and low to mod. water holding capacity	Orthic Dark Brown Soils	Stemwinder
Winslow Fan*	Surface: sandy loam or occasionally loam Subsoils: gravelly loamy sand Parent material: 10-50 cm thick, mod. coarse, gravel-free veneer overlying gravelly, coarse-textured fluvial fan deposits	Poorly drained mod. to rapidly pervious, and mod. to low water holding capacity	Rego Humic Gleysol	Guisachan
Rutland	Surface: sandy loam or loamy sand Subsoils: gravelly sand or gravelly loamy sand Parent material: mod. coarse veneer, 10 - 25 cm overlying gravelly and stony, very coarse glaciofluvial deposits	Rapidly drained, rapidly pervious, slow surface runoff and low water holding capacity	Orthic Dark Brown	Gammil
Tanaka Fan*	Surface: sandy loam to silt loam with occasional silty clay loam Subsoils: sandy loam or gravelly sandy loam Parent material: gravel-free, mostly medium to moderately coarse-textured fluvial fan deposits	Poorly to very poorly drained, mod. to slowly pervious, high water holding capacity.	Rego Humic Gleysol	Guisachan
Westbank	Surface: silty clay loam, clay loam, and clay Subsoils: clay or heavy clay but may become sandy Parent material: fine to mod. fine glaciolacustrine deposits	Mod. well drained, slowly pervious, high water holding capacity	Orthic Gray Luvisol	Glenmore

Soil Series	Soil Material	Drainage	Classification	Soil Management Group
Rumohr*	Surface: peaty Subsoils: sandy fluvial deposits Parent material: mesic organic material usually between 20 and 60 cm thick	Very poorly drained, high fluctuating water table	Rego Gleysol: Peaty and calcareous phase	Rumohr

Source: Wittneben 1986, Gough et al. 1994

Notes: *Drainage has been improved in Parcel 1, such that the soils are imperfectly drained

4.7 LAND CAPABILITY FOR AGRICULTURE

In BC, agricultural capability is rated through a classification system known as the Land Capability Classification for Agriculture in British Columbia (Kenk and Cotic 1983). The system describes seven land capability classes for agriculture (Class 1 to Class 7), and is consistent with the system of the Canadian Land Inventory. The highest classification soil (Class 1) has very slight limitations for agriculture; the lowest class (Class 7) has no capability for agriculture (Table 3-3). Along with these classes, the ALC assigns limitations to soils (Table 3-4). In most agricultural regions of BC, two ratings are assigned to a piece of land to reflect the current condition of soils and the condition after management improvements to limitations are implemented (ALC 2013). Improvements typically include drainage systems, irrigation, stone picking, and amendments.

Table 4-3
BC land capability classes for agriculture

Class	Description
Class 1	Land either has no or only very slight limitations that restrict its use for the production of common agricultural crops.
Class 2	Land has minor limitations that require good ongoing management practices or slightly restricts the range of crops, or both.
Class 3	Land has limitations that require moderately intensive management practices or moderately restricts the range of crops, or both.
Class 4	Land has limitations that require special management practices or severely restricts the range of crops, or both.
Class 5	Land has limitations that restrict its capability to producing perennial forage crops or other specially adapted crops.

Class	Description
Class 6	Land is non-arable but is capable of producing native and/or uncultivated perennial forage crops.
Class 7	Land has no capability for arable or sustained natural grazing.

Source: ALC 2013

Table 4-4
BC land capability limitations to agriculture

Symbol	Limitation	Major Improvements
W	Water	Drainage systems
L	Permeability (organic soils)	Unimprovable
D	Soil structure /permeability	Organic matter additions
N	Salinity	Unimprovable
I	Inundation	Diking
A	Moisture	Irrigation
F	Fertility	Fertilizer additions
T	Topography	Unimprovable

Source: ALC 2013

Based on a review of published agricultural capability and the field investigation, the agricultural capability of the Exclusion Area is primarily improved Class 2 to 3, with some Class 5 land located on Parcel 1. The improved land capability is the appropriate indicator of land quality because the majority of Exclusion Area has access to irrigation water through the Glenmore Ellison Improvement District (GEID). Soils on Parcel 1 are primarily limited by excess water (W), while soils of Parcels 2, 3, and 4 are primarily limited by a soil moisture deficit (A) and stoniness (P) (Table 4-5).

Table 4-5
Verified agricultural capability of Exclusion Area

Parcel Identifier	Unimproved	Improved
Parcel 1	4W, 4AW	2W
Parcel 2	4AP, 5TA, 4AD	3PA, 5TA*, 3D
Parcel 3	4AP, 5A	3PA, 2T**
Parcel 4	4AP, 5A	3PA, 2T**

Notes:

*Published agricultural capability information indicates that topography on Parcel 2 is improvable to Class 3; however, this is not considered feasible.

**Class 2T land is located on the farm homeplate.

4.8 DRAINAGE, IRRIGATION AND WATER QUALITY

YLW is located in the Upper Mill Creek Basin that includes three watersheds: Mill Creek, Whelan Creek, and Scotty Creek. All three creeks occur within or in close proximity to the Exclusion Area (Figure 4-2). Mill Creek is located east of the runway. It is approximately 36 km long with about two-thirds of the total watershed area located up-gradient and east of YLW (Summit 2007). Mill Creek has been channeled alongside the runway to avoid airport operations. The channelized creek passes under the runway through a culvert, runs parallel to the northern boundary of Parcel 1 and then flows south towards Bulman Road. Whelan Creek flows towards the airport (north of Parcel 2) from the east and joins Mill Creek. Scotty Creek flows west joining Mill Creek at Bulman Road. Mill Creek flows for a distance of about 13 km (from YLW) before reaching Okanagan Lake. In general, site drainage for Parcels 2, 3, and 4 is primarily south towards Scotty Creek, and site drainage for Parcel 1 is west towards Mill Creek.

Groundwater discharge (from the hillside) into low lying spots in the lower valley is significant, particularly around the airport (City of Kelowna 1998). The combination of groundwater discharge as well as high water table conditions creates drainage difficulties in the surrounding agricultural areas around Bulman Road, which is prone to seasonal flooding.

Within the Exclusion Area, the soils are primarily moderately well drained on Parcels 2, 3, and 4, due to the coarse-textured rapidly drained soils. Soils on Parcel 1 are imperfectly drained. Due to the soil moisture deficit that occurs between April and October (as described in Section 3.2), irrigation is required during the summer. All four parcels have access to irrigation (irrigation mains observed on all properties); however, no irrigation equipment was observed on any of the parcels. Irrigation water in the Ellison area is withdrawn by GEID from Mill Creek upstream of the airport.



4.9 FARM ACCESS AND TRANSPORTATION

Parcel 1 is accessed through the airport parking lot and is currently located in the airport perimeter area, which has restricted access (security gate and fence). It can only be accessed by airport personnel. Parcels 2, 3, and 4 are accessed from Old Vernon Road by way of Old Vernon Road or Bulman Road. Old Vernon Road is maintained by the Ministry of Transportation and Infrastructure (MOTI) while Bulman Road is maintained by the City of Kelowna. These roads are all two-lane secondary roads primarily used by agricultural and rural traffic as well as local traffic.

4.10 FARM INFRASTRUCTURE (FENCING)

All of the properties in the Exclusion Area are currently fenced off with chain-link perimeter fencing, with the exception of the south perimeter of Parcel 4, which is a barbed wire and post fence. The height of the chain-link fencing enclosing Parcel 1 is eight feet tall and is topped with security barbed wire to keep trespassers out of the airport restricted zone. The height of the chain-link fencing enclosing Parcels, 2, 3, and 4 is approximately four feet. Parcels 2 and 3 were previously farmed as one unit so the perimeter fencing encloses both of these fields. In addition, there is an eight foot perimeter fence along the entire length of the airport and City of Kelowna lands adjacent to the polo field and paddocks that are located to the south.

5 Assessment of Effects on Agriculture

The following effects were assessed as part of the AIA:

- Loss of agricultural land
- Loss of agricultural revenue
- Disruption of drainage, irrigation and water quality
- Farm access and transportation
- Compatibility and property speculation
- Severance or isolation
- Degradation of soils on agricultural land
- Temporary loss of infrastructure (fencing)

Details for each effect are described in Section 5.1 through 5.8.

5.1 LOSS OF AGRICULTURAL LAND

The proposed expansion will result in the loss of approximately 22 ha of ALR land. The areas that would be removed are primarily composed of Class 2 and 3 soils, based on the improved land capability ratings. As noted above, the improved land capability rating is the appropriate indicator of land quality because irrigation and other improvements have been widely implemented throughout the Exclusion Area.

No parcels within the Exclusion Area are currently used for agricultural purposes, although they have been leased to forage producers in the past. Kelowna Airport has indicated that these lands are no longer leased for agricultural production in order to comply with Transport Canada guidelines to reduce wildlife hazards (i.e. bird strikes). Agricultural land uses are known to create wildlife hazards in the vicinity of an airport by attracting wildlife to food sources (Transport Canada 2004). Agricultural land uses that increase wildlife hazards include:

- crops (grains, forage, legumes);
- livestock feedlots, pig farms (not recommended within 3.2 km of airport reference points);
- pasture lands;
- plowing, haying, harvesting activities that attract flocks of birds;
- vineyards;
- orchards; and
- berry farms.

Transport Canada recommends that these types of agricultural land uses are kept more than 1,200 feet away from runways to reduce wildlife hazards. If these guidelines for minimum distances are applied to the Exclusion Area, agricultural land loss would be reduced to a net loss of approximately 9 ha of land from the

ALR (Table 5-1)¹. To put this loss into context, the average farm size in the Central Okanagan is 31.0 ha (Statistics Canada 2011), and this net loss is equivalent to losing about one-third of an average-sized farm.

Table 5-1
ALR land loss with buffers

Parcel	Gross Loss (ha)	Transport Canada 1,200 ft Buffer Zone	Net Loss (Land that could be farmed)
1	6.83	4.65	2.18
2	5.07	2.81	2.26
3	5.33	3.08	2.25
4	4.50	2.48	2.02
Total	21.73	13.02	8.71

Regardless of the actual area lost by the proposed expansion, any loss of agricultural land is considered an adverse effect on agricultural use because of the importance of preserving high capability agricultural lands within the ALR. It is the mandate of both the City of Kelowna and the RDCO to preserve agricultural land in the ALR to support agricultural viability. The ALC, along with municipal governments, generally discourage removal of land from the ALR unless there is a demonstrated net benefit to agriculture through compensation or improvements as a result of non-agricultural development in the ALR.

The mitigation measures to offset loss of agricultural land are described in Section 6.1.

5.2 LOSS OF AGRICULTURAL REVENUE

Where there is permanent land loss and/or soil degradation, farmers may experience lost or reduced revenue due to their smaller land-base (many producers in the region farm multiple properties in the Kelowna area) and/or lower crop yields where temporary disturbances result in soil degradation. Although the Exclusion Area is no longer farmed in order to comply with Transport Canada guidelines, this area was previously leased for forage production; therefore, there is a permanent loss of potential agricultural revenues associated with YLW operations as well as the proposed expansion. In contrast, soil degradation

¹ Transport Canada buffer zone guidelines are only applied to land owned by the City of Kelowna. They cannot be applied to private lands; however, Kelowna Airport works with adjacent neighbours to reduce the risk of wildlife hazards.

in adjacent areas or laydown areas is considered reversible; therefore, the economic implications of soil degradation are considered temporary.

The mitigation measures to offset economic effects associated with permanent land loss in the ALR are described in Section 6.2.

5.3 DRAINAGE, IRRIGATION AND WATER QUALITY

Development within the Exclusion Area has the potential to affect drainage in surrounding agricultural areas by disrupting drainage patterns (i.e., reducing infiltration and increasing surface runoff). This has the potential to incrementally increase flooding and saturated soils in adjacent agricultural areas, which can result in reduced yields, delayed planting in the spring, and harvesting problems.

Any changes to drainage patterns due to development on Parcels 2, 3, and 4 are not expected to significantly increase flooding or saturated soil conditions, particularly if stormwater best management practices are implemented. However, development on the west side of Parcel 1 has the potential to negatively impact flood levels downstream, as portions of the natural flood plain will be removed from the system. Mill Creek is prone to flooding, particularly around YLW and the Bulman Road area (City of Kelowna 1998). The City of Kelowna is aware of this issue and has commissioned several studies over the years to determine the best options for dealing with flooding in the Upper Mill Creek Basin (particularly around YLW). Proposed capital projects include developing storm water retention areas, upgrading culverts, and widening channels.

From a water quality and irrigation perspective, farmers in the GEID are most concerned about the negative effects of high sediment concentrations (which can damage pumps), and, to a lesser extent, spills or leachate from industrial areas.

The mitigation measures to minimize potential effects on drainage, irrigation and water quality are described in Section 6.3.

5.4 FARM ACCESS AND TRANSPORTATION

With expected development, traffic in the Ellison area, along Old Vernon Road and connector roads (Bulman Road), is expected to increase due to employee traffic associated with the proposed airside services (i.e., to and from work). To estimate the maximum potential increase in vehicle traffic along Old Vernon Road, the current number of employees/square foot at the largest YLW tenant, KF Aerospace (located west of the runway), was used to estimate the maximum number of employees for the proposed airside operations.

Based on these estimates, there will be a maximum of 780 vehicles per day in the long-term (approximately 45 years based on growth at KF Aerospace). Therefore, it is likely that the number of employees would be significantly less in the short-term. Furthermore, KF Aerospace's operations are labour-based. If the

proposed airside development was a second fuelling center, it is anticipated that the number of employees would be significantly less than estimated.

KF Aerospace staff members generally work morning or evening shifts. If the same type of shift work is assumed for the proposed airside development, only an estimated 400 staff would be driving to work for the morning shift. There would be overlap during shift change that would likely occur around 4:00 pm with 400 staff leaving work. This would result in a significant increase in traffic during short periods of time, three times a day. Traffic is not expected to increase outside of these times, as it is not anticipated that the operations would be focused on airside activities and would not require travel on Old Vernon Road.

In general, roads throughout the Central Okanagan region are supporting traffic volumes that are increasing with growing farm businesses, escalating tourist traffic (buses and farm tours), and general regional growth (RDCO 2005). Higher traffic volumes in agricultural areas have the potential to increase conflict with slow-moving farm vehicles and make it difficult for farmers to access their farm lands. Roads developed and maintained for agricultural purposes may experience deterioration due to increased volumes, increased weight of vehicles (trucks and buses), and increased speeds. Old Vernon Road is currently maintained by contractors responsible to MOTI.

No effects on agricultural transportation are associated with Parcel 1 as this is an isolated parcel.

The mitigation measures to offset the effects of increased traffic are described in Section 6.4 and will be outlined in a Transportation Management Plan.

5.5 COMPATIBILITY AND PROPERTY SPECULATION

When land uses, such as the proposed airside development, are located in agricultural areas there is an increased potential for land speculation to occur, which tends to reduce the level of active farming and reduce agricultural investment. This is because the perception may be that the Exclusion Area has become more developed and its character is more commercial rather than agricultural. In general, farm properties along the urban-rural fringe (primarily relating to residential development but can include commercial developments) are more likely to be farmed at a lower intensity or held by speculators despite being in the ALR. In addition, agricultural operators on adjacent areas may have complaints related to airside odour or dust, and farmers may experience increased difficulty in farming operations or littering or trespassing by the public. In general, however, when compared to other land use such as residential, commercial/industrial developments often make good agricultural neighbours when compared to residential developments (Metro Vancouver 2014).

Potential speculation of the agricultural areas directly adjacent to YLW is considered low as the City of Kelowna owns most of the adjacent land for future airport development. Speculation may increase for those areas not currently owned by the City of Kelowna that are located adjacent to YLW, if there is a feeling that land zoned for small holdings could be re-zoned as commercial. Conversely, the attractiveness of rural properties may decrease as air traffic increases. Speculation on the small hobby farm located west of

Parcel 1 is considered high as this area will become isolated if the exclusion/non-farm use application is successful. More information on this property is provided in the following section. Speculation in the wider Ellison area is not expected to occur as a result of airport expansion.

The mitigation measures to offset potential compatibility effects are described in Section 6.5.

5.6 SEVERANCE OR ISOLATION

The Exclusion has the potential to further isolate the parcel of agricultural land located west of Parcel 1 from other agricultural areas making it susceptible to speculation, as described above. The property is currently bounded by City of Kelowna/YLW owned land to the north and east, non-ALR land to the south and Highway 97 to the west. This parcel of land was previously part of Parcel 1, prior to Parcel 1 being sold to the City of Kelowna. The area of this parcel of land is approximately 2 ha.

Note that this land is already relatively isolated and that its agricultural viability is therefore considered low. In its current state (without the airport expansion), speculation on this property is considered high given the location next to Highway 97 and YLW. Therefore, the Exclusion is not expected to substantially increase isolation and speculation on this property.

No severance and or isolation effects are expected on any other adjacent areas.

5.7 DEGRADATION OF SOILS ON AGRICULTURAL LAND

There are no plans to use adjacent agricultural lands as temporary work or laydown areas during development of the Exclusion Area, because there is adequate space for such activities on existing YLW property. Therefore, no effects on agricultural soils outside the Exclusion Area will occur.

The mitigation measures to reduce the potential for degradation to agricultural soils are described in Section 6.7.

5.8 TEMPORARY LOSS OF FARM INFRASTRUCTURE (FENCING)

During construction, some existing fences in the Exclusion Area will need to be removed. Agricultural fencing is not only important for livestock protection, but also helps to deter trespassing, vandalism, theft, and dumping. If fencing is not reconstructed in a timely manner or to discourage public access, there is potential for farm operations to be negatively affected.

The mitigation measures to reduce effects of fencing removal are described in Section 6.8.

6 Mitigation Strategies

The following mitigation measures are intended to offset the effects on agriculture in the Exclusion Area, as described in Section 5. The effects and mitigation strategies are summarized in Table 6-1

Table 6-1
Summary of potential effects and mitigation measures

Potential Effects	Mitigation Strategies
Loss of Agricultural Land	<ul style="list-style-type: none"> Salvaging topsoil for ALR use outlined in a Topsoil Management and Enhancement Plan
Loss of Agricultural Revenue	<ul style="list-style-type: none"> Farm to Table program at YLW Wine/craft beer/distillery themed bar at YLW Air cargo services for export of local produce Agri-business advertising at YLW Support of agri-tourism by arriving visitors Foreign farm workers arriving directly via YLW (e.g. Mexico City to Kelowna, direct)
Disruption of Drainage and Irrigation	<ul style="list-style-type: none"> Storm water Management Plan Sediment and Erosion Control Plan Spill Management Plan Limit water main construction to off-peak irrigation season Improvements to Mill Creek at Bulman Road
Farm Access and Transportation	<ul style="list-style-type: none"> Transportation Management Plan for Old Vernon Road
Compatibility and Property Speculation/ Fencing	<ul style="list-style-type: none"> Installation of perimeter fencing along areas adjacent to agricultural land (south) Installation of landscape buffers that minimize conflicts between urban and agricultural uses.
Severance or Isolation	<ul style="list-style-type: none"> n/a
Degradation of Soils	<ul style="list-style-type: none"> No laydown or temporary work areas in agricultural zones Implement erosion and sedimentation control plans during development Implement a customized Spill Management Plan

6.1 LOSS OF AGRICULTURAL LAND

Ideally, any agricultural land losses in the ALR would be compensated for by adding the same amount of similar or better capacity land back into the ALR. This compensation is not considered feasible because of the lack of suitable non-ALR land in Kelowna and the Ellison area. However, the mitigation strategies outlined in the next section (Section 6.2 Agricultural Revenue) would offset future potential lost revenue that would occur as the result of the projected agricultural land loss. As noted earlier, the land is not currently being farmed, so no farm revenues are being generated.

To further help offset loss of agricultural land, topsoil will be salvaged from the Exclusion Area and used to enhance soils on other nearby agricultural lands in the ALR. Surplus topsoil from the Exclusion Area can be used to improve soil fertility on sites with shallow topsoil and poor nutrient status and to improve drainage by lowering the water table (in imperfectly drained areas), thereby increasing crop yields and revenue.

Several areas in the Ellison area have been identified as candidate sites for improvements based on published soil mapping information (Appendix B). These areas are generally composed of Knox and Rutland soils which typically have shallow topsoil and/or poor fertility status.

A detailed Topsoil Salvage and Enhancement Strategy will be developed to ensure that topsoils are used within the ALR to enhance low fertility soils. The strategy will include the following requirements:

- Handling of topsoils will be minimal to avoid potential soil degradation and should be delivered to agricultural lands as soon as possible (avoid stockpiling if possible).
- Gravelly and non-gravelly salvaged soils will be managed separately.
- Farmers will be identified prior to soil salvaging to ensure that soils can be placed in the ALR and used to improve agricultural capability.
- Farmers in the vicinity of the Airport will be given priority over farmers in other agricultural areas of Kelowna.

Estimated topsoil volumes based on the field investigation and published maps are outlined in Table 6-1 and are categorized by soil texture.

Table 6-2
Topsoil volumes in the Exclusion Area

Parcel ID	Silt Loam	Clay Loam	Gravelly, Sandy Loam
Parcel 1	17,000 m ³	-	-
Parcel 2	-	1,800 m ³	800 m ³
Parcel 3	-	-	7,600 m ³
Parcel 4	-	-	7,600 m ³
Total volumes	17,000 m ³	1,800 m ³	16,000 m ³

Notes:

Topsoil volumes will be refined once earthworks commence

Disturbed areas (occupied by the farm homeplate) were not included in these calculations.

6.2 LOSS OF AGRICULTURAL REVENUE

Economic losses can partly be mitigated or offset by improving the agricultural productivity and/or viability of existing farm parcels that are currently underutilized. This includes salvaging topsoil from permanent disturbance areas to be used in areas as described above. In addition, there are opportunities to support the agri-tourism industry through programs at YLW. YLW has a long history of supporting and promoting agricultural initiatives. Existing initiatives include:

- Okanagan Estate Wine Cellar, which is located in the departures areas and offers a broad selection of wines exclusively from Okanagan wineries with complimentary packing in custom carry-on packages.
- Supporting agriculture and agri-tourism by providing signage opportunities in the terminal and on the main roads entering the Airport (e.g. Farm to Table, Wine Trails, Mission Hill, BC Apples and the Okanagan Bucket List)
- Sponsorship and/or partnership with local organizations or special events (e.g. Mile High Wine and Music Promo Pour)
- Promoting agri-tourism opportunities and products in YLW Connect, YLW's free magazine.

Kelowna Airport will continue to support local agri-business through these programs, but proposes to implement new services to further promote agri-business in the Okanagan. Two key initiatives planned for the future include:

- Providing a retail fruit kiosk beyond the security point with carry-on fruit boxes that are made-to-fit under airplane seats or in overhead compartments (Farm to Flight); and
- Building a wine, craft beer and distillery themed bar in the departures area that will serve Okanagan-based products.

More details about these services are provided in Kelowna International Airport Supporting Growth and Sustainability for Agriculture and Agri-Tourism document (Appendix C).

In addition, potential increased cargo services resulting from the proposed airside development would be able to provide local farmers with the capacity to deliver produce directly to export markets, particularly cherries. As stated above, export is vital to agri-business and cherry producers in the region. Currently, all cherries that are exported by air to overseas markets are loaded onto refrigerated trucks and transported to Vancouver International Airport. The proposed airside development would provide capacity for air transport directly from YLW to overseas markets as the volume of exports grows. The close proximity of this facility to major cherry producers (including the Sandhers family who are located directly across the proposed airside development) is considered a significant benefit to agricultural producers, particularly cherry producers, in the Okanagan region. With airport expansion, there is also the potential for additional direct flights from Mexico to YLW which may improve accessibility for seasonal farm workers to the Okanagan and reduce the costs incurred by farmers for transporting workers.

The combination of additional agri-business services at YLW, proposed cargo services, and improved access to seasonal farm workers will provide a net benefit to agriculture in the region. These are expected to offset any losses as a result of the Exclusion and have the potential to contribute significantly to agricultural revenues in the Central Okanagan.

6.3 DRAINAGE, IRRIGATION AND WATER QUALITY

To minimize potential effects on drainage, stormwater best management practices will be implemented during and after construction in the Exclusion Area to ensure that the development does not adversely affect drainage in the surrounding agricultural area (i.e., result in ponding or standing water or impede flow of water into Mill Creek). Any water main construction will take into consideration the peak irrigation season to avoid disruption of irrigation. A Stormwater Management Plan will be developed prior to construction.

Additionally, the City of Kelowna has identified a number of storage and diversion options to mitigate issues related to flooding in the Upper Mill Basin. The City of Kelowna is committed to working towards a program of culvert improvements, in-channel upgrades, and hydraulic improvements to alleviate occasional flooding in the Upper Mill Basin related to the current and future conditions.

An Erosion and Sedimentation Control Plan will be developed to ensure that irrigation water quality is not affected during construction. In general, standard sediment and erosion control measures will be implemented to reduce the risk of sediments entering surface water watercourses that may be used for irrigation purposes.

YLW's spill and environmental emergency response plans will be updated to reflect the planned development on the Exclusion Area lands.

If improvement to Mill Creek and standard best management practices are implemented and followed through construction and operation, no negative effects on water quality as it pertains to agriculture are expected to occur.

6.4 FARM ACCESS AND TRANSPORTATION

To minimize effects on agricultural transportation, particularly in the Ellison area, Kelowna Airport will work with the RDCO/City of Kelowna and MOTI to devise a practical Transportation Management Plan specific to Old Vernon Road and connector roads (Bulman Road). Components of the Plan will include transportation objectives that are outlined in both the Kelowna Agricultural Plan and RDCO Agricultural Plan. These include:

- Monitoring traffic volumes in and around Old Vernon Road and considering road improvements where high traffic volumes impede agricultural operations;
- Reviewing signage on rural roads, and where appropriate, installing farm vehicle signs; and
- Expanding information signs, warning travellers of slow moving vehicles.

In addition, Kelowna Airport will consult with farmers to indicate when peak traffic is expected so that they can schedule activities to avoid potential conflict. Kelowna Airport will also work with airside businesses to educate business owners and employees about the potential impact on farm operators in the area by:

- Encouraging staff to carpool to reduce traffic volumes on Old Vernon Road; and
- Educating Airport staff about agricultural traffic specifically, hidden driveways, agricultural trucks turning, slow moving farm traffic, spray drift, and farm equipment crossings.

The proposed traffic management strategies are expected to offset any potential transportation effects on farm operators along Old Vernon Road and the Ellison Area. Therefore transportation effects are considered negligible.

6.5 COMPATIBILITY AND PROPERTY SPECULATION

To mitigate potential compatibility effects with adjacent agricultural, land visual buffers may be installed along areas abutting agricultural land to enhance the rural feel of the areas adjacent to the Exclusion Area, where appropriate. Visual buffers will only be installed if they comply with Transport Canada guidelines (i.e., do not increase wildlife hazards and do not disrupt runway sight lines). The need for visual buffers will be determined based on consultation with landowners affected. Private property signage will also be posted along areas adjacent to agricultural areas to discourage littering and trespassing. Visual buffers, such as vegetated buffers, would be designed to standards as outlined in the City of Kelowna and RDCO Agricultural Plans relating to agricultural edge planning. Any vegetative buffers would be installed on the non-agricultural lands so as not to interfere with agricultural operations.

6.6 SEVERANCE OR ISOLATION

Mitigation measures relating to speculation/isolation are not required as there are no severance and or isolation effects on adjacent agricultural areas.

6.7 DEGRADATION OF SOILS ON AGRICULTURAL LAND

The following mitigation measures are recommended to reduce the potential for degradation to agricultural soils during construction:

- Temporary laydown areas must not occur on agricultural lands. All temporary laydown areas will be located on non-ALR land or land slated for development.
- Topsoil should be salvaged in construction areas and used in other areas of the ALR, according to the Topsoil Salvage and Enhancement Strategy describe in Section 6.1
- Incorporate erosion and sedimentation control strategies to reduce wind and water erosion.
- Develop a spill plan to prevent accidental spills and contamination.
- A qualified professional should be responsible for monitoring soil salvaging activities or any earthworks on agricultural lands to prevent residual disturbance.

If these mitigation measures are implemented, then residual adverse effects on soils are not expected when compared to the baseline conditions.

6.8 FENCING MITIGATION MEASURES

Kelowna Airport will replace any agricultural fences that may be impacted as a result of the YLW expansion. The following best management practices for fence replacement will be implemented:

- Existing fencing will be moved just prior to construction and replaced to meet farm requirements.
- Consult with individual farmers of properties bordering the Exclusion Area who have livestock or horses (i.e., polo field to the south of the Exclusion Area), prior to installing the new and/or replacement fencing to ensure that the appropriate fence is installed to maintain both livestock and public safety. Fencing may have to be placed prior to the start of construction.

As long as existing fences are replaced and heights of any new fences are adequate, then issues dealing with fencing and compatibility (public access and security) are considered negligible and residual effects are not expected.

7 Residual Effects

Residual effects for agricultural land loss related to this ALR application remain despite the mitigation strategies outlined in Section 6. Net losses of useable ALR land as a result of the application will total about 9 ha when the Transport Canada guidelines for safety are applied. Ideally, any ALR losses would be compensated for by adding the same amount of similar or better capacity land to the ALR. This compensation is not considered feasible because of the lack of suitable non-ALR land in the region. However, the mitigation strategies outlined in Section 6.1 (Topsoil Enhancement Strategy) and 6.2 (Economic Mitigation) would offset potential future lost revenue caused by the application. The proposed cargo services would also provide producers (particularly cherry producers) in the Okanagan with the opportunity to export more produce to international markets. This has the potential to increase agricultural net revenues in the Okanagan. With this level of mitigation, the net loss of 9 ha of land from the ALR is not considered significant.

8 Cumulative Effects

Cumulative effects measure the potential effects of a project (primarily ALR exclusions) in combination with other past, present and future projects. Cumulative effects assessment considers the effects due to other projects and the thresholds where negative effects outweigh positive effects, or create a negative feedback loop.

Exclusion applications in the Central Okanagan, specifically in Kelowna, are not very common, although pressures for non-farm use are on the increase. According to the City of Kelowna website, there are 20 active ALR applications within the boundaries of the City of Kelowna with only two exclusion applications (one which is for Parcel 1, which was put on hold and is now part of the current application). The ALC also reports all applications as part of their annual reporting. A review of the annual reports over the last seven years indicates that on average approximately 8.1 ha (net of inclusions) of land are removed from the ALR annually in the Central Okanagan (ALC 2009-2015):

- 2014-2015 – 0 ha excluded
- 2013-2014 – 55 ha excluded
- 2012-2013 – 8 ha excluded
- 2011-2012 – 0 ha excluded
- 2009-2011 – 23 excluded, 29 included

The future expansion (i.e. beyond the 5 year plan described in this report) may impact the ALR within the Central Okanagan (particularly in the City of Kelowna). According to the 2045 Airport Master Plan (Appendix D, slide 20), in addition to the parcels identified in this AIA, Kelowna Airport proposes to eventually develop other lands adjacent to the Airport including High Noon Park, Ellison Dog Park, and part of the adjacent agricultural parcel for airside development. The areas slated for future airside and groundside development (beyond the 5 year plan) are all currently owned by the City of Kelowna. In all, the proposed development may require the use of an additional 27 ha and of land from the ALR (Table 8-1).

Table 8-1
Future Proposed ALR Exclusion Areas associated with future Airport expansion (i.e. beyond five years)

PID	Address	Legal Description	Area		Current Use
			Acres	Hectares	
011-518-146	5525 Airport Way	Plan# KAP1505, Lot 6, Section 14, District Lot 32, Township 23	12.7	5.15	Vacant Airport land (forested land between the federal lands and Llama farm)
009-458-921	4680-4720 Old Vernon Road	Plan# 11796, Lot 1	54*	22*	Park and agriculture
Total			66.7	27.15	

*Approximate areas

High Noon Park and Ellison Dog Park are both currently used for non-farm uses. High Noon Park is currently zoned as P3 (parks and open space) and appears to have been filled to level out the field to accommodate a parking lot and six baseball diamonds. Given this status, it would therefore be difficult to reclaim this back to agricultural land. However, Ellison Dog Park could feasibly be converted back to agricultural use. Thus the total net loss is calculated to adjust for land that is no longer considered agriculturally viable (excluding the Transport Canada buffer zone and High Noon Park) to approximately 17 ha of land.

In addition to this future Airport expansion, it is understood that Westbank First Nation is also proposing to develop a site located to the south of YLW for industrial lands, subject to land use authorizations. The project team is currently not aware of any other large scale exclusions that are proposed in the Central Okanagan region.

Although 22 ha total loss (or 9 ha net loss) is more than the average net loss of 9 ha (annually from the ALR), the cumulative effects of the Exclusion, in combination with other exclusion projects (including future potential expansion at YLW – approx. 17 ha net), are negligible because the Exclusion Area is not being farmed and there is a low probability that it will be because of the safety buffer. The Kelowna Airport recognizes, however, that the planned reduction in ALR land to enable development is a concern, and will commit to the implementation of the mitigation measures and agricultural enhancement strategies described in this report.

9 Alternatives to Airside Development in the ALR

The only land available for airside development necessary to support the growth at YLW, is on the east side of the runway on lands located in the ALR and zoned for agriculture. The only land that currently has airside access is on the west side of the runway, directly to the north of the terminal building. This land is already fully developed and leased to airside tenants. The lands to the west, between the old Okanagan rail and Highway 97 could not be developed as airside as it does not have direct access to the runway. One tenant of the current airside development on the west side of the runway received a special exemption to tug planes across to the groundside land, but the maintenance and work performed takes weeks per plane, so planes are not being tugged frequently. This sort of set-up would not be conducive to the types of airside tenants that would require direct 24-hour access to the taxiway, as proposed for the new airside development.

The land directly south of the terminal building and adjacent to the runway, is planned to be used for further expansion of the terminal complex, apron and taxiway as the only direction the terminal complex can expand is to the south.

Therefore, alternatives to the Exclusion are not considered feasible. However, when developing the 2045 Master Plan, Kelowna Airport looked at options for reducing effects to agricultural land. Compared to the 2025 Master Plan (Appendix D, page iii), the effects on one of the agricultural parcels on Old Vernon Road (part of the long-term proposed airside development) were reduced.

10 Conclusions

The Kelowna Airport commissioned Associated to complete an Agricultural Impact Assessment (AIA) for the proposed expansion of the Kelowna Airport on four agricultural properties located in the ALR (the “Exclusion Area”).

The results of the AIA indicate that the exclusion of ALR land will result in the loss of approximately 22 hectares (ha) of Class 2 and 3 agricultural lands (improved rating). Much of this land is not being farmed because of Transport Canada’s buffer zones for airports, so the land that can practically be used for farming is approximately 9 ha of land. Ideally, any ALR losses would be compensated for by adding the same amount of similar or better capacity land to the ALR. This compensation is not considered feasible because of the lack of suitable non-ALR land. Therefore other mitigation measures such as topsoil enhancement and promoting agri-business at YLW, and the proposed cargo services that will provide more market opportunities for local producers will be implemented to offset negative effects to agriculture. Furthermore, management practices and careful planning and monitoring during design, construction and operations will ensure that potential negative effects to agriculture are minimized.

If all of the mitigation measures and strategies, as described in Section 6, are implemented, then the residual adverse effects on agriculture are likely to be small. Cumulative effects of the Exclusion, in combination with other potential exclusion applications (including future potential expansion of YLW), are negligible because the Exclusion Area is not being farmed and there is a low probability that it will be because of the safety buffer. Despite this, Kelowna Airport is committed to the mitigation measures and enhancement strategies outlined in this report to offset the projected long-term loss of ALR land.

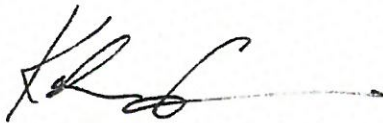
REPORT

11 Closure

This agriculture impact assessment is intended to assess the potential effects on agriculture and discuss mitigation measures from the proposed expansion of the Kelowna Airport. Any decisions that may be derived from this report will be just one of several sources of information that local governments and the ALC will use to make their decision regarding the proposed extension.

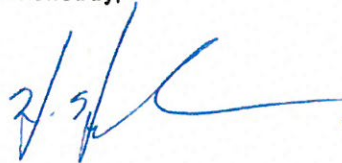
We trust that you will find the report satisfactory. If you have questions or comments, please call me at (604) 293-0195.

Yours truly,



Katarina Glavas, P.Ag.
Associated Environmental Consultants
Agrologist

Reviewed by,



Hugh Hamilton, Ph.D., P.Ag.
Associated Environmental Consultants
Senior Environmental Scientist



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Appendix A – Terms of Reference

1. Introduction

The City of Kelowna [Development Application Procedures Bylaw](#) (Bylaw No. 10540) establishes that the Director, Land Use Management may require the applicant to provide information on, and a systematic detailed assessment of, the proposal to assist the City's decision making. As such, an Agricultural Impact Assessment (herein after referred to as the "Assessment") will be required to determine if a development proposal will adversely affect existing and future agricultural activities onsite and/or in the area surrounding the proposed development or change in land use.

An Assessment is not a soils assessment. An Assessment is a comprehensive consideration of the potential for agricultural production in all of its forms; along with a prediction of likely outcomes (both positive and negative) as a result of the proposed development. An Assessment typically includes a soils analysis.

Assessments will normally accompany applications under the [Agricultural Land Commission Act](#) (i.e. exclusion, subdivision, or non-farm use) in addition to applications to amend the City's [Official Community Plan](#) or [Zoning Bylaw](#) where the land is presently zoned for agriculture. Assessments may also be required when seeking approval for residential uses (e.g. Additional Dwelling for Farm Employee or Temporary Farm Worker Housing) on land zoned for agriculture.

2. Selection of Personnel

Assessments are to be prepared and/or coordinated by one or more "Qualified Professionals (QPs)" as necessary. The number and qualifications of individuals involved will be site/context dependent. For this purpose, a "Qualified Professional" is typically a Professional Agrologist (P.Ag.) registered in British Columbia.

Assessments will be prepared, signed and sealed by the QP(s), unless otherwise approved by the Director of Land Use Management. Where information or expertise are required outside of an individuals professional competencies, additional QP(s) will be required. In these cases, the submission must be signed and sealed by each contributor.

Consistent with the BCIA [Code of Ethics](#), QPs must only provide service in areas of their professional competence, and practice within the limits of their training, ability, and experience.

3. Consultation with City Staff

The information contained within these TOR is intended as a general guide only and is not a comprehensive list of requirements. Each Assessment should be site specific and is likely to be unique in the information required. **The QP is therefore advised to work with City staff to review and confirm a site specific TOR prior to commencing work on the Assessment.** In some instances (i.e. smaller developments, or those with little or no perceived impact) it may only be necessary to assess a few of the issues contained herein. In larger or more complex proposals, the applicant may be required to address considerations not identified herein.

Every effort will be made to clarify the requirements in the early phases of each development application. **It is the responsibility of the applicant to confirm the TOR for the Assessment prior to undertaking the Assessment.**

4. Key Policy Considerations

In preparing an Assessment, the QP should consider how the proposal meets or does not meet City policy including, but not limited to the Official Community Plan as follows:

- **Protect Agricultural Land.** Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.
 - **ALR Exclusions.** The City of Kelowna will not forward ALR exclusion applications to the ALC except in extraordinary circumstances where such exclusions are otherwise consistent with the goals, objectives and other policies of this OCP. Soil capability alone should not be used as justification for exclusion.
 - **Urban Uses.** Direct urban uses to lands within the urban portion of the Permanent Growth Boundary, in the interest of reducing development and speculative pressure on agricultural lands.
 - **Agri-tourist Accommodation.** Agri-tourist accommodation will only be approved and operated in a manner that supports agricultural production and which limits the impact on agricultural land, City services and the surrounding community.
 - **Non-farm Uses.** Support non-farm use applications on agricultural lands only where approved by the ALC and where the proposed uses:
 - are consistent with the Zoning Bylaw and OCP;
 - provide significant benefits to local agriculture;
 - can be accommodated using existing municipal infrastructure;
 - minimize impacts on productive agricultural lands;
 - will not preclude future use of the lands for agriculture;
 - will not harm adjacent farm operations.
 - **Subdivision.** Maximize potential for the use of farmland by not allowing the subdivision of agricultural land into smaller parcels (with the exception of Homesite Severances approved by the ALC) except where significant positive benefits to agriculture can be demonstrated.
 - **Housing in Agricultural Areas.** Discourage residential development (both expansions and new developments) in areas isolated within agricultural environments (both ALR and non-ALR).
 - **Farm Help Housing.** Accommodation for farm help on the same agricultural parcel will be considered only where:
 - agriculture is the principal use on the parcel, and
 - the applicant demonstrates that the additional housing is necessary to accommodate farm employee(s) whose residence on the farm property is considered critical to the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that permanent help is deemed necessary.
- Temporary farm worker housing (e.g. bunkhouse accommodation on non-permanent foundations) is the preferred solution where the need for farm worker housing is justified.
- **Homeplating.** Locate buildings and structures, including farm help housing and farm retail sales area and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage. The goal should be to maximize use of existing infrastructure and reduce impacts on productive agricultural lands.
 - **Public Use.** Discourage the use of agricultural lands for public or institutional uses such as schools, parks and churches except as identified in the OCP.
 - **Service Corridors.** Minimize the impact of penetration of road and utility corridors through agricultural lands, utilizing only those lands necessary and to the maximum capacity prior to seeking new corridors. Provision should be made for farm traffic to cross major roads.

5. Professional Standards

- 5.1. One (1) original signed and sealed Assessment must be retained on file (a photocopy signature and seal will not be accepted). The person or corporation who prepared the Assessment must be identified along with the person or corporation who requested and funded the Assessment.
- 5.2. The Assessment must include the following information:

- All personnel working on the project and their contributions.
 - A 1-page biography or C.V. of each professional and technical staff contributing to the results, interpretations and recommendations as an addendum.
 - The level of effort in terms of personnel and time spent on site evaluations must be clearly stated including the time of year and length of site evaluations.
- 5.3. The Assessment must conform to all municipal bylaws and plans, provincial and federal legislation, regulations, standards and best practices.
 - 5.4. Site conditions likely to be absent during the period of evaluation need to be documented and assessed by appropriate alternative methods.
 - 5.5. The Assessment must reflect the site conditions prior to the proposed disturbance and the anticipated site conditions post-development.
 - 5.6. The Assessment must acknowledge off-site developments (both existing and those permitted by current regulations) and the impact these developments may have on the subject property.
 - 5.7. The Assessment should reflect an “Avoid - Mitigate - Compensate” approach to negative impacts. Mitigation should be considered where it has been determined that negative impacts cannot be avoided. Where impacts can neither be avoided or mitigated, QPs should identify appropriate compensation measures to ensure no negative net impacts and ideally a positive net impact.
 - 5.8. The Assessment should account for “cumulative effects”. Cumulative effects are changes that are caused by an action in combination with other past, present and future actions. Cumulative effects assessment considers the effects due to other projects and the thresholds where negative effects outweigh positive effects, or create a feedback loop.
 - 5.9. Methods used in the Assessment must be repeatable and based on agency and/or scientific standards appropriate the landscape being assessed. All data and non-standard methods contributing to the results, interpretations and recommendations contained in the Assessment must be included as appendices.
 - 5.10. Any past Assessments for the subject property or a portion thereof must be identified and their relevance/usefulness in completing this Assessment noted.

6. Basic Assessment Requirements

- 6.1. Briefly outline the history, type and extent of agricultural operations on the subject property (vegetative & crop cover, agricultural buildings, etc.), including recent changes.
- 6.2. Describe the soil types and agricultural capability of the land using best available secondary data (e.g. Canada Land Inventory, Terrestrial Ecosystem Modeling, etc.) for the subject property.
- 6.3. Describe adjacent land uses including the location and description of the type and intensity of surrounding agricultural and non-agricultural land uses.
- 6.4. Describe any non-agricultural land uses and indicate conflicts with existing and potential on-site agriculture. If agriculture is no longer taking place on the subject property and/or area, outline the limiting factor(s) and provide an estimate of barriers, if any, to re-establishing farming on the subject property and/or portion of the subject property under consideration. Current commodity prices and/or input costs should not be used as a barrier to production.

- 6.5. Describe the proposed use and its compatibility, or incompatibility within an agricultural area and potential to cause secondary impacts. A determination of the types and extents of potential impacts that may result from the proposed development should be identified.
- 6.6. Where the principal justification for the proposal is based on soil or land limitations, primary investigation of soils is required. In this case, the QP will ensure that the sample locations and number of pits/samples provides for a representative understanding of the subject property or area being considered.
- 6.7. Identify and describe site and soil improvements completed in the past (e.g. drainage, irrigation, contouring).
- 6.8. Identify and describe future site and soil improvements that are, or may be possible. Provide an estimate of the costs to undertake the improvements and a cost/benefit analysis of each.
- 6.9. Examine possible alternative sites for the intended use that would avoid or lessen agricultural impacts (i.e. urban areas/industrial areas). If no alternative sites can be identified, the Assessment should include a determination of mitigative actions that would be required if the proposal were to proceed (i.e. confining the development to areas with the least productive soils and/or terrain).
- 6.10. Estimate the value in the long term, of the loss of any agricultural production and mitigative measures to offset the loss.
- 6.11. Assess the flexibility of the site for different types of agricultural operations (alternatives). A feasibility & capacity assessment must consider each available opportunity for the following at a minimum:
 - anticipated barriers or constraints;
 - the area potentially affected;
 - the estimated development (capital) costs; and
 - the estimated annual return.
- 6.12. Assess the degree to which the proposal will sever or fragment agricultural land and describe/quantify the impact.
- 6.13. Consider the impact of the proposed use on drainage (on site and neighbouring properties).
- 6.14. Consider the impact of traffic (vehicular, pedestrian and cycling) of the proposed use to determine if proposed traffic volumes will impede farmers moving vehicles between fields and if recreational traffic will be kept out of agricultural land.
- 6.15. Examine and report on what it would take to develop the site for:
 - Crops and by-products that would be new to the site and area;
 - Non-soil based agricultural options (i.e. vegetable or nursery greenhouse, etc.); and
 - Accessory farm uses (i.e. B&B, agri-tourism, on-farm processing, on-farm retail).
- 6.16. Examine and report on alternative financial models for farming and their appropriateness to this site such as:
 - Leasing to other farmers;
 - Joint ownership by two or more farmers;
 - Community supported agriculture;
 - Leased garden plots for urban residents; and
 - Other.

- 6.17. Farm Home Plate - Assessments triggered by site development for residential uses on A1 zoned land should include a recommendation for the suitable location for the farm home plate. The farm home plate must be sited so as not to have a negative effect on the existing agricultural operation or potential for future agricultural operations.
- 6.18. Agricultural Worker Dwellings - Assessments triggered by site development of Agricultural Worker Dwellings (including temporary) should indicate the “need” for the additional dwelling onsite and why farm help cannot be accommodated offsite, along with the net benefit to agriculture.

7. Data Deliverables

- 7.1. Site description including legal description (i.e. lot & plan number, etc.), OCP designation, Zoning category, and Agricultural Land Reserve (ALR) status should be illustrated on the location map or stated at the outset of the assessment. For large parcels, UTM coordinates of the site location where specific works will occur may be required.
- 7.2. Location Map at an appropriate scale (1:20,000) indicating the regional setting. This information should be overlaid on the most current cadastral map.
- 7.3. Site Map(s) at an appropriate scale (minimum 1:200 and maximum 1:5,000) indicating the layout of the project components and activities. This information should be overlaid on the most current cadastral map outlining surrounding property boundaries. Map legends should show clear descriptions of all symbols used as per provincial standards.
- 7.4. Cross sections in sufficient number to demonstrate terrain conditions prior to the proposed site disturbance and intended conditions post-development. A topographic survey must show natural slope contours (at appropriate contour levels e.g. 1 or 5 m) and the post-development contours.
- 7.5. Site Plans/sketches/colour photographs indicating the project location, site features and activities should be indicated with relation to easily identifiable landmarks such as those found on accompanying maps.
- 7.6. Appropriate referencing of all image and data sources, with a clear indication of the date of when the information was obtained.
- 7.7. Final Submission - shall include the following at a minimum:
- 1 colour hard copies.
 - 1 digital copy in .pdf format and unprotected.
 - Maps should be printed on 8-1/2 x 11 or 11 x 17” paper as appropriate and to scale.
 - Where available, digital copies of supporting information should be provided in a format compatible with the ESRI platform (shapefiles) in NAD83 UTM Zone 11.

8. Incomplete or Deficient Assessments

If it is determined by the Director, Land Use Management, that an Assessment is incomplete or deficient, the applicant will be notified in writing the nature of deficiencies.

9. Third Party Review

The City of Kelowna reserves the right to seek a third party review of the Assessment submitted. If necessary, the third party reviewer will be a mutually acceptable QP and the cost of the review shared equally among the applicant and municipality.

Appendix B – Soils and Agricultural Capability Investigation

Legend

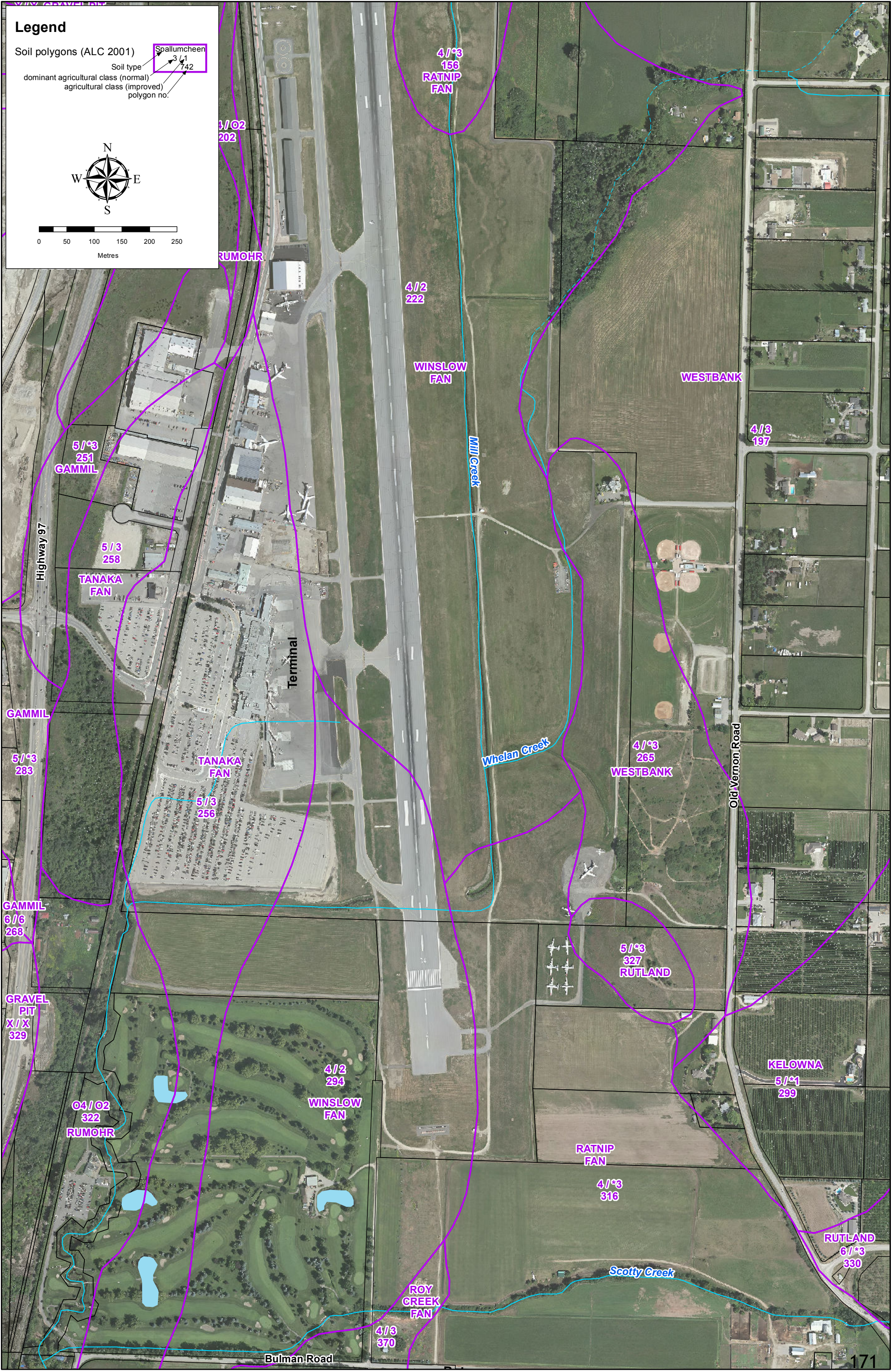
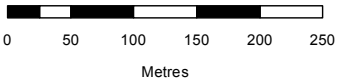
Soil polygons (ALC 2001)

Soil type

dominant agricultural class (normal)

agricultural class (improved)

polygon no.



Appendix C – Supporting Growth and Sustainability for Agri-tourism – City of Kelowna

Kelowna International Airport

Supporting Growth and Sustainability for Agriculture and Agri-Tourism

Kelowna International Airport (YVLW) Links Travellers with Okanagan Valley Agriculture and Agri-Tourism

Surrounding YVLW is the vibrant agricultural landscape that the Okanagan Valley is renowned for. The unique landscape, environment and climate are primary decision makers when people choose to visit and relocate to the Okanagan Valley.

Being the 11th largest airport in Canada, with 1.6 million passengers passing through its doors in 2015, YVLW provides travellers with the ability to access the Okanagan Valley from a variety of provincial, national and international locations.

Without YVLW, access and exposure to the Okanagan Valley and its agriculture-based businesses and agri-tourism would be significantly restricted.

3rd

Busiest Airport in
British Columbia

11th

Busiest Airport in
Canada

1.6

Million passengers
in 2015



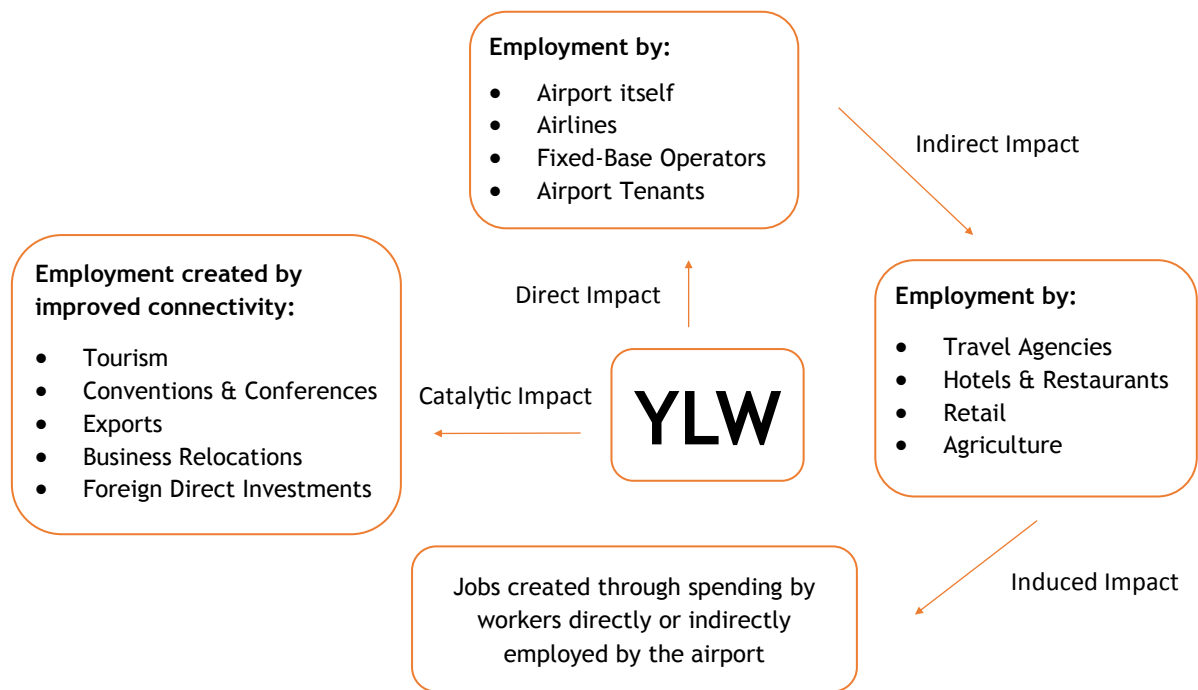
YVLW's Economic Impact

YVLW's 2015 Economic Impact Study has estimated that the airport's direct economic impact is \$152 million in GDP, \$83 million in direct wages and 1,411 jobs. These represent increases of 27, 19 and 9 per cent, respectively, over the 2010 Economic Impact Study.

In addition to the direct economic impact that YVLW has on the Okanagan Valley, the Economic Impact Study estimated that, including its contribution to Okanagan tourism, YVLW's total economic impact is 4,545 jobs and \$789 million in total economic output to the province of British Columbia.

It is safe to say that a significant portion of the indirect, induced and catalytic economic impacts are positively affecting the Okanagan Valley's agricultural-based industries and agri-tourism, resulting in positive and lasting outcomes for the regional economy.

Economic Impact



YLW Supports Okanagan Valley Agriculture and Agri-Tourism

YLW community partners have established programs to assist in the growth of the agri-tourism sector, including:

Farm to Table, which provides visitors with an opportunity to tour a local farm and enjoy a delicious meal made from fresh, local products.

Wine Trails provides visitors with maps of the many wineries located throughout the Okanagan, allowing visitors to easily guide themselves from winery to winery while enjoying local beverages and food.

Okanagan Bucket List is a list highlighting four iconic experiences unique to the Okanagan, one of which is Mission Hill Family Estate Winery.

YLW recognizes the importance of agriculture and agri-tourism as an economic driver for both the Okanagan Valley and the airport. YLW has been active in supporting the local agri-tourism economy by identifying opportunities to highlight the sector to travellers, partnering with local agri-tourism businesses and involving community partners wherever possible.

Some recent examples are highlighted on the following pages.



Retail Initiatives at YLW



**Okanagan Estate
Wine Cellar**

The Okanagan Estate Wine Cellar is located in the departures area of YLW and offers a broad selection of wines, exclusively from Okanagan wineries, with complimentary custom carry-on packages. Providing this service to passengers eliminates the worry of wine bottles breaking in checked bags during transit and provides a convenient carry-on option to purchase wine once clearing security. The shop also provides wine tastings for passengers during high traffic periods.



**Wine, Craft Beer
& Distillery Bar**

YLW is in the process of renovating its Departures Lounge, and future development plans include a wine, craft beer and distillery themed bar.

This will provide travellers with the ability to try local wines, craft beer and distillery products while waiting to board their flight. If they find something they enjoy, they will have the option of walking next door to the Okanagan Estate Wine Cellar to purchase a bottle or two to take home. Construction of the bar is anticipated to be complete by the end of 2018.



**Gifts of the
Okanagan**

YLW's *Gifts of the Okanagan* Departures Lounge gift shop provides travellers with the opportunity to purchase various pieces of art. The airport's partners at Suk'wtemsqilxw West Kelowna Arts Council have curated both Aboriginal and non-Aboriginal artworks from Okanagan Valley artists, many of which are agriculture related.



Farm to Flight

YLW has partnered with De Simone Farms, a local produce distributor that grades and packages local fruit, in order to provide passengers with fresh, in-season produce that they can take home with them. The produce, consisting of various in-season fruits, will be packaged in specially designed boxes that will fit easily under airplane seats or in overhead compartments to ensure the fruit arrives at its destination in perfect condition. Farm to Flight products will be available for travellers to purchase in the Departures Lounge gift shop in Summer 2016, providing individuals with the ability to take home a unique, one of a kind gift to share with family and friends.

YLW Signage

YLW has made a collaborative effort to ensure its advertising is focused on Okanagan-based products, services and experiences. This provides advertising opportunities to agricultural-based businesses with signage positions throughout the terminal, departures lounge and parking lots, but concentrated primarily in the arrivals and baggage areas for maximum exposure.

The advertising rates are affordably priced to allow even the smallest owner-operated businesses to participate and gain additional exposure to arriving customers. Current 2016 examples have been included below.



Sponsorships, Partnerships and Events

Food Services at YLW

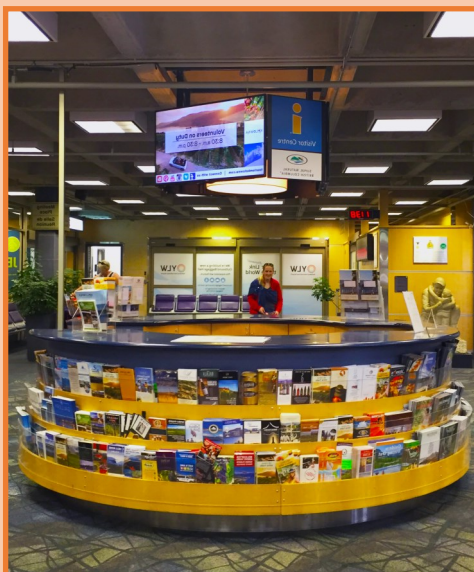
White Spot is one of two main food service providers at YLW.

White Spot has a passion for using fresh, regional ingredients in order to attain an authentic, local experience for travelers. The restaurant supports local suppliers wherever possible.

Tourism Kelowna Information Kiosk

YLW provides space to Tourism Kelowna for the Information Kiosk located in the arrivals area.

Here, businesses can purchase rack card space to advertise their business and be provided with referral business from volunteers that man the station during peak arrival times. Much of this space is filled with pamphlets from agriculture-related businesses.



YLW Advertising (ongoing)

YLW regularly advertises in various local wine publications, including the Okanagan Wine Festivals Tasting Booklet and the Wine Tour Handbook to British Columbia.

Slow Food Canada (2012)

YLW sponsored Slow Food Canada's National Meeting, which took place in Osoyoos. The organization discussed the state of Slow Food in Canada and showcased the culinary and agriculture heritage of the host location.

Wine Bloggers Conference (2013)

The Wine Bloggers Conference was held in Penticton to highlight local food and wine to visiting media and bloggers. To kick off their visit to the Okanagan, YLW hosted a welcome wine tasting.

Mile High Wine & Music Promo Pour (2015)

YLW, in partnership with the Okanagan Wine Festival Society, hosted a wine tasting event in the arrivals area for local residents and visiting guests to promote Okanagan wines and the various local Wine Festivals held throughout the year. Three wineries participated and parking was provided free of charge.

YLW Connection Magazine

YLW Connection magazine is a quarterly publication that keeps the public informed about YLW and promotes tourism throughout the Okanagan Valley. The free publication is available to passengers, the Okanagan business community and the tourism industry. Circulation is 18,000 with an estimated 45,000 impressions per issue.

Past issues have featured agriculture and wine-related content and all issues provide a platform for agriculture-based businesses to purchase advertising space to target potential tourism customers. Agriculture-based articles included in previous issues include:

- Fall 2015 - *Produce, People & Passion, Make the Okanagan a Culinary Destination*
- Summer 2015 - *Life is good in the Okanagan Valley* (highlights on local restaurants and wineries)
- Summer 2015 - *Discover... Wine-Art-Music*
- Summer 2014 - *Okanagan Wine Tours*
- Winter 2013 - *Local Wines Honoured with Prestigious Awards*
- Fall 2013 - *Wine Talk*

Previous issues are available at: <http://www.kelowna.ca/CM/Page1346.aspx>



YLW Supports Agriculture

YLW has a long history of supporting and promoting agricultural initiatives and is at the forefront of advocating the expansion of agriculture and agri-tourism within the Okanagan Valley.

YLW has a strong commitment to the communities it serves and ensures that the role agriculture and agri-tourism plays in the future economic success of the Okanagan Valley is robustly represented and promoted at the airport.

As YLW moves forward with continued growth, development and expansion, there will be continual and additional opportunity to support agriculture and agri-tourism at YLW.

The agricultural sector is an integral characteristic and economic driver of the Okanagan Valley, and a key factor in YLW's journey toward further growth and economic success.

Agriculture on YLW Lands

YLW has a history of leasing Airport owned-lands eligible for agriculture to farmers at a very reasonable rate for the production of hay and alfalfa.

Between 2010-2015, YLW offered a licence to use 38.59 acres of City-owned land adjacent to the airport for farming purposes for the nominal rate of \$1.00.

In addition, YLW offered a licence to cut and remove hay from 165 acres of City owned lands surrounding the airport from 1998 to 2003. The licensee paid an annual fee of \$500.00 to the City.

Transfer of Soil to ALR Lands

In 2016, a private developer will be constructing an airport plaza, which will include a gas station, convenience store and new restaurant options at YLW.

The clearing of the lands commenced in March 2016, and YLW has requested that the soil be sent out for testing to ensure its agricultural quality. In the meantime, YLW has reached out to the City of Kelowna and Regional District of Central Okanagan to determine whether there are any local farmers looking for additional soil. YLW's intent is to transfer the soil to a local farm to help improve its agricultural ability.

CITY OF KELOWNA
BYLAW NO. 11161
Z15-0037 - Aletta Nixon
1570 Glenmore Road North

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 2, Section 16, Township 23, ODYD, Plan 4223 Except Plan EPP15316 and EPP43964 located on Glenmore Road North, Kelowna, B.C., from the A1c - Agriculture 1 (with carriage house) zone to the RR3 - Rural Residential 3 zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 26th day of October, 2015.

Considered at a Public Hearing on the 17th day of November, 2015.

Read a second and third time by the Municipal Council this 17th day of November, 2015.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: May 30, 2016
File: 1200-40
To: City Manager
From: James Moore, Acting Department Manager, Policy & Planning
Subject: Infill Challenge Recommendations

Recommendation:

THAT Council receives for information the report from the Acting Department Manager, Policy & Planning, dated May 30, 2016 with respect to the recommendations from the Infill Challenge project;

AND THAT Council direct staff to undertake the bylaw and process changes generally outlined in the report from the Acting Department Manager, Policy & Planning, dated May 30, 2016;

AND FURTHER THAT Council direct staff to follow the engagement process generally identified in the report from the Acting Department Manager, Policy & Planning, dated May 30, 2016.

Purpose:

To consider endorsement of the recommended winners from the Infill Challenge Evaluation Committee, and to provide direction on the recommended implementation measures.

Background:

Infill housing - that is, the addition of new housing units to existing neighbourhoods - represents an important part of the overall strategy to combat the impacts of urban sprawl. By focusing growth in areas with existing infrastructure (e.g.: roads, schools, parks, transit, etc...), it is possible not only to mitigate the impacts of sprawl, but also to build resilient neighbourhoods with access to daily services, transit and a wider variety of housing types.

The Infill Challenge is an innovative competition (aka "challenge") hosted by the City for the development of new designs for sensitive infill housing in select parts of Kelowna's Urban Core Area (see attached map). Winning projects are intended to act as catalysts, inspiring greater achievement in the design of sensitive infill housing, strengthening community and developer support along the way.

Two levels of incentives are available to winning submissions:

1. The overall top submission is eligible for an honorarium of \$5,000.00
2. The two winning submissions are eligible for accelerated processing benefits, including accelerated Development Permit and Building Permit approvals.

Council first endorsed the overall strategy for the Infill Challenge in June of 2015. Following this endorsement, a community panel was assembled and met twice over the spring and summer of 2015. The panel included representatives from the Urban Development Institute, the Canadian Home Builders Association, architects, home designers, SD23, Interior Health Authority, Okanagan Mainline Real Estate Board, affected Neighbourhood Associations, and area residents.

Working with the panel, staff created (1) the rules of the Infill Challenge competition and (2) defined the criteria against which submissions would be evaluated. Some of the key rules of the competition included the following requirements for all submissions:

1. must be a new (to Kelowna) form of sensitive infill housing not presently permitted under current City of Kelowna Zoning Bylaw No. 8000 regulations
2. must be designed on the basis of a single lot having a width of 15m and a depth of 37m, and having *lane access only*
3. must not exceed a maximum density of four (4) units per parcel described in 5.3.1(b)
4. must provide adequate off-street parking
5. must meet all applicable standards of the current BC Building Code

The evaluation criteria created with the community panel included:

1. **Respect for Context** - designs should respect their local and neighbourhood contexts
2. **Limit Bulk** - the bulk and massing of buildings should not dominate surrounding development
3. **Positive Relationship to the Street** - buildings should demonstrate an open and positive relationship to the street through front porches and other tools
4. **High-quality Open/Green Space** - designs should provide ample, accessible open space for residents

A further Memorandum on the progress of the Infill Challenge was provided to Council on November 9, 2015.

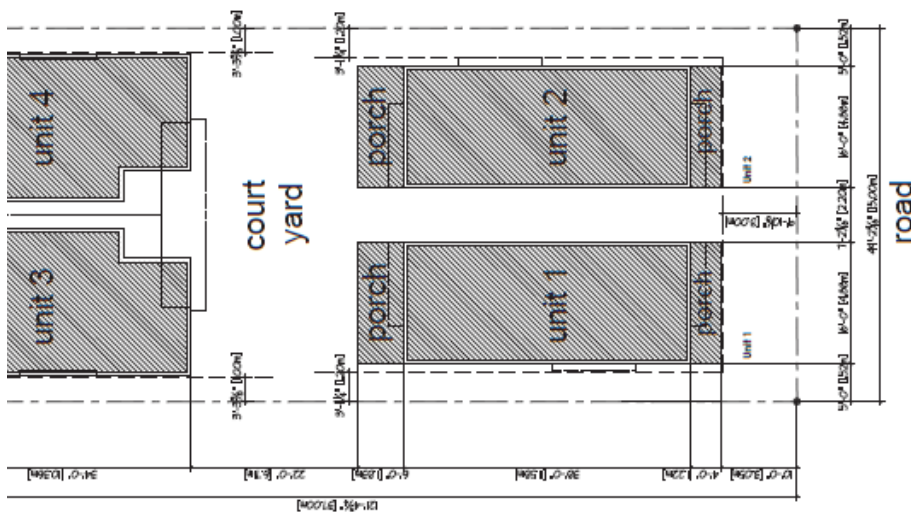
The Infill Challenge competition officially opened on November 12, 2015, and closed on January 11, 2016. In total, ten (10) submissions were received from interested parties throughout the province. Each submission was then reviewed for general compliance with the BC Building Code. Where deficiencies were found, an opportunity was provided to make the necessary revisions.

Following the closing of the competition window, an Evaluation Committee was formed. Seven (7) members representing a variety of perspectives volunteered to sit on the Evaluation Committee. At the first Evaluation Committee meeting held on March 1, 2016, the Committee shortlisted three of the ten submissions for further review. Comments and suggestions were provided to the three shortlisted submissions. A second and Final Evaluation Committee meeting was held on April 6, 2016, where the Committee decided on a final two (2)

submissions to recommend as winners to Council. Each recommended design is described below.

Recommended Design 1 - *Inhabit⁴: Thoughtfully Designed Infill Living*

Inhabit4 is a highly adaptable and flexible concept that proposes a total of four (4) units of infill housing. The primary units on the site are two narrow single detached units at the front of the site. These units maintain the principally single family character of the street. A further two units are accommodated above the garage at the rear of the site. In many ways, this concept is similar to a narrow version of a house and carriage home.



Inhabit4 site plan.

Flexibility is provided in this concept on two fronts: tenure and design. Tenure could be arranged in multiple ways, including a strata where all four units are owned, a mixture of

ownership and rental, and a fee-simple subdivision resulting in two detached homes each with their own carriage home.



View of Inhabit4 from the street

The use of multiple small buildings on the site allows for a great range of design flexibility, ranging in style from traditional to modern architecture, depending on what is most appropriate in context.

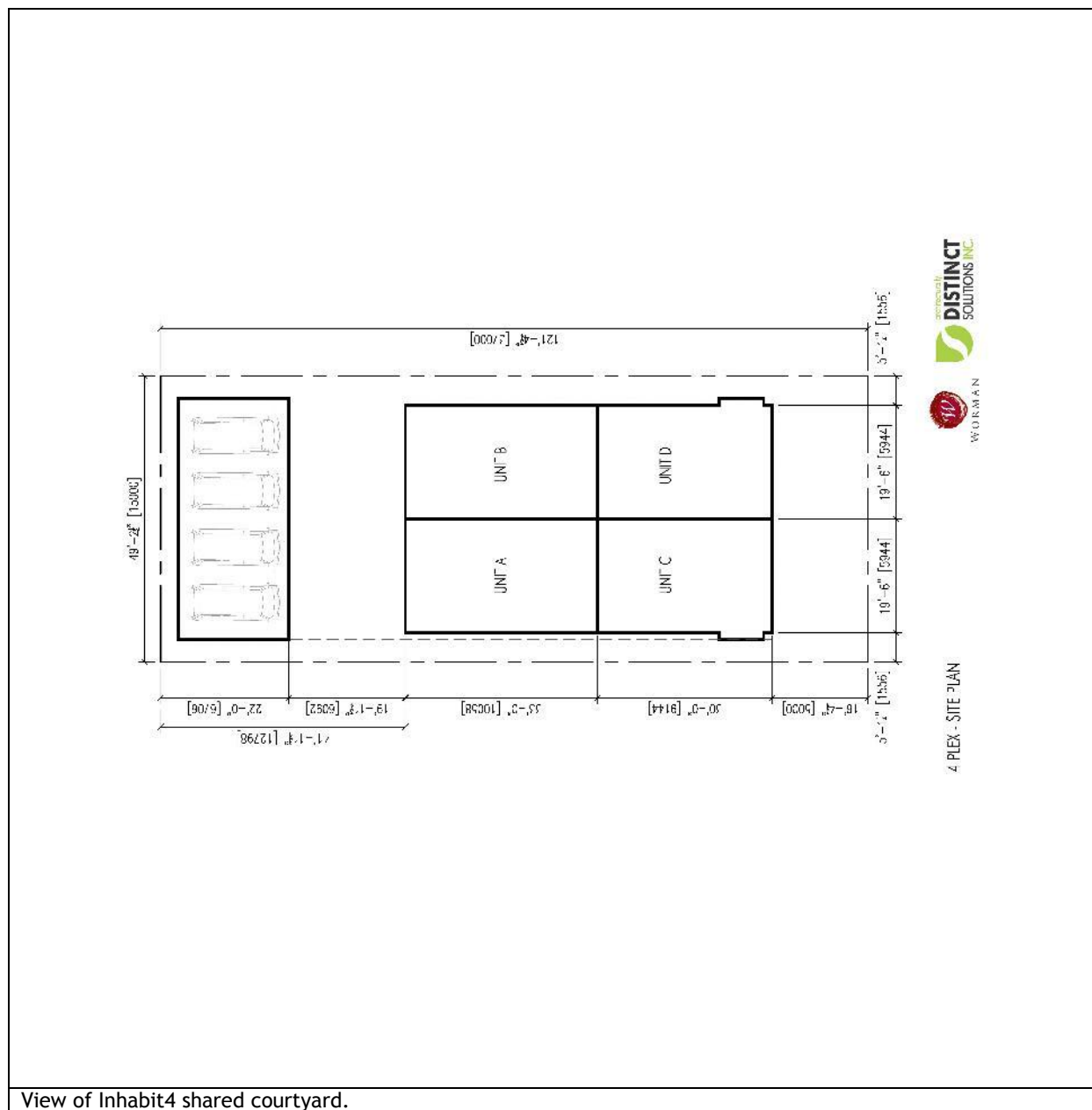
Ample open space on the site is anchored by a “shared space” for all four units, encouraging social interaction among residents. Outside of this shared space, each unit has its own private outdoor space. One off-street parking stall per unit is provided and accessed from the lane.



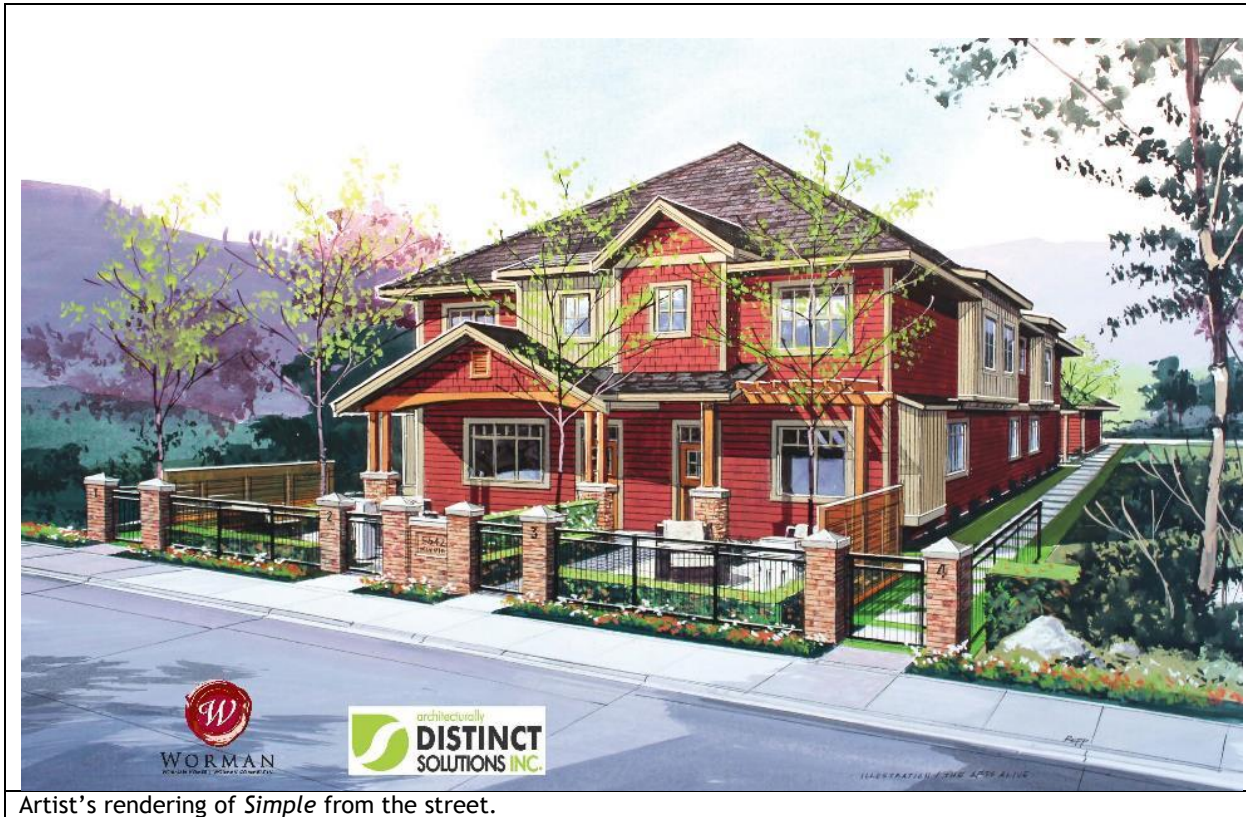
View of Inhabit4 shared courtyard.

Recommended Design 2 - *Simple*

Like the previous design, this design - entitled *Simple* - provides for a total of four (4) units on the site. However, where the former project had its units spread through three buildings, this project provides all four units in one compact building, which closely resembles a single detached dwelling.

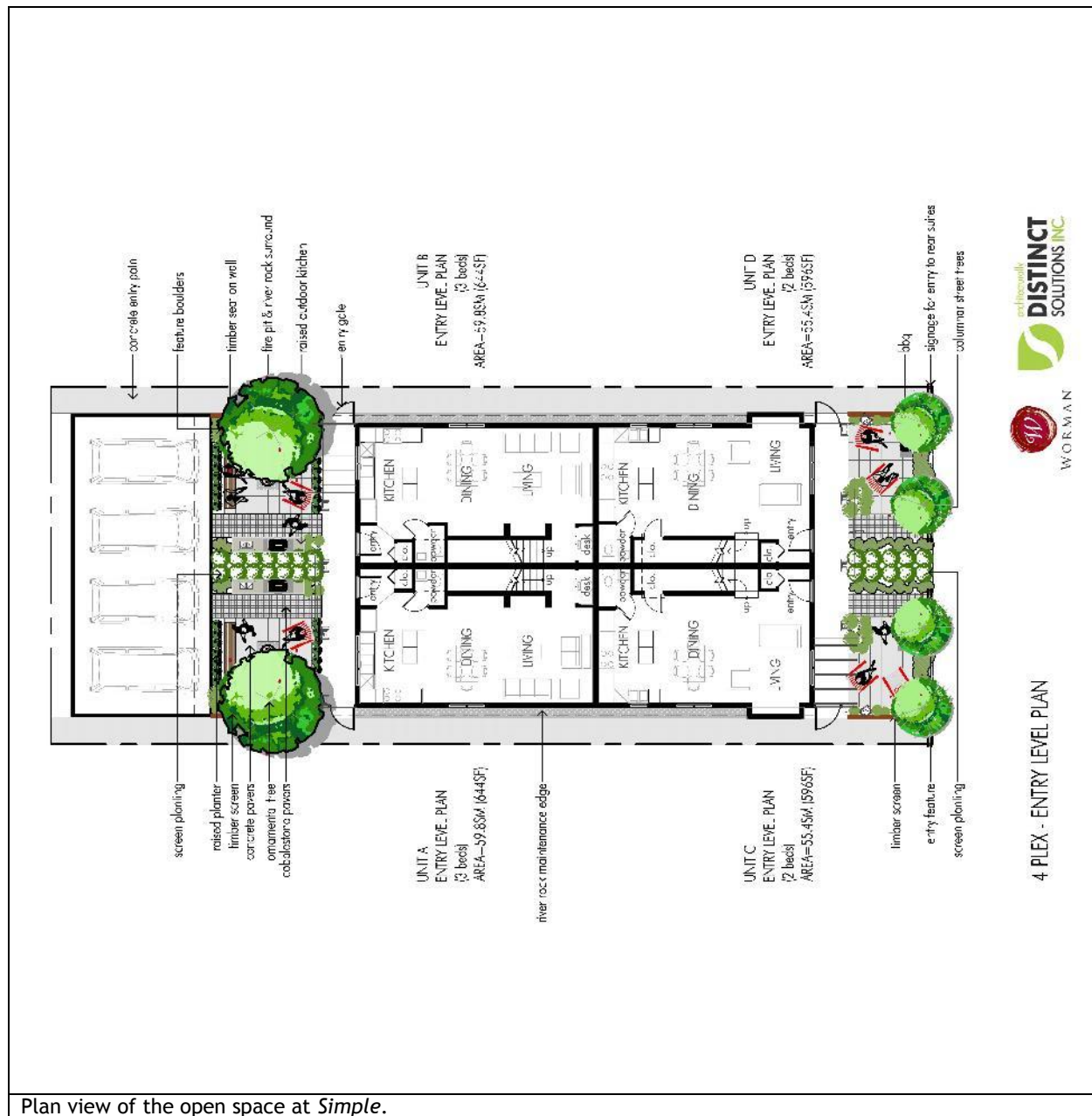


The fundamental theory driving this project was to provide an attractive design that would easily "fit in" with the existing neighbourhoods, maintaining the appearance of a well-designed single detached home.



Artist's rendering of *Simple* from the street.

Each unit is provided its own private open space at grade, and one garage parking spot at the rear of the site, accessed from the lane. Two front doors face the street, and all four units have direct street access.



Next Steps:

Both of the recommended winners represent different approaches to achieve the same ends: to balance the economic return of development with designs that still respect neighbourhood character and meet overall City objectives.

Should Council endorse the recommended winners from the Evaluation Committee, staff have identified a broad strategy necessary to implement the results of the Infill Challenge. Each element is described below:

Official Community Plan Updates

- Amend the 'Single / Two Unit Residential' Future Land Use definition to permit infill housing within the Infill Challenge boundaries
- Review and update Character Neighbourhood Design Guidelines (additional exemptions may be required to reduce staff workload given that the Infill Challenge Project is likely to generate additional workload).

Zoning Bylaw Changes

- Create a new zone with strict controls to permit the winning forms of infill housing within the Infill Challenge boundaries
- Finalize boundaries for future zoning
- Update Parking and Loading Bylaw to reflect reduced parking requirements of infill projects.

Other items:

- Confirm compliance with Subdivision, Development and Servicing Bylaw.

It is recognized that these changes hold the potential for significant shifts over time in the affected neighbourhoods. Accordingly, staff is recommending a thorough community engagement process. Considerable progress in engagement has already occurred through the Infill Challenge itself, which built broad support and a common vision for infill housing. Evidence of this support can be seen in the letters of support attached to this report.

Moving forward, residents will have the opportunity for further input through open houses showcasing the winning designs where the developers and designers may, where possible, be available to explain their infill housing concepts to the affected neighbourhoods. Mailouts to area residents and regular website and social media updates will help keep residents informed about the process.

Summary:

The Infill Challenge has been an innovative and thought-provoking project for all involved. The process has challenged conventional assumptions about what infill housing can be, creating recognition among all involved of the critical role that infill in the future of the Kelowna.

While many details remain to be determined, it is clear that there is considerable support for infill housing in Kelowna. The winning projects demonstrate the interest infill from the development, home building, design and real estate communities. And, the dedicated work of the Community Panel and the Evaluation Committee have shown that residents and community partners are equally committed.

Infill housing is inherently controversial. However, through the unique and collaborative approach of the Infill Challenge, staff hope that the community can take a positive step forward towards building more complete neighbourhoods that address the housing needs of all residents.

Internal Circulation:

Doug Gilchrist, Divisional Director, Community Planning & Real Estate
Ryan Smith, Department Manager, Community Planning
Kari O'Rourke, Community Engagement Consultant
Marnie Douglas, Communications Consultant
Mo Bayat, Director of Development Services
Joel Shaw, Department Manager, Infrastructure Planning
Steve Muenz, Manager, Development Engineering
Derek Edstrom, Director, Real Estate

Existing Policy:

Official Community Plan (OCP) - Goals for a Sustainable Future

1. Contain Urban Growth. Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

2. Address Housing Needs of All Residents. Address housing needs of all residents by working towards an adequate supply of a variety of housing.

Kelowna Housing Strategy, 2012.

Recommendations number 2 (Communities),3 (Understanding),6 (Housing Mix),10 (Fee Simple Townhouses),11 (Courtyard Housing)

External Agency/Public Comments:

Staff have received 8 letters of support from: Interior Health Authority (IHA), Kelowna South Association of Neighbourhoods (KSAN), Urban Development Institute (UDI), School District 23, Okanagan Mainline Real Estate Board (OMREB), Canada Mortgage and Housing Corporation (CMHC), Kelowna Downtown Knox Mountain Neighbourhood Association (KDKMNA), Canadian Home Builders Association (CHBA)

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

Alternate Recommendation:

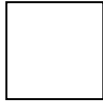
Financial/Budgetary Considerations:

Communications Comments:

Submitted by:

J. Moore, Acting Department Manager, Policy & Planning

Approved for inclusion:



D. Gilchrist, Div. Dir., Community Planning & Real Estate

Attachments:

Attachment 1 - Infill Challenge Boundaries Map

Attachment 2 - Letters of Support

cc:

Doug Gilchrist, Divisional Director, Community Planning & Real Estate

Ryan Smith, Department Manager, Community Planning

Kari O'Rourke, Community Engagement Consultant

Marnie Douglas, Communications Consultant

Mo Bayat, Director of Development Services

Joel Shaw, Department Manager, Infrastructure Planning

Steve Muenz, Manager, Development Engineering

Attachment 1 - Infill Challenge Boundaries





Kelowna South Central Association of Neighbourhoods

Knowles House – 865 Bernard Avenue, Kelowna, BC

May 10 2016.

To: Mayor Colin Basran and Members of Kelowna City Council,

Subject: Support for the process used to develop the Infill Challenge Recommendations

On behalf of the Kelowna South Central Association of Neighbourhoods (KSAN), we wish to express our support for the process used to generate the Infill Challenge Recommendations.

City of Kelowna Planning Department staff were committed to the engagement of a broad range of perspectives and experiences in developing the criteria upon which to evaluate proposals for infill housing and in the review of proposals and selection of the successful submissions.

KSAN appreciated the opportunity to have a KSAN representative, Dr. Erica Bell-Lowther, bring a resident's perspective and experience to this mix. We believe this collaborative process will contribute to infill housing which will be sensitively integrated into existing neighbourhoods and benefit our community.

We look forward to further collaborations with the City of Kelowna.

With best wishes;

Pat Munro,
President,
KSAN

James Moore

From: Tamara Terlesky <tamaraterlesky@gmail.com>
Sent: Tuesday, May 17, 2016 12:31 PM
To: Lisa Masini; James Moore
Subject: Infill Challenge - Letter of Support

On behalf of the Kelowna Downtown Knox Mountain Association, I would like to express my appreciation for the opportunity to participate in the Infill Challenge.

The program was extremely organized through James Moore. We had plenty of notice and information to review prior to meetings and the information was delivered in an easy to access format.

I am extremely appreciative of the respect that was given and consideration of the existing Homeowners in the subject areas, for items of concern, i.e. aesthetics, size/proportions of the structures to be built, provision for foliage/trees and sensitivity to the existing character of the neighbourhoods.

Including the support of the Neighbourhood Association in the City plans created a very proactive, cohesive environment for positive change and growth in our beloved neighbourhoods!

Kind Regards,

Tamara Terlesky

[REDACTED]

Please consider the environment before printing this e-mail.



May 9, 2016

James Moore
Acting Department Manager, Policy & Planning
City of Kelowna
1435 Water Street
Kelowna, BC

Dear James,

RE: Infill Challenge- letter of support

Thank you for the opportunity to become involved as a stakeholder for the Infill Challenge. The goal of the Challenge was to bring forward new forms of infill housing to some of the city's core neighbourhoods. The first stage was to build consensus among industry and community representatives about the scope of infill housing options, and then include the private sector to bring forward their best ideas in a Call for Submissions.

The Infill Challenge project developed design guidelines based on review of learnings from other municipalities and stakeholder participation and adapted guidelines to the local context of the identified core neighbourhoods. Based on the population demographics for the study areas- the population is home to younger smaller households that are likely to be employed in the sales and service industries. Typically this population's housing needs will be affordable housing options which include diverse housing forms and tenure types.

Interior Health was involved in this project as a stakeholder and brought forward the health perspective of creating and increasing different housing forms and the links to positive health outcomes. Interior Health supports the concept of developing affordable housing options which has a number of evidenced based health outcomes including improvement to; general health, food security, mental health and quality of life.

Increasing the housing density in the study areas will be positively impacted by the current and future plans to enhance the transportation network and improve the walkability and cycling/transit opportunities. From a health perspective, building complete and compact neighbourhoods increases the ability of residents to engage in physical activity, one of the key risk factors in the prevalence of chronic diseases such as type 2 diabetes, cardiovascular disease and some cancers.

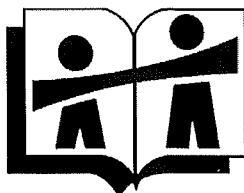
Bus: (250) 980-5077
Fax: (250) 980-5060
Web: interiorhealth.ca

HEALTH PROTECTION
"Less Risk, Better Health"
2nd Floor, 1835 Gordon Drive Kelowna, BC V1Y 3H5

Interior Health supports the engagement strategy that was used for the Community Panel process and welcomes the opportunity to work further with the City of Kelowna as part of the Healthy City Strategy.

Sincerely,

Pam Moore
Healthy Built Environment Team



"Together We Learn"

SCHOOL DISTRICT NO. 23

(Central Okanagan)

OPERATIONS

685 Dease Road, Kelowna, B.C. V1X 4A4

Tel: (250) 870-5150

Email: Operations.Department@sd23.bc.ca

Date: May 6, 2016

James Moore
Long Range Policy Planning Manager
Policy and Planning
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

Dear Mr. Moore,

SUBJECT: Urban Infill Challenge

The School District supports the City of Kelowna's Infill Challenge Project.

The City of Kelowna's Official Community Plan encourages infill development. Infill provides more housing options in existing neighbourhoods and these developments help to continue to use the current community infrastructure. Infill options help populate the existing schools and increase the opportunity to use the growing active transportation system in Kelowna.

School District #23 was a part of the panel workshops that provided opportunity to involve a wide range of perspectives regarding infill developments. This process allowed the participants to review and discuss various infill examples and then collaborate to form key design principles for the challenge.

The School District endorses the intent and process of the infill challenge and looks forward to seeing the positive impacts in the City's core neighbourhoods.

Kind Regards,

David Widdis
Planning Manager



May 03, 2016

Regarding City of Kelowna Infill Challenge

Letter of Support for the City of Kelowna

To Kelowna City Council,

Please accept this letter as our show of support for the City of Kelowna Infill Challenge project to explore new concepts for infill housing in Kelowna's Urban Core.

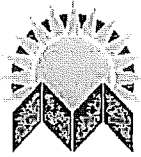
Canada Mortgage and Housing Corporation (CMHC) has a long term partnership with the City of Kelowna to engage industry and community stakeholders in sustainable housing and communities. In June and July 2015, CMHC participated in the City's Infill Housing community panel workshops chaired by the staff of Infrastructure Planning, Urban Planning and Policy and Planning Departments. Throughout the process, the staff have demonstrated an outstanding capacity of organizing the workshop program, engaging participants and guiding the discussions to achieve the objectives. In addition to the incredibly positive experience, the infill housing vision and key design principles established by panelists have been an excellent match with CMHC's focus on affordable housing options and inclusive communities.

We have been pleased to have supported the Infill Challenge, and hope to continue to be involved as the project is proceeding to share the City of Kelowna's best practices with more Canadian communities.

Sincerely,

Elizabeth Tang

Knowledge Transfer Consultant (BC Region)
Knowledge Transfer and Outreach
Canada Mortgage and Housing Corporation
etang@cmhc-schl.gc.ca Telephone: 604 737-4052



Okanagan Mainline
Real Estate Board

May 2nd, 2016

James Moore
City of Kelowna

Marnie Perrier
Realtor
Coldwell Banker Horizon Realty
250.212.8552

Dear James:

I wanted to Thank-you and commend the City of Kelowna for the opportunity to participate in the Infill Challenge process.

Overall, I felt that it was an extremely progressive and forward thinking initiative. Which, is fantastic in a growing market that faces a finite area of housing space.

Infill housing is a wonderful opportunity to revitalize our inner city cores by providing more housing options and use of existing infrastructure, in existing neighbourhoods. This is greatly required moving forward in the extremely desirable, Okanagan Valley.

The panel recognized that good infill needs to respect existing neighbourhood character but also must be economically feasible.

The process was fair and equitable throughout to both the panel and committee members and this was extended to the participants.

I would like to applaud a process that encouraged our continued participation through the Community Panel to the evaluation process. I was thrilled to be included throughout. I felt all of the community panel voices were heard and incorporated in an evaluation tool, which formed our weighting process to finalize and determine ultimate winners of the competition.

I am very confident that the submissions recommended to Council as winners will make positive contributions to Kelowna's core neighbourhood.

Finally, I felt the City staff involved were imperative to the process, Pat McCormick, Ryan Smith and yourself James, lent a valuable and thoughtful voice throughout.

Thanks again James, I look forward to seeing the final products/homes built and occupied in the future.

Kind regards,


Marnie Perrier



URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER

210 – 1460 Pandosy Street
Kelowna, BC V1Y 1P3 Canada
T. 778.478.9649 F. 778.478.0393
udiokanagan@udi.org
www.udiokanagan.ca

May 9, 2016

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: James Moore

Subject: Infill Challenge & Infill Density Support

The Urban Development Institute (UDI) is a national association (with international affiliations) of the development industry and its related professions. The corporate members of the UDI - Okanagan Chapter represent hundreds of individuals involved in all facets of land development and planning, including: developers, property managers, financial lenders, lawyers, engineers, planners, architects, appraisers, real estate professionals, local governments and government agencies.

As a Partner in Community Building, the UDI Okanagan Chapter is committed to working with communities and governments to create and achieve the vision of balanced, well-planned, sustainable and affordable communities.

The infill housing initiative – both the Infill Challenge and the infill type density to follow – are worthy initiatives for the City and the development industry to pursue. This type of density is strongly aligned to achieving more affordable, and demographically sensitive housing forms.

Traditional Kelowna development has been focused on new, greenfield development and more urban densification, in mid and high-rise built forms. The former can come at higher servicing costs and the latter and higher construction costs. Infill housing fits a gap that has, in Kelowna, historically been void. It provides for a more sustainable form of housing from a servicing and amenity-proximity perspective, while also remaining closely tied to Kelowna's demand. Kelownians have empirically trended towards single and townhouse low-rise forms of development as opposed to more urban high density, and so infill built forms will be a growing segment in this market. We feel infill built forms might be a smart solution to densification needs in town centres throughout Kelowna.

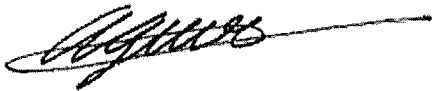
Infill forms should focus on creative and new architectural themes, while staying true to the neighborhood context in which they are constructed. It will be the largest interim challenge – synthesizing the old and the new, while maintaining a stringent focus on cost containment. After all, we all wish for neighborhoods to greet these new forms of sustainable development, while maintaining the cost saving intent that affordability requires.

The creative intent and semi-competitive process for the Infill Challenge was both collaborative and involved a wide range of perspectives through a Community Panel. I was personally involved in the early stages of the process and can vouch for the thorough cross section of the community involved. This representation ensured a respectful and shared understanding among participants and I believe will create a share excitement with UDI and all community constituents in looking forward to seeing the positive impacts of the Infill Challenge in Kelowna's core neighbourhoods

We appreciate the City's continued openness and willingness to work on this important matter. We look forward to the City's next steps, seeing the infill challenge winners, and feedback on how this initiative can be rolled out in multiple neighborhood forms in this, and coming years.

Sincerely

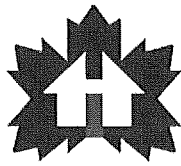
URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER

A handwritten signature in black ink, appearing to read 'Andrew Gaucher', with a long horizontal flourish extending to the right.

Andrew Gaucher, Chair of UDI Okanagan

Okanagan

Canadian
Home Builders'
Association



May 6, 2016

Dear Mayor and Council,

On behalf of CHBA Okanagan, we are pleased to provide this letter of support for the Infill Challenge, a unique competition to find innovative ways to encourage infill development and increase the mix and diversity of housing in the urban core and create not just housing but helping build community.

Invigorating this area will help encourage urban development activity and make the area attractive to a wide variety of residents. Good infill needs to respect existing neighbourhood character, while also being economically feasible and offers options to unique housing opportunities.

We feel the Challenge has met these objectives. The process was collaborative and extensive, and involved a wide range of perspectives through the Community Panel. The collaborative approach helped to build respect and shared understanding among participants and create new opportunities and creative ideas towards building.

We look forward to seeing the positive impacts of the Infill Challenge and we're confident that the submissions recommended to Council as winners will make positive contributions to Kelowna's core neighbourhoods.

The Canadian Home Builders' Association (CHBA) is the voice of Canada's residential construction industry. Our industry is a vital part of Canada's economy in every community across the country. We directly and indirectly support more than 900,000 jobs, paying more than \$50 billion in wages. We generate \$125 billion in annual economic activity, and provide over \$30 billion in federal and provincial revenues each year. Since our founding in 1943, CHBA has held to its core principles of affordability and choice in housing:

Communities should provide a wide range of housing options suited to all those who want to live and work there; and, Canadians who work hard should have a reasonable opportunity to own a home. Representing more than 8,500 small- and medium-sized businesses across Canada, CHBA members include home builders, renovators, land developers, trade contractors, product and material manufacturers, building product suppliers, lending institutions, insurance providers, service professionals, municipalities and more.

Kind regards,

A handwritten signature in black ink, appearing to read "Sherri", with a large, sweeping flourish extending from the end of the name.

Sherri Paiement – CHBA Okanagan Executive Officer

INFILL CHALLENGE

Recommendations & Next Steps



PURPOSE

- ▶ Endorse recommended winners
- ▶ Consider implementation

PURPOSE

► Infill housing is...

“the development of new housing in established neighbourhoods.”



Narrow detached



Narrow duplex



Four-plex

BACKGROUND

▶ Infill benefits

- ▶ Increase housing diversity
- ▶ Match housing options to demographic and housing preference changes
- ▶ Builds complete neighbourhoods
- ▶ Makes efficient use of infrastructure

BACKGROUND

- ▶ Challenges with infill
 - ▶ Polarizing



VS.



All Change = BAD

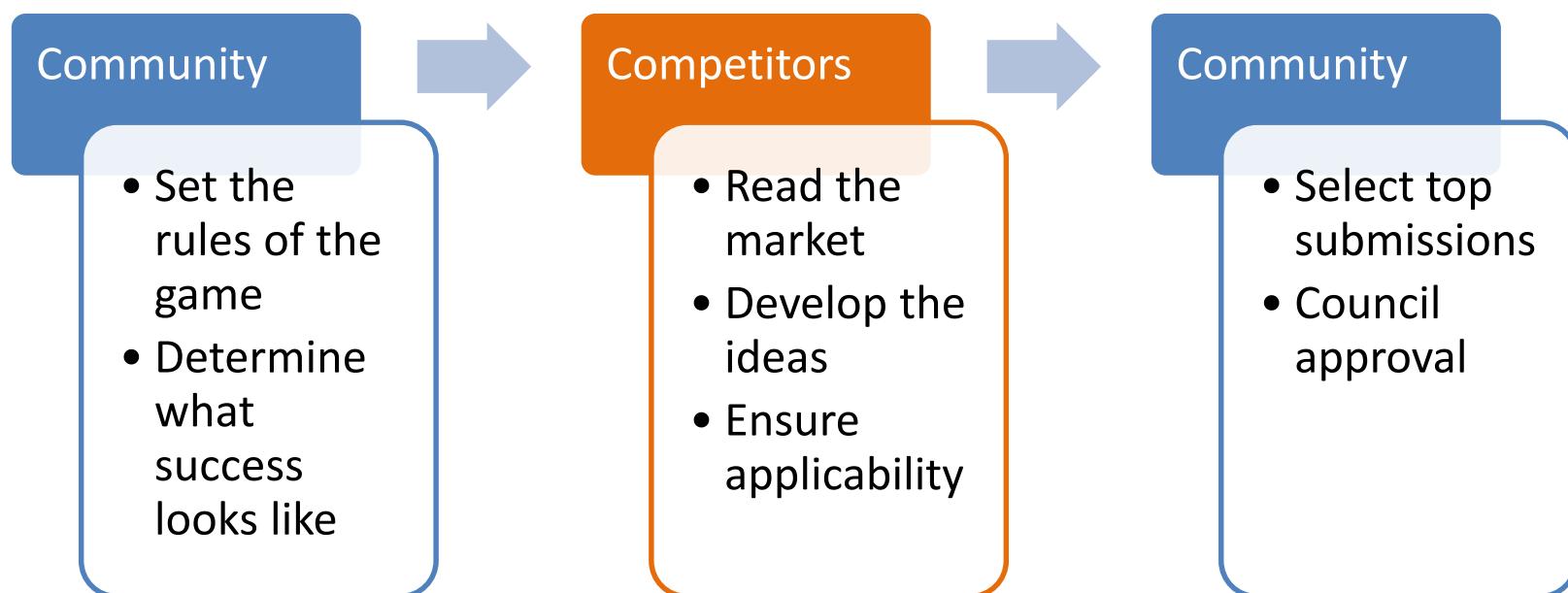
BACKGROUND

- ▶ Challenges with infill
 - ▶ Missing key voices



PROCESS OVERVIEW

► How can we get the best of both worlds?



PROCESS OVERVIEW

Objectives

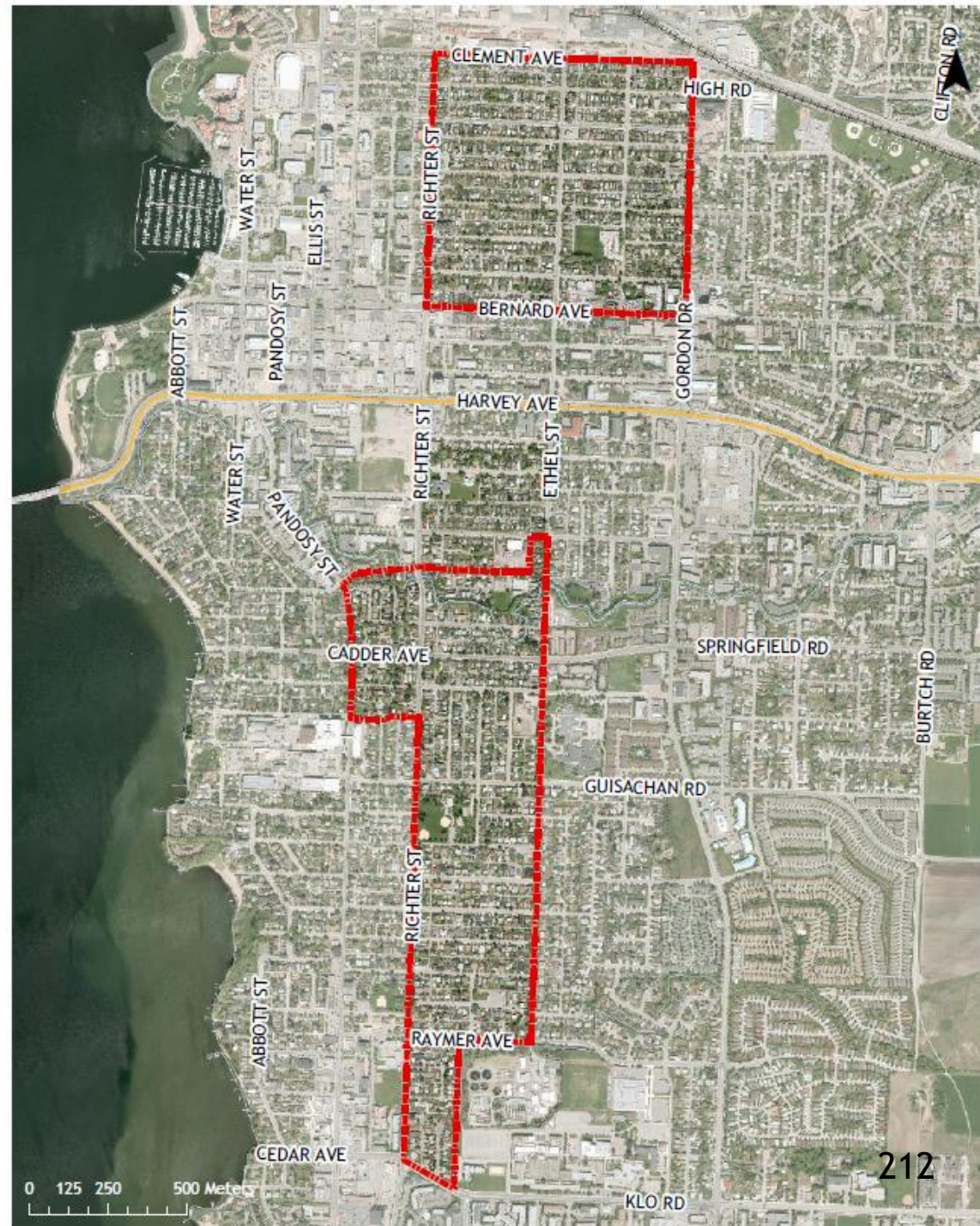
- Set a new standard
- Find new ideas
- Build support

Outcomes

- New designs
- Revised regulations
- Incentives

STUDY AREA

- ▶ Supporting our urban centres
- ▶ Lane access
- ▶ Consistent lot configurations



PROCESS OVERVIEW

- ▶ Started the Infill Challenge:
 - ▶ Community workshops
 - ▶ Interior Health, SD23, UBCO, CMHC, Residents, Neighbourhood Associations, Developers, Builders, Realtors



PROCESS OVERVIEW

***Infill housing will strengthen
neighbourhoods where the diverse needs
of all are met locally.***

PROCESS OVERVIEW

- ▶ Submission Requirements
 - ▶ must be a new (to Kelowna)
 - ▶ single 15x37m lot with *lane access only*
 - ▶ must not exceed 4 units per parcel
 - ▶ must provide adequate off-street parking
 - ▶ must meet BCBC

PROCESS OVERVIEW

- ▶ Evaluation Criteria
 - ▶ Respect Context
 - ▶ Limited Bulk
 - ▶ Positive Relationship to the Street
 - ▶ High-quality Open/Green Space

PROCESS OVERVIEW

- ▶ Launched the Infill Challenge:
 - ▶ Call for Submissions November 12, 2015
 - ▶ Closed on January 11, 2016
 - ▶ 10 submissions received

PROCESS OVERVIEW

- ▶ Evaluation Committee
 - ▶ Subset of Community Panel
 - ▶ Reviewed all 10 submissions
 - ▶ Shortlisted 3

COMMITTEE RECOMMENDATIONS

► Two recommended winners:

1. *Inhabit⁴*
2. *Simple*

NEXT STEPS

- ▶ Update the development rules
 - ▶ Zoning Bylaw
 - ▶ OCP

NEXT STEPS

- ▶ Proposed OCP Changes
 - ▶ Amend key definitions
 - ▶ Update Development Permit process

NEXT STEPS

- ▶ Proposed Zoning Changes
 - ▶ Create a new zone for Infill Challenge area
 - ▶ Only on qualifying lots
 - ▶ Include parking requirements
 - ▶ Include strict controls

NEXT STEPS

- ▶ Update processes
 - ▶ Expedited/Exempt Development Permit
 - ▶ Pre-approved Building Permit

NEXT STEPS

- ▶ Information sessions
- ▶ Mailouts
- ▶ Website & social media

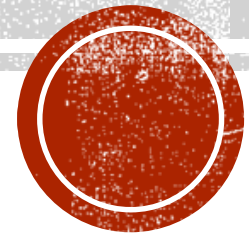
FINAL THOUGHTS

- ▶ Included a wide range of voices
- ▶ Success in building support
- ▶ Catalyst for positive change
- ▶ Controversy to be expected

RECOMMENDATION

- ▶ Endorse recommended winners from the Evaluation Committee
- ▶ Direct staff to begin implementation and engagement

INFILL CHALLENGE



SIMPLE, BY:



W O R M A N



Byron Douglas, SACLAP MILASA
Landscape Architecture

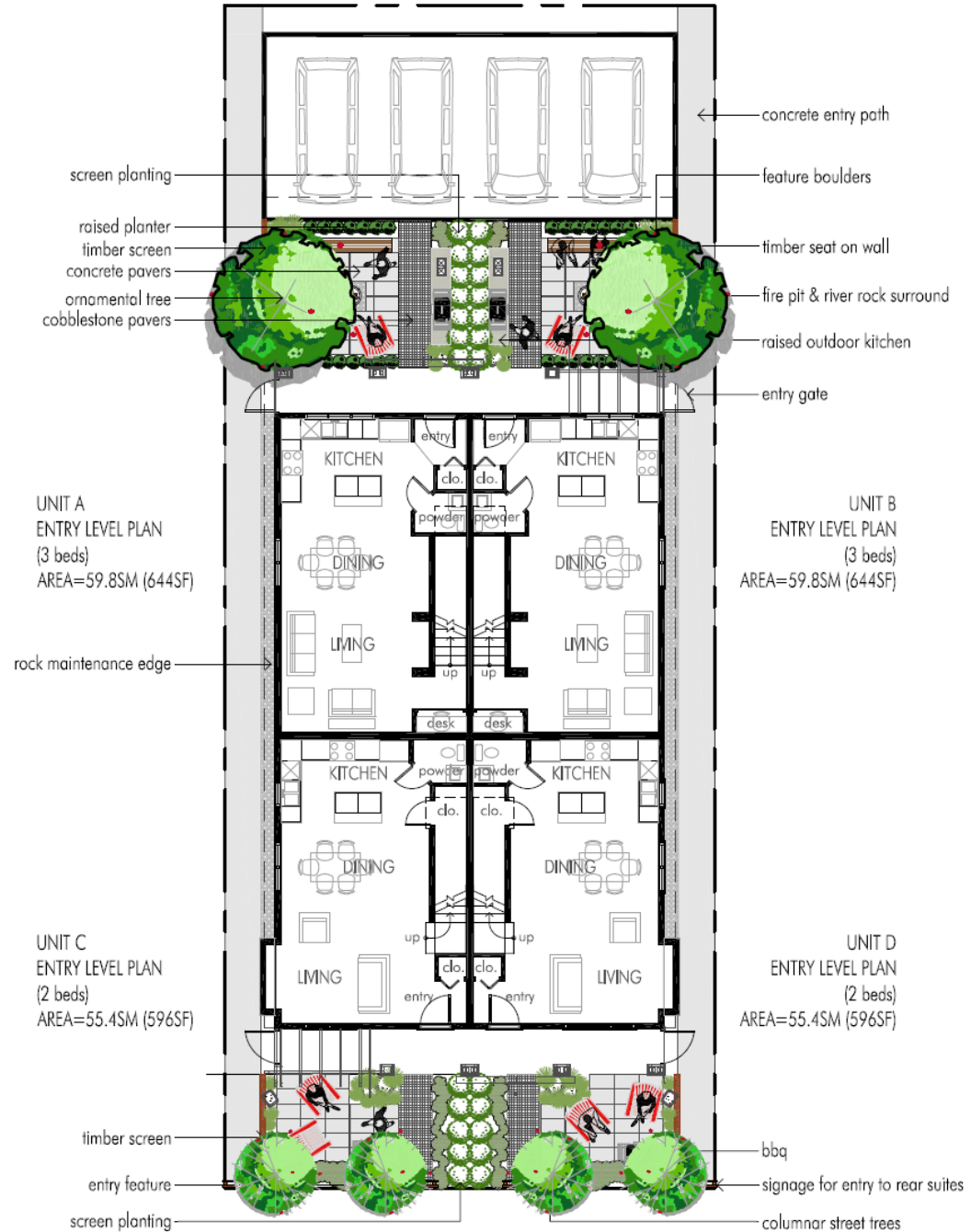
WHY SIMPLE?

- Traditional in Form



WHY SIMPLE?

- Simple in SIZE



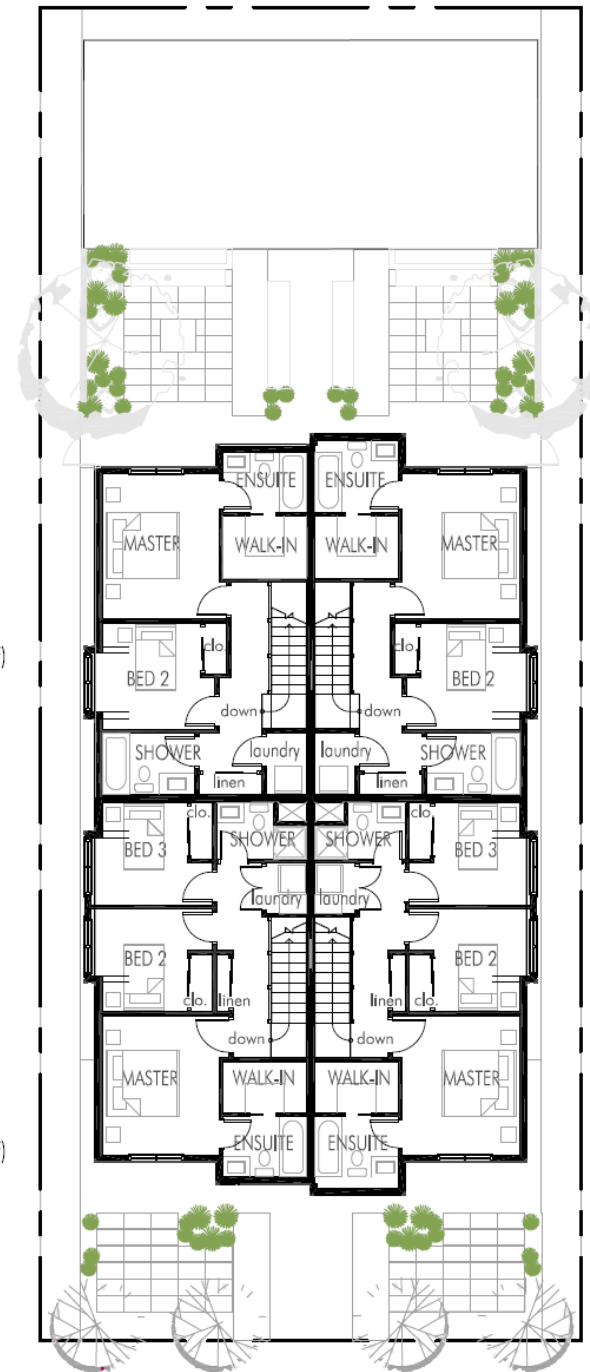
WHY SIMPLE?

- Simple in LAYOUT



UNIT A
UPPER LEVEL PLAN
(3 beds)
AREA=52.0SM (560SF)

UNIT C
UPPER LEVEL PLAN
(2 beds)
AREA=58.2SM (626SF)



UNIT B
UPPER LEVEL PLAN
(3 beds)
AREA=52.9SM (569SF)

UNIT D
UPPER LEVEL PLAN
(2 beds)
AREA=59.0SM (635SF)

WHY SIMPLE?

- Simple in its RELATIONSHIP to its NEIGHBOURS



WHY SIMPLE?

- Simple in its RELATIONSHIP
via SCALE



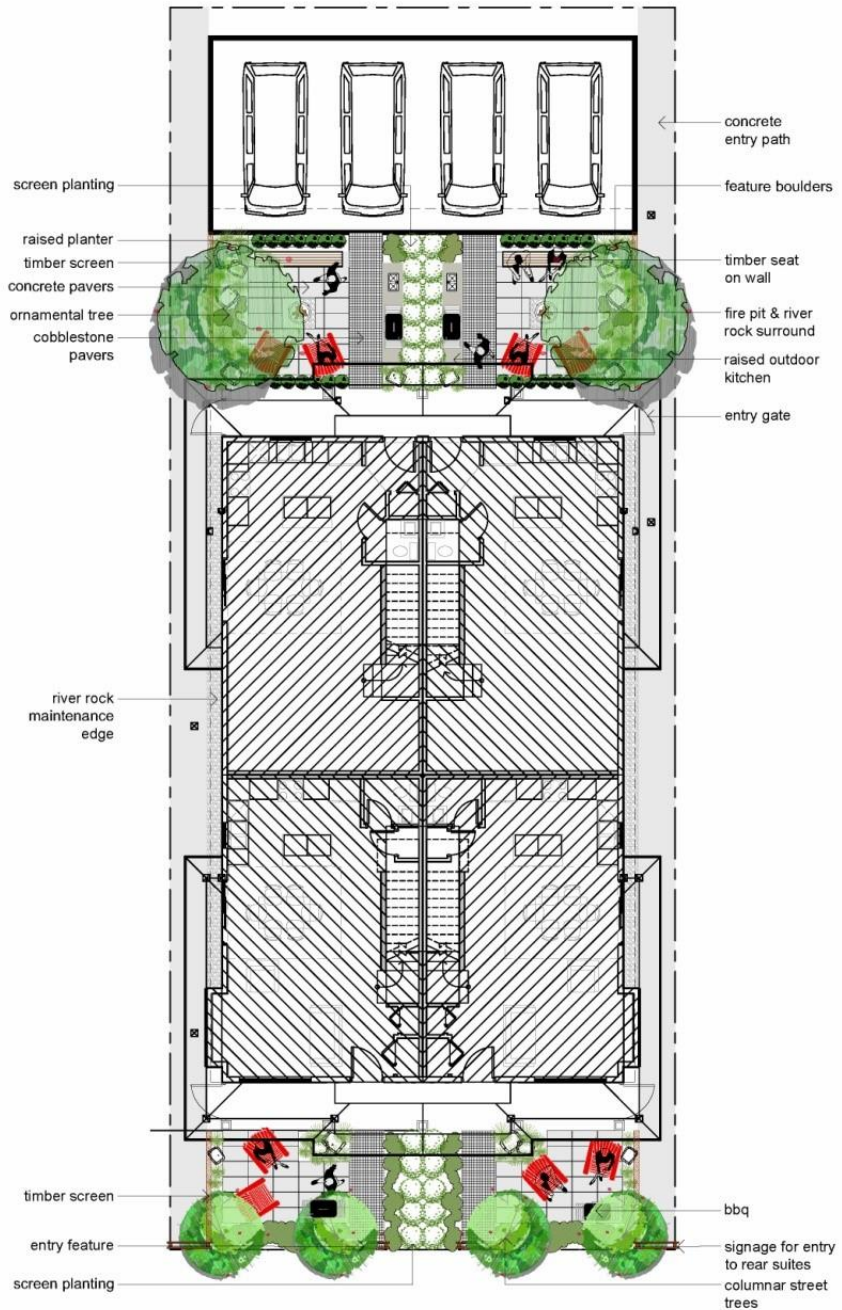
WHY SIMPLE?

- Simple in its RELATIONSHIP to the STREET



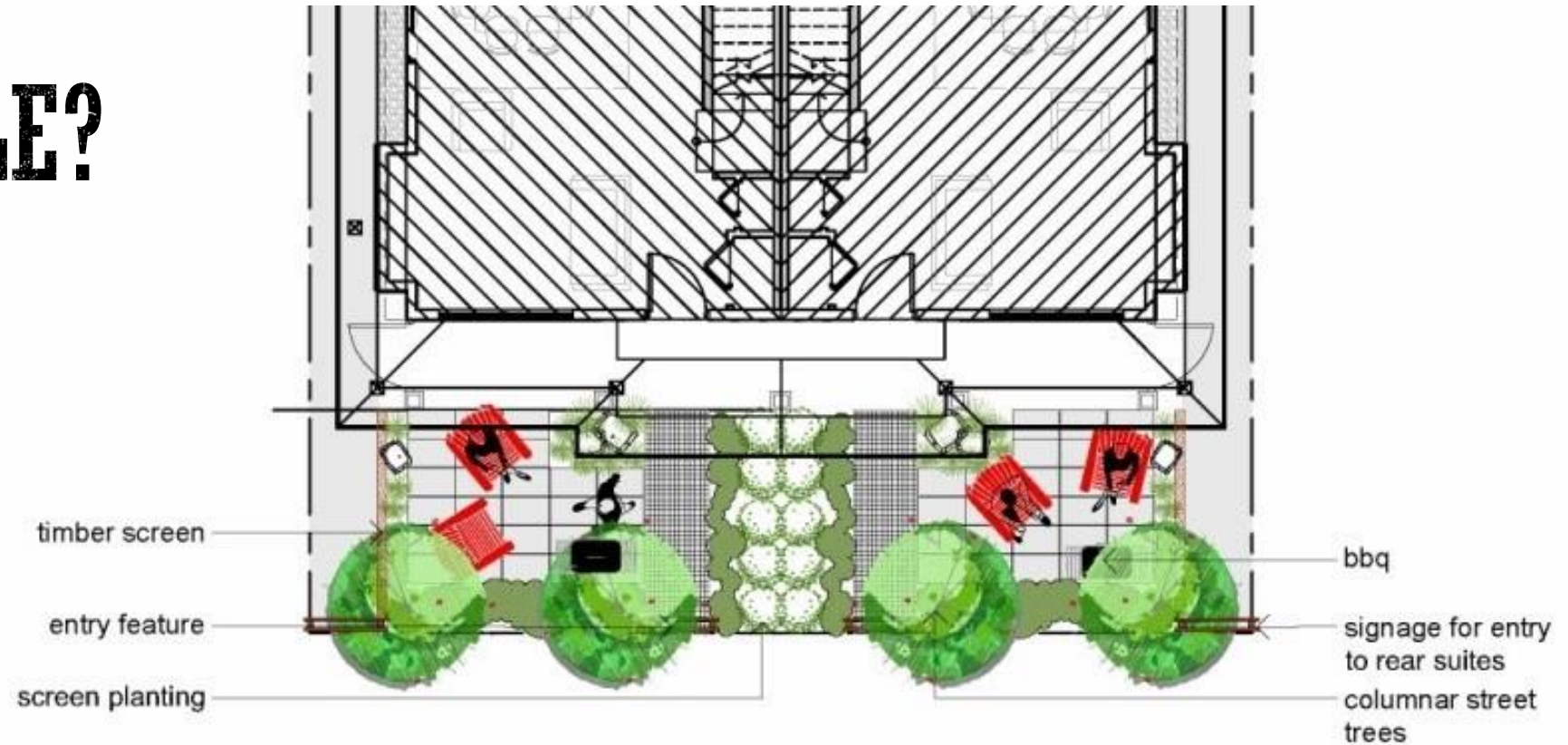
WHY SIMPLE?

- Simple in its PROVISION of OPEN SPACE



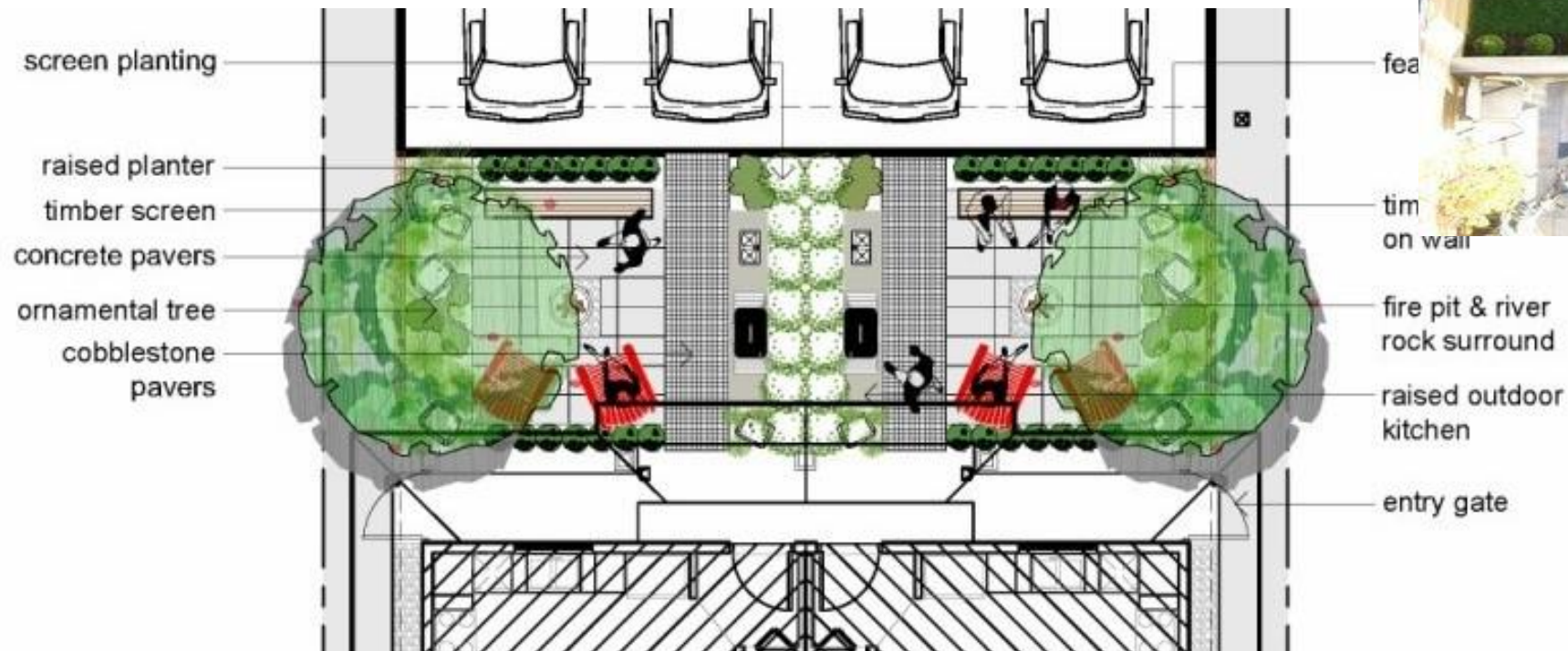
WHY SIMPLE?

- Simple in its DESIGN
of OPEN SPACE



WHY SIMPLE?

- Simple in its RELATIONSHIP
of OPEN SPACE



WHY SIMPLE?

- Simple in DELIVERY!
 - Affordable Design
 - Reproducible
 - Changeable in Appearance



SIMPLE, BY:



W O R M A N



Byron Douglas, SACLAP MILASA
Landscape Architecture



Thoughtfully Designed Infill Living

The Team

Shane Baxter

Baxter Design

Robert Fershau

Landscape Architect

Kelly Meyer

Meyer Designs

Christa Kueber

Christa Kueber Design

Shane Styles

Inhabit Residential



inhabit

241
RESIDENTIAL

Vision & Rationale

Macro to Micro...

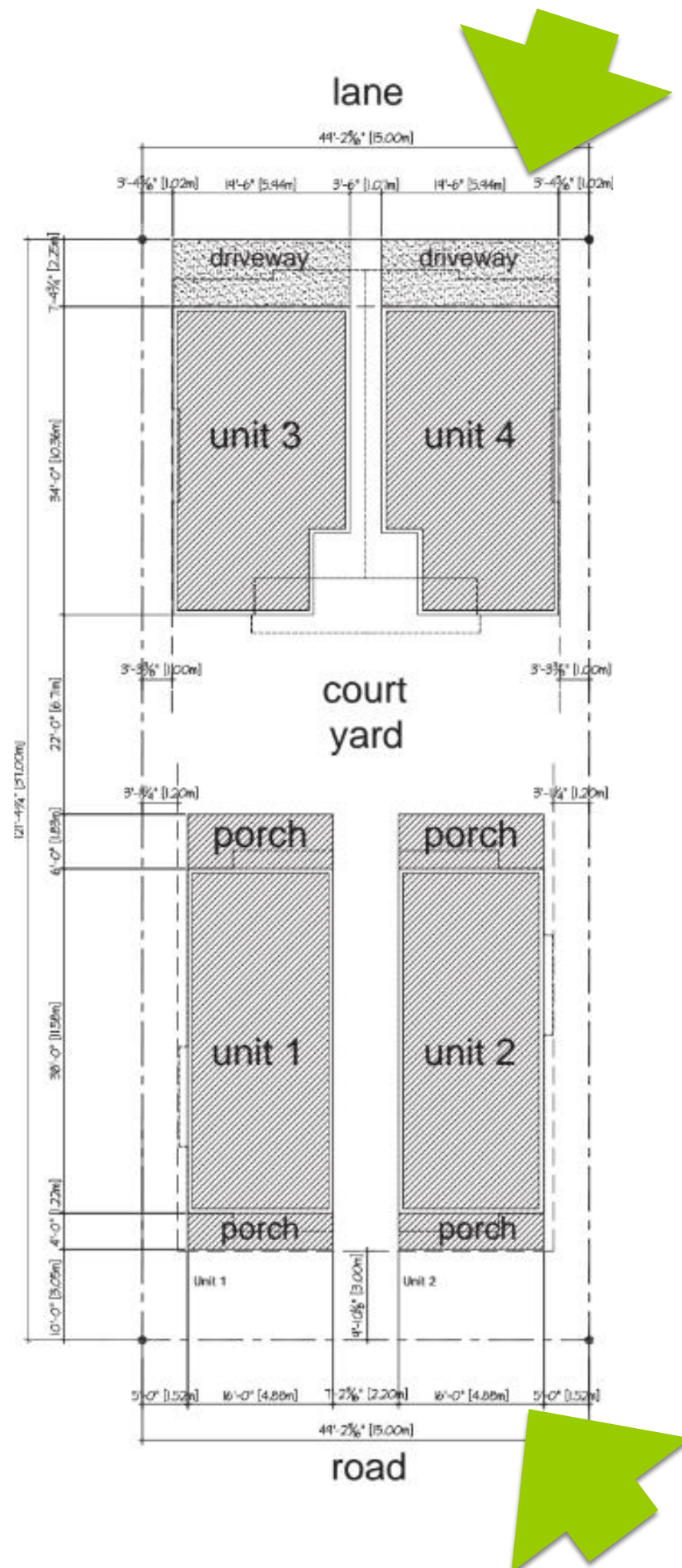
- A vision for the future: Influence on neighbourhoods & streetscapes
- Site Flow: how people move and interact
- Resident Diversity
- Overall Design Flexibility



inhabit



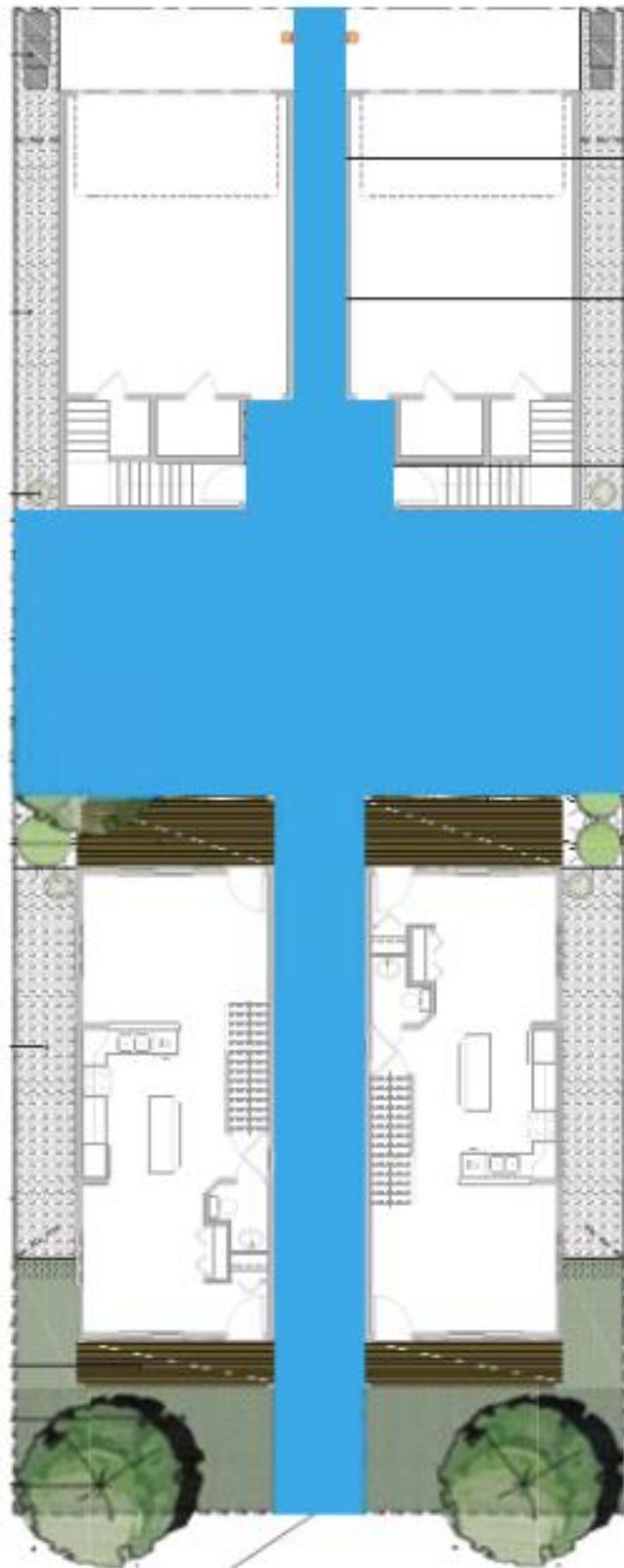
Streetscape Response



lane view

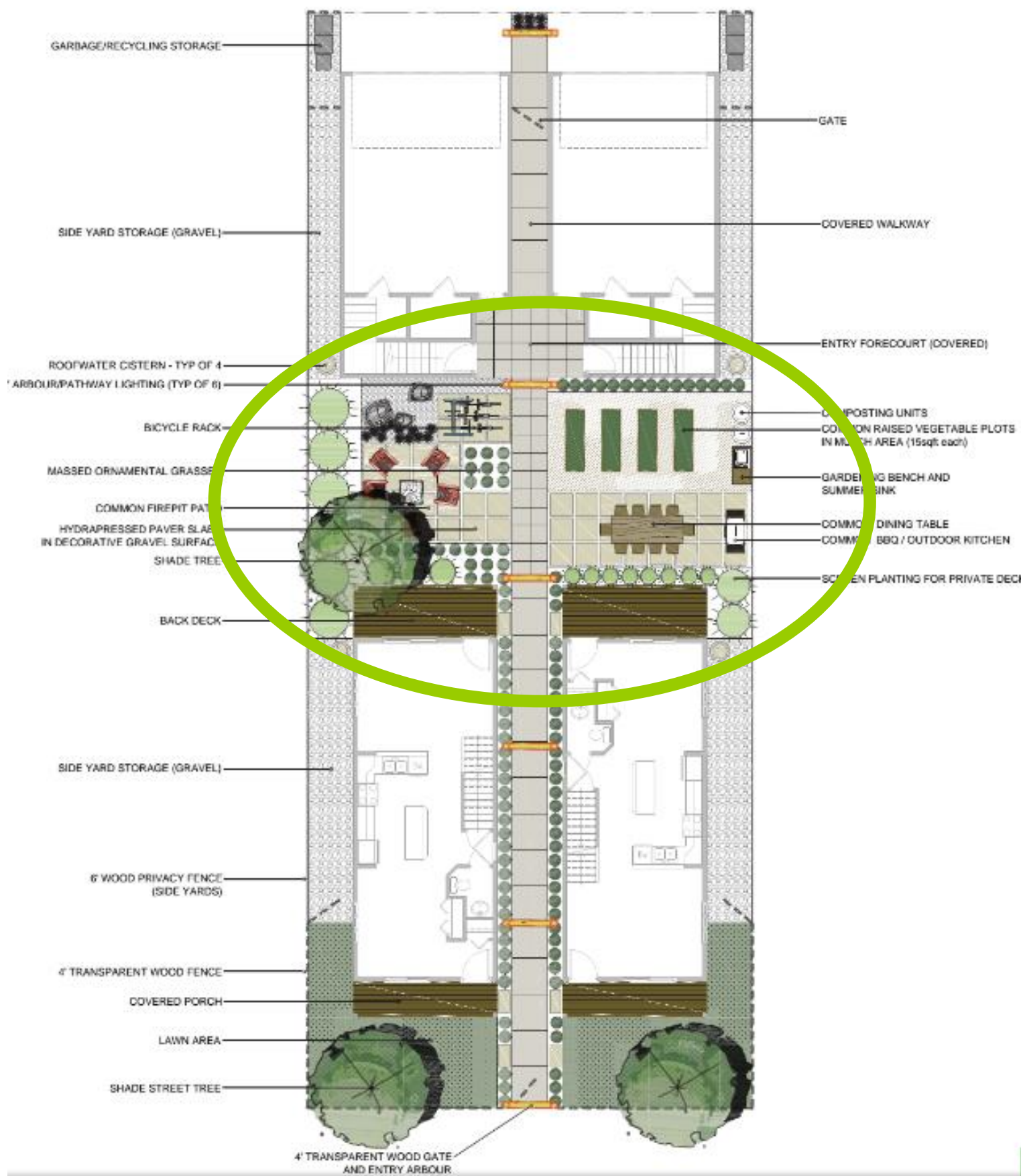
street view





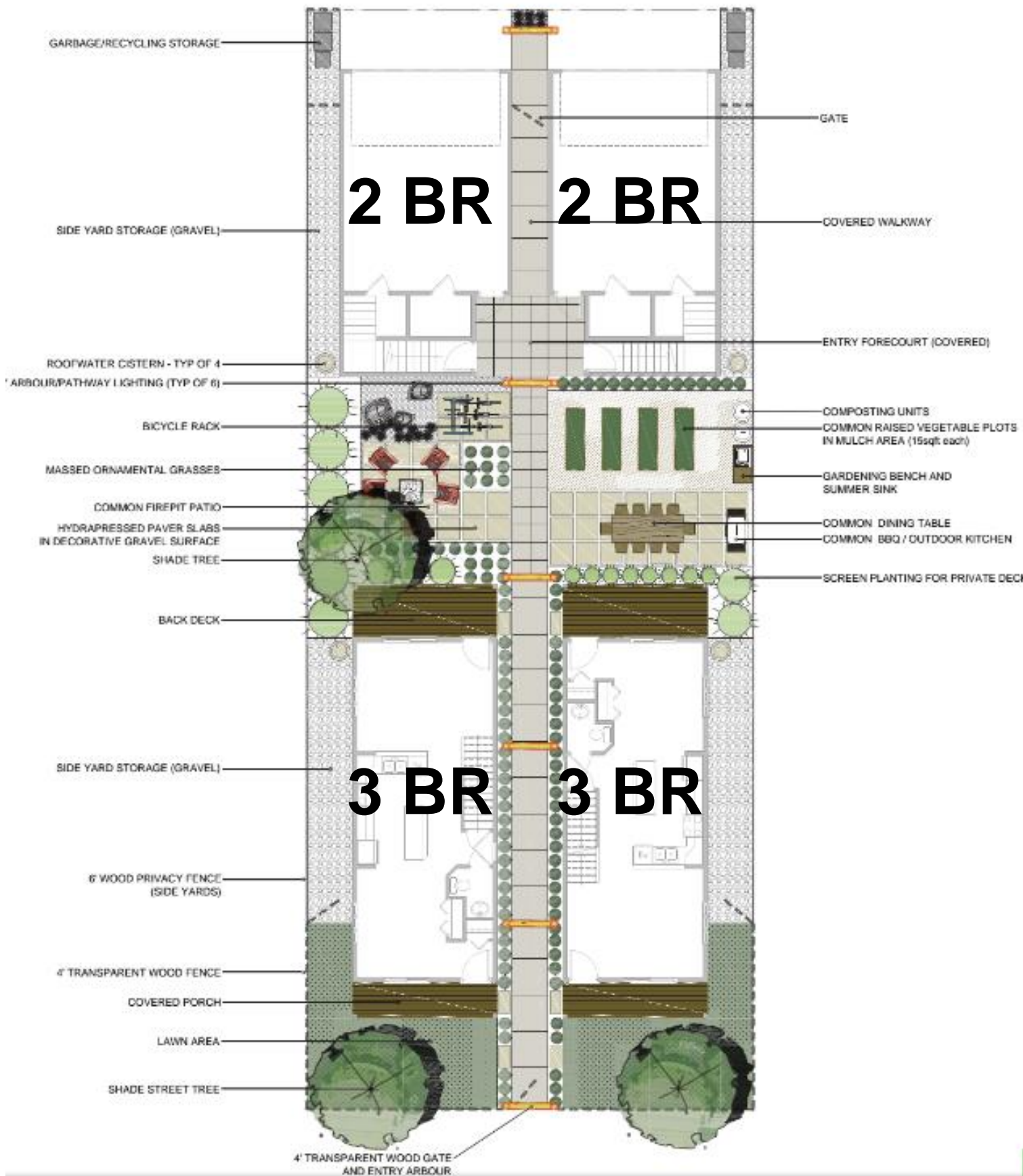
Know your neighbour!

Blue = 55% of total exterior space represents common area including the shared courtyard



Courtyard

- garden plots
- fire pit
- harvest table
- bbq/outdoor kitchen
- bicycle racks



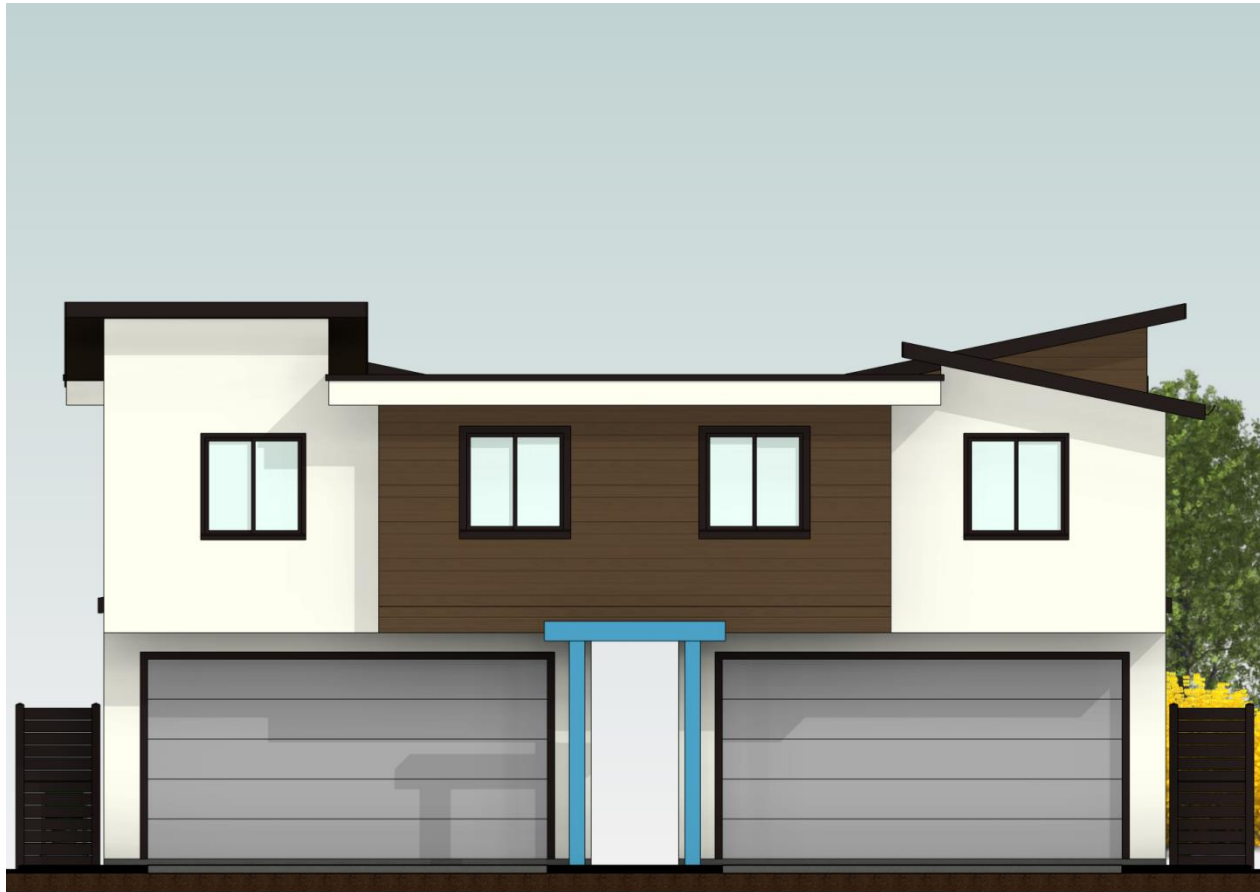
Unit Mix

2 br 740sf x 2

3 br 1276sf x 2

*enclosed parking =
1 per home





Lane



Street

Elevations



West



East
Elevations



Perspective – Front Street



Walkway Perspective

inhabit
RESIDENTIAL



Courtyard Perspective



Courtyard Perspective

Design Flexibility - Contemporary



Design Flexibility - Craftsman





*Thank you for your time.
Questions?*

Report to Council



Date: May 30, 2016

File: 0710-70

To: City Manager

From: Tracy Guidi, Sustainability Coordinator and
Brydan Tollefson, Energy Specialist

Subject: Climate Action Revenue Incentive Program Reporting Requirements

Recommendation:

That Council receives, for information, the report from the Sustainability Coordinator and Energy Specialist, dated May 30, 2016, with respect to the Climate Action Revenue Incentive Program reporting requirements and corporate greenhouse gas (GHG) emissions data.

Purpose:

To report on the progress made in 2015 and the plans for 2016 to meet the City's climate action goals in order to fulfill the public reporting requirement for the provincial Climate Action Revenue Incentive Program grant. Further, the report also presents the latest corporate GHG emissions data and highlights GHG emissions reduction projects.

Background:

The Climate Action Revenue Incentive Program (CARIP) is a provincial conditional grant program that provides funding to BC Climate Action Charter signatories equivalent to 100 percent of the carbon taxes they pay directly. This funding supports local governments in their efforts to reduce greenhouse gas emissions and move forward on achieving their Charter goals. The City of Kelowna signed the Charter in 2007, committing to take action and develop strategies to achieve the following 3 goals:

1. being carbon neutral in corporate operations by 2012 (the Province allows for "making progress towards becoming carbon neutral");
2. measure and report on community GHG emissions profile; and
3. create complete, compact, energy efficient rural and urban communities.

As a Charter signatory, the City is eligible for the CARIP grant, provided a report on the City's plans and progress toward meeting climate action goals is made public by the June 1, 2016 deadline (see attached: *Climate Action Revenue Incentive Program (CARIP) Public Report for 2015*).

In addition to reporting publicly, Financial Services has completed a Carbon Tax Calculation Form and will submit to the province alongside the Public Report. The City is requesting a return of \$228,466, the total amount of carbon tax the City paid directly in 2015. The funds will be placed in the R011- Energy Management Rebate fund and will be used for capital or operational projects that help lower energy and greenhouse gas emissions.

Projects to be funded are reviewed and recommended by the City's Energy Management Committee. In 2015, the grant funded approximately \$10,000 for a boiler upgrade at Rutland Arena reducing natural gas usage by 996 GJoules and saving 50 tonnes of greenhouse gas emissions. In 2016, approximately \$100,000 will fund a heat recovery project, also at Rutland Arena, that will save 2,460 GJoules of Natural Gas and reduce greenhouse gas emissions by 122 tonnes. An additional \$27,000 will be used to fund a boiler upgrade at the City Yards Facility, estimated to save 890 GJoules per year and reduce GHG emissions by 44 tonnes per year. The CARIP grant also supports the Energy Specialist Position (done in partnership with Fortis BC).

Corporate GHG Emissions

Corporately, the City tracks energy and emissions data from its corporate operations and this information is uploaded into the City's energy management systems. Sources for the corporations GHG emissions include:

- Civic buildings and facilities (i.e. H2O, Airport, Fire Halls, City Hall, RCMP, etc.)
- Outdoor lighting
- Water, Waste water and Solid Waste operations
- Vehicle fleet

Since 2007, the Corporations' total GHG emission have declined approximately five percent from 8,017 tonnes of CO₂ in 2007 to 7,600 tonnes CO₂ in 2015, as illustrated in Figure 1. It should be noted, that while this information is collected annually, the data is not corrected for temperature, so emissions can fluctuate significantly from year to year.

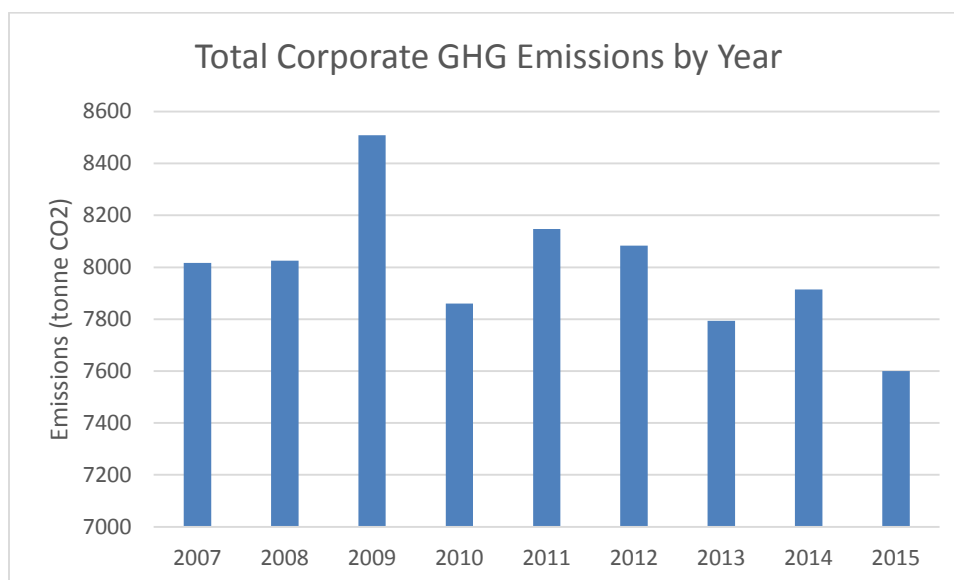


Figure 1: Corporate GHG Emissions by Year

The *Climate Action Revenue Incentive Program (CARIP) Public Report for 2015* reports Kelowna's corporate emissions at 6,085 tonne CO₂ equivalent. The number differs from above, as CARIP reporting requirements do not include emissions for airports, police or solid waste as these services are considered regional under the Climate Action Charter.

In 2015, a variety of projects and programs helped reduce corporate greenhouse gas emissions including:

- Upgraded the boilers at Rutland Arena saving 50 tonnes of greenhouse gas emissions and 996 GJoules of natural gas annually.
- FortisBC constructed a conversion facility at Glenmore Landfill to enable landfill gas to be upgraded to pipeline natural gas quality. FortisBC and the City are partnering in this project through a Landfill Gas Purchase Agreement where the City will provide landfill gas to the conversion facility for use by FortisBC.
- Constructed a staff composter at Parkinson Recreation Centre.
- Hired an energy specialist in partnership with FortisBC.
- Continued programs to reduce emissions from City fleet including up to 20% biodiesel used, expansion of the GPS program and education of 38 staff on Smart Driving.

Community GHG Emissions

Community emissions are tracked by the provincial government, who have committed to producing reports every 2 years, with current data available up to 2010. Data for 2012 is expected to be released later this fall. Between 2007 and 2010 there was a 2.4 per cent reduction in community greenhouse gas emissions.

In 2015, the City participated in a variety of initiatives consistent with the Official Community Plan's 33% community greenhouse gas reduction target including:

- Constructed 2,340 m of sidewalk, 2,060 m of bike lanes, 900 m of cycle tracks, and 620 m of shared-use paths.
- Completed Regional Strategic Transportation Plan Phase I, current situation and gaps and successfully applied for Gas Tax funding for Phase II.
- Developed Phase 1 of the Transit Prioritization Framework, a framework that uses multi-criteria analysis to evaluate and allocate transit service where it is more effective.
- Began Clean Air and Safe Routes 4 Schools programs at two elementary schools to increase active transportation to and from school.
- Initiated the Urban Centres Roadmap project which will emphasize key principles, targets and priorities to transform Kelowna's five urban centres over the coming years.
- Planted 8,000 ponderosa pine seedlings in City's natural parks to assist with trees that have been lost due to forest health issues such as pine beetle and drought. Also planted 200 large caliper trees in City parks and boulevards.
- Sold 500 large caliper trees to the public through the NeighbourWoods program
- As a partner in the Mission Creek Restoration Initiative, began implementation of stage 1 of the Mission Creek Restoration Initiative to realign a 500 metre section of dike on the south side of the creek to enhance habitat for fish and wildlife.

- Initiated Solid Waste Management Plan Update (note: this is a Regional Initiative and the City of Kelowna is represented on the Advisory Committee).
- Used Routeware program, which monitors curbside cart contents using cameras and RFID tags. The Regional Waste Reduction Office sent letters to 2,380 City of Kelowna residents to provide specific, targeted waste reduction.
- Implemented temporary water use restrictions in response to provincial drought. This resulted in approximately 20 per cent reduction in water consumption in August and September, 2015.
- Reduced 75 tonnes of particulate matter, 174 tonnes of carbon monoxide and 17 tonnes of volatile organic compounds through several Air Quality initiatives (Agricultural Chipping program, Woodstove Exchange, etc.)

Summary

In 2016, a multitude of projects are planned that will have an impact on corporate and community greenhouse gas emissions. These are summarized in the attached *Climate Action Revenue Incentive Program (CARIP) Public Report for 2015*.

The City is moving forward and providing tools to help its citizens adopt a low carbon lifestyle. Projects that reduce community GHG emissions have benefits across multiple sectors, making Kelowna a stronger, healthier, more resilient community. Further, the City can be seen as a role model, as corporate emissions start to decline despite increases in infrastructure and fleet to serve a growing community.

Internal Circulation:

Divisional Director, Community Planning and Real Estate
 Divisional Director, Civic Operations
 Divisional Director, Infrastructure
 Manager, Financial Accounting
 Manager, Regional Planning
 Manager, Regional Programs
 Manager, Parks Services
 Manager, Grants and Partnerships
 Manager, Utility Services
 Manager, Transportation & Mobility
 Manager, Building Services
 Manager, Fleet Services
 Manager, Suburban and Rural Planning
 Supervisor, Urban Forestry
 Planner Specialist
 Parking Operations Coordinator
 Environmental Coordinator
 Environmental Technician II
 Environmental Technician II
 Traffic Technician
 Communications Advisor

Existing Policy:

OCP Policy 6.2.1 - GHG Reduction Target and Actions. The City of Kelowna will, in partnership with: senior governments; local residents and businesses; NGOs; external agencies; and utility providers, work towards reducing community greenhouse gas emissions by 33% (from 2007 levels) by 2020.

The City of Kelowna's efforts will be focused on creating more mixed-use neighbourhoods (as identified on the OCP Future Land Use map) and on ensuring that residents can conveniently and safely travel by bus or by foot, bicycle and other forms of active transportation to get to major community destinations while ensuring the efficient movement of goods and services.

The City will support the reduced use of fossil fuels in buildings by encouraging renewable energy supplies, district energy systems and energy efficient technologies in new and existing buildings. By working with senior government partners, regulated utilities and others, the City will lead through example and strive to meet the BC Climate Action Charter targets for the reduction of GHG emissions from municipal infrastructure.

The Multiple Bottom Line framework pursuant to Council Policy 352: Sustainable Municipal Infrastructure targets climate change initiatives (mitigation and adaptation) including the reduction of GHG emissions. The corporation's goal is to reduce GHG emissions 22% below 2007 levels by 2017.

Financial/Budgetary Considerations:

To be eligible for the Climate Action Revenue Incentive Program (CARIP) grant, a copy of the *Climate Action Revenue Incentive Program (CARIP) Public Report for 2015* must be made public and submitted to the Province by June 1, 2016. Further, Financial Services will concurrently submit the 2015 CARIP Carbon Tax Calculation Form to the Province, requesting \$228,466 for the 2015 reporting year.

Note: local governments that do not submit a CARIP Public Report to the Province by the deadline of June 1, 2016 will not be eligible for their CARIP Grant.

The annual CARIP grant will be placed in the Carbon Energy reserve and will be used for projects that will reduce corporate energy and GHG emissions. This reserve will also fund operational expenses, like software licenses, for data collection and reporting. Projects for 2016 will be reviewed by the Energy Management Committee and prioritized based on their business case which will include consideration for environmental and economic benefit.

External Agency/Public Comments:

As the Regional Waste Reduction Office provides waste reduction for the entire region, Cynthia Coates, Waste Reduction Facilitator, Regional District of Central Okanagan, provided a synopsis of waste reduction projects and programs for the CARIP report.

Communications Comments:

A link to the Climate Action Revenue Incentive Program (CARIP) Public Report for 2015 will be posted on the City's Climate Action webpage at <http://www.kelowna.ca/CM/page2507.aspx>.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

Alternate Recommendation:

Submitted by:

T. Guidi, Sustainability Coordinator

B. Tollefson, Energy Specialist

Approved for inclusion:



JM

cc:

Divisional Director, Community Planning and Real Estate

Divisional Director, Civic Operations

Divisional Director, Infrastructure

Manager, Financial Accounting

Manager, Regional Planning

Manager, Regional Programs

Manager, Parks Services

Manager, Grants and Partnerships

Manager, Utility Services

Manager, Transportation & Mobility

Manager, Building Services

Manager, Fleet Services

Manager, Suburban and Rural Planning

Supervisor, Urban Forestry

Planner Specialist

Parking Operations Coordinator

Environmental Coordinator

Environmental Technician II

Environmental Technician II

Traffic Technician

Communications Advisor

Climate Action Revenue Incentive Program (CARIP) Public Report for 2015

A summary of community and corporate actions that help reduce greenhouse gas emissions

May, 2016

1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8610
FAX 250 862-3349
email@kelowna.ca

kelowna.ca

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The City of Kelowna has completed the 2015 Climate Action Revenue Incentive Program (CARIP) Public Report as required by the Province of BC. The CARIP report summarizes actions taken in 2015 and proposed for 2016 to reduce corporate and community-wide energy consumption and greenhouse gas emissions (GHG) and reports on progress towards achieving carbon neutrality. There is also an opportunity to report on climate adaptation actions.

BROAD PLANNING ACTIONS

Broad Planning Actions

Broad planning refers to high level planning that sets the stage for GHG emissions reductions, including plans such as Official Community Plans, Integrated Community Sustainability Plans, Climate Action Plans or Community Energy Emissions Plans. Land use planning that focuses on Smart Growth principles (compact, complete, connected, centred) plays an especially important role in energy and GHG reduction.

Community-Wide Actions Taken in 2015	
	Formed the Healthy City Strategy partnership between City of Kelowna and Interior Health with a vision of “working together to create built environments in which people and places thrive”. As part of this, a Healthy City Strategy will be developed with 6 theme areas: Healthy Transportation, Healthy Housing, Healthy Neighbourhood Design, Healthy Food Systems, Healthy Natural Environments and Community for All Ages. Climate action will be incorporated into each theme area of the Healthy City Strategy.
	Initiated the Urban Centres Roadmap project which will emphasize key principles, targets and priorities needed to transform Kelowna’s five urban centres over the coming years. These urban centres are a core element in the overall strategy to reduce GHG emissions by focusing future growth into compact, walkable, energy-efficient and transit-friendly nodes.
	Initiated the Infill Challenge, an innovative design competition aiming to identify new forms of sensitive infill housing. Expanding the opportunities for infill housing will ultimately reduce the pressure for urban sprawl, and will help build neighbourhoods that are less auto-dependent. (see http://www.kelowna.ca/CM/Page4804.aspx for details)
	Began work on the Civic Precinct Plan which supports the Downtown Plan and OCP goals by encouraging more compact development and greater density downtown. When complete, the Plan will also emphasize the importance of transforming downtown to be more people friendly and supportive of active transportation through the design of streets, public spaces and pathways. (see http://www.kelowna.ca/CM/Page4778.aspx for details)
	Completed Regional Strategic Transportation Plan Phase I, current situation and gaps, and applied for Gas Tax funding for Phase II.
	Developed Pedestrian & Bicycle Master Plan to accommodate pedestrians & cyclists of all ages & abilities.
	The Regional Board endorsed the Regional Clean Air Strategy.
Community-Wide Actions Proposed for 2016	
	Launch the first theme area for the Healthy City Strategy: Community for All Ages which will incorporate policies and actions for seniors, children and those with different levels of abilities. This theme area will look at actions that will be co-benefits to climate reduction (i.e. alternative forms of transportation).
	Finalize the Urban Centres Roadmap, obtain Council endorsement and develop implementation

	tools.
	Complete the Infill Challenge, evaluate submissions and obtain Council endorsement of winners and strategy for implementation.
	Council endorsed the Civic Precinct March 2016.
	Successfully obtained a 600K Gas Tax grant to develop the first comprehensive Regional Strategic Transportation Plan with emphasis in sustainable transportation. Project to start in the fall 2016 and to finalized in the Fall of 2018.
	Complete Pedestrian Bicycle Master Plan and begin implementation. (see www.kelowna.ca/onthemove).

Corporate Actions Proposed for 2016	
	Update the Corporate Energy and Emissions Plan identifying new actions that can be taken to lower corporate energy use and GHG emissions.

Snapshot Questions	
What GHG reduction targets are included in your local government's Official Community Plan or Regional Growth Strategy? <i>33% below 2007 levels by 2020</i>	Yes
Are you familiar with the Community Energy and Emission Inventory (CEEI)?	Yes
Does your local government use the Community Energy and Emissions Inventory (CEEI) to measure progress?	Yes
Which of the following does your local government use to guide climate action implementation?	
• Community Energy and Emissions (CEE) Plan	No
• Climate Action Plan	Yes
• Integrated Community Sustainability Plan	No
• Official Community Plan (OCP)	Yes
• Regional Growth Strategy (RGS)	Yes
Does your local government have a climate action reserve fund?	Yes
Does your local government have a Corporate Climate Action Plan?	Yes

BUILDINGS AND LIGHTING ACTIONS

Building and Lighting Actions

Low-carbon buildings use the minimum amount of energy needed to provide comfort and safety for their inhabitants and tap into renewable energy sources for heating, cooling and power. These buildings can save money, especially when calculated over the long term. This category also includes reductions realized from energy efficient street lights and lights in parks or other public spaces.

Community-Wide Actions Taken in 2015	
	Promoted FortisBC's free energy efficiency assessments for small and medium sized businesses on City's business licenses webpage.
Community-Wide Actions Proposed for 2016	
	Promoted FortisBC's free energy efficiency assessments for small and medium sized businesses on City's water utility bills for commercial businesses.
	Partnered with FortisBC to promote their Rental Apartment Efficiency Program that will help reduce energy costs for owners and help towards the goal of reducing community greenhouse gas emissions.
Corporate Actions Taken in 2015	
	Upgraded the boiler at Rutland Arena saving 50 tonnes of GHG and 996 GJ of natural gas.
	Hired an energy specialist in partnership with Fortis BC.
Corporate Actions Proposed for 2016	
	Upgraded the boiler at City Yards saving 44 tonnes of GHG and 890 GJ of natural gas
	Replaced the Cedar Creek Pump saving 0.24 tonnes of GHG and 100,000 kWh of electricity
	Upgraded outdoor lighting to LED lights at the Wastewater Treatment Facility saving 0.09 tonnes of GHG and 39,000 kWh of electricity
	Upgrade 222 HPS lights at Kelowna Airport to LED resulting in 117,953 kWh/year energy savings. FortisBC rebate of \$17,693 and annual utility savings of \$7,600.
	Installed a heat recovery system at Rutland Arena saving 122 tonnes GHG and 2460 GJ natural gas
	Installed new lighting at the Kelowna Community Theater reducing wattage by 97% compared to the old system.
	Will begin planning for conversion of street lighting to LED (to implement in 2017) which will save 3.5 million kWh of electricity and 8.5 tonnes of GHG
	Partner with Fortis to educate building inspectors, plan checkers and planning staff on FortisBC energy efficiency programs so they can pass information on to public.

ENERGY GENERATION ACTIONS

Energy Generation

A transition to renewable or low-emission energy sources for heating, cooling and power supports large, long-term GHG emissions reductions. Renewable energy including waste heat recovery (e.g. from biogas and biomass), geo-exchange, micro hydroelectric, solar thermal and solar photovoltaic, heat pumps, tidal, wave, and wind energy can be implemented at different scales, e.g. in individual homes, or integrated across neighbourhoods through district energy or co-generation systems.

Corporate Actions Taken in 2015	
	Fortis BC constructed a conversion facility at the Glenmore Landfill to enable landfill gas to be upgraded to pipeline natural gas quality. Fortis and the City are partnering in this project through a Landfill Gas Purchase Agreement where the City will provide landfill gas to the conversion facility for use by FortisBC.
Corporate Actions Proposed for 2016	
	The conversion facility at Glenmore Landfill will be commissioned later this year and the City of Kelowna will provide Fortis BC landfill gas to be converted to pipeline natural gas quality.

Snapshot Questions	
Is your local government developing, or constructing a district energy project?	No
Is your local government operating a district energy system?	No
Is your local government developing or constructing a renewable energy project?	Yes
Is your local government operating a renewable energy project?	No
Are you aware of the Integrated Resource Recovery guidance page on the BC Climate Action Toolkit?	No

GREENSPACE/ NATURAL RESOURCE PROTECTION ACTIONS

Greenspace

Greenspace/Natural Resource Protection refers to the creation of parks and greenways, boulevards, community forests, urban agriculture, riparian areas, gardens, recreation/school sites, and other green spaces, such as remediated brownfield/contaminated sites as well as the protection of wetlands, waterways and other naturally occurring features.

Community-Wide Actions Taken in 2015	
	Planted 8000 ponderosa seedlings in the City's natural parks (these plantings are assisting with the trees that have been lost over the past 5 years due to forest health issues such as pine beetle, Tussock Moth, drought and snow damage). Also planted 200 large caliper trees in City parks and on boulevards. At least one hundred new trees were inherited as a requirement of new developments.
	Updated tree inventory system which currently has approximately 25,000 trees in the inventory. The inventory is growing each year.
	Sold 500 large caliper trees to the public through the NeighbourWoods program (see http://www.kelowna.ca/CM/page2205.aspx for details).
	Initiated work on Tree Management Plan for Mill Creek with a grant from the Okanagan Basin Water Board (OBWB) – Water Conservation and Quality Improvement Grant Program.
	Partnering with the Mission Creek Restoration Initiative, began implementation of stage 1 of the Mission Creek Restoration Initiative to realigning a 500-metre section of dike on the south side of the creek so that fish and wildlife stocks will be increased by enhancing their habitats within the expanded floodplain (see http://www.missioncreek.ca/restoration-project/phase-one-construction-fact-sheet/) for details.
Community-Wide Actions Proposed for 2016	
	Ramping up tree planting program this spring and fall, in hopes to plant more trees than in previous years to maximize the healthy tree planting reserve. Further, will be ordering additional Ponderosa

	Pine seedlings to plant in natural parks.
	Introduce a Tree Protection Policy.
	Starting to plant trees bare root as the quality of the roots is higher and the cost of installation are lower.
	Sold 500 large caliper trees to the public through the NeighbourWoods program with plans to continue the program in 2017.
	Complete stage 1 of Mission Creek Restoration Initiative to realign a 500-metre section of dike. Will implement stage 2 of Mission Creek Restoration Initiative to restore fish habitat within the expanded floodplain, including creating meanders and pools, and planting with indigenous riparian species.

Snapshot Question	
Does your local government have urban forest policies, plans or programs? (Urban Forest Strategy, U-Fore Analysis, Strata Report)	Yes

SOLID WASTE ACTIONS

Solid Waste

Reducing, reusing, recycling, recovering and managing the disposal of the residual solid waste minimizes environmental impacts and supports sustainable environmental management, greenhouse gas reductions, and improved air and water quality.

Community-Wide Actions Taken in 2015	
	Initiated Solid Waste Management Plan Update. Note: this is a regional initiative and the City of Kelowna has representation on the Advisory Committee.
	Sold 266 units in City of Kelowna as part of the regional Annual Composter sale and composting education.
	Continued the Commercial Diversion Program (i.e. monitoring commercial load for mandatory recyclables).
	Hosted 4 Reuse events, 2 trunk sales and 2 repair cafés.
	Completed extensive education on recycling in support of MMBC recycling program.
	Regional Waste Reduction Office used the Routeware program, which monitors curbside cart contents using camera's and RFID tags, to send letters to 2380 City of Kelowna residents to provide specific, targeted waste reduction.
	Monitored and cleaned up illegal dumpsites.
	Promoted Community Cleanup Month which saw 46 groups and 1074 volunteers in the region.
	Launched a new myWaste App plug in on RDCO website. This app provides extensive search database on what goes where. (for more information see http://www.regionaldistrict.com/your-services/waste-reduction-office/my-waste-app.aspx)
	Continued year round Household Hazardous Waste depot.
Community-Wide Actions Proposed for 2016	
	Complete Solid Waste Management Plan Update by fall 2016. Note: this is a regional initiative and

	the City of Kelowna has representation on the Advisory Committee.
	Continue offering an annual composter sale and composting education.
	Continue the Commercial Diversion Program.
	Offer 4 Reuse events.
	Continue recycling education
	Continue Routeware program.
	Continue illegal dumping program.
	Continue Community Cleanup program.
	Continue Household Hazardous Waste depot.

Corporate Actions Taken in 2015	
	Constructed a staff composter at Parkinson Recreation Centre building.
Corporate Actions Proposed for 2016	
	Launch composter for staff at Parkinson Recreation Centre.
	Construct a sewer lift station and landfill leachate will be directed to this station.
	Begin construction of a leachate recirculation system (operational 2017) which will increase biogas and accelerate decomposition creating more air space for future filling.
Snapshot Questions	
Does your local government have construction and demolition waste reduction policies, plans or programs?	Yes
Does your local government have organics reduction/diversion policies, plans or programs? (City of Kelowna has yard waste only collection program)	No

TRANSPORTATION ACTIONS

Transportation

Transportation actions that increase transportation system efficiency, emphasize the movement of people and goods, and give priority to more efficient modes, e.g. walking, cycling, ridesharing, and public transit, can contribute to reductions in greenhouse gas emissions and more livable communities.

Community -Wide Actions Taken in 2015	
	Delivered a slate of sustainable travel programs including Bike to Work/School Week, cycling education for youth, carpool/rideshare, walking programs for youth and communities, transit promotions and programming.
	Renewed UBCO transit U-Pass which ensures continued high transit ridership from students.
	Developed phase 1 of the Transit Prioritization Framework, a framework that uses multi-criteria analysis to evaluate and allocate transit service where it is more effective.
	Constructed 2,340 m of sidewalk, 2,060 m of bike lanes, 900 m of cycle tracks, and 620 m of shared-use paths.
	Improved supporting pedestrian infrastructure including 1 count station, 4 activated flashers, 1 pedestrian traffic signal and 1 crossing improvement.
	Partnered with Fortis BC to research and develop locations and infrastructure for 2, level 2 electric vehicle charging stations in downtown Kelowna.
	Substantial completion of the Kelowna Regional Rapid Bus project. This completes a project where

	planning started in 2004-05.
	Began Clean Air and Safe Routes 4 Schools programs at 2 elementary schools (Pearson and Raymer Elementary) to increase active transportation to and from school.
	The local/regional government partners undertook a transit fare structure review. A new fare structure came into effect in September. Revenue for regional transit was up 7% higher than even the fare changes.
Community-Wide Actions Proposed for 2016	
	Complete a three-year Transportation Demand Management Plan to prioritize social marketing programs targeting the reduction of single occupant vehicle travel.
	Deliver a slate of sustainable travel programs including Bike to Work/School Week, cycling education for youth, carpool/rideshare, walking programs for youth and communities, transit promotions and programming.
	Work with Interior Health to develop a new Employer Transit Pass program for all Interior Health employees.
	Continue with the Sustainable Transportation Partnership of the Central Okanagan, a partnership between local governments in the central Okanagan to strategically deliver sustainable transportation programs and plans.
	In collaboration with BC Transit, work on the Transit Future Plan, 5 year service plan and a long term plan that will be part of the Regional Strategic Transportation Plan.
	Installed 2 electric vehicle charging stations in the downtown core in partnership with Fortis BC.
	Adjusted parking rates so that they are above the cost of a monthly transit pass to encourage transit use.
	Will construct 800 m of sidewalk, 2,200 m of bike lanes, 2,800 m of buffered bike lanes, and 1,100 m cycle tracks.
	Will install 3 pedestrian activated flashers and improve pedestrian crossings at 4 locations.
	Will continue the Clean Air and Safe Routes 4 Schools programs at 2 elementary schools (Pearson and Raymer Elementary) to increase active transportation to and from school.

Corporate Actions Taken in 2015	
	Continued to use up to 20% bio-diesel.
	Continued to expand GPS program.
	Overall fleet fuel use reduction compared to 2014.
	Provided Smart Driver education program to 38 staff.
	Completed a Landfill Natural Gas Fill Station study.
Corporate Actions Proposed for 2016	
	Will add 1 Electric vehicle and 9 hybrid vehicles to the fleet.
	Will continue to use up to 20% bio-diesel.
	Will continue to expand GPS program.
	Will continue Smart Driver education program to staff.

Snapshot Questions	
Does your local government have policies, plans or programs to support: <ul style="list-style-type: none"> • Walking • Cycling • Transit Use • Electric Vehicle Use 	Yes Yes Yes Yes
Does your local government have a transportation demand management (TDM) strategy (e.g. to reduce single-vehicle occupancy trips, increase travel options, provide incentives to encourage individuals to modify travel behavior)?	Yes
Does your local government have policies, plans or programs to support local food production (thus reducing transportation emissions)? (urban farming, community gardens, multi-residential gardens)	Yes

WATER AND WASTEWATER ACTIONS

Water and Wastewater

Managing and reducing water consumption and wastewater is an important aspect of developing a sustainable built environment that supports healthy communities, protects ecological integrity, and reduces greenhouse gas emissions.

Community-Wide Actions Taken in 2015	
	Implemented temporary water use restrictions in response to Provincial drought. This resulted in roughly 20% drop in water consumption in August and September.

Corporate Actions Taken in 2015	
	WWTF continued with monitoring of power and gas usage to help identify possible savings.
Corporate Actions Proposed for 2016	
	Will continue to monitor power and gas usage at the Waste Water Treatment Facility to help identify possible savings.

Snapshot Questions	
Does your local government have water conservation policies, plans or programs?	Yes

CLIMATE CHANGE ADAPTATION ACTIONS

Climate Change Adaptation

For local governments, adaptation to a changing climate can take the form of changes in policy, management, technology and behaviour that minimize negative impacts or exploit opportunities. It can involve both “hard” and “soft” solutions, including: changes in infrastructure engineering, planning, zoning, bylaws, and public education.

Community-Wide Actions Proposed for 2016	
Passed a bylaw to implement permanent water use restrictions (irrigation limited to 3 days per week) and a 4 stage drought response plan.	

Snapshot Questions	
Are you aware of the Plan2Adapt guidance page on the BC Climate Action Toolkit ?	Yes
Are you aware of the <i>Preparing for Climate Change, An Implementation Guide for Local Governments in BC</i> on the BC Climate Action Toolkit ?	Yes
Have you visited the climate change adaptation guidance page on the BC Climate Action Toolkit ?	Yes

OTHER CLIMATE ACTIONS

Other Climate Actions

This section provides local governments the opportunity to report other climate actions that are not captured in the categories above.

Community-Wide Actions Taken in 2015	
Partnered with UBC to study Urban Density and Greenhouse Gas Emissions, which examined various density scenarios in Kelowna and computed the resulting greenhouse gas emissions each would produce from building energy and transportation.	
Began data collection to study “Spatiotemporal Variation of PM2.5 in the Central Okanagan Region.”	
Drafted a Regional Anti-Idling Bylaw.	
Drafted strategies to reduce smoke in the Central Okanagan including discussion about bylaw changes to Open Burning-Wood Appliances-Campfires.	
Reduced 75 tonnes of particulate matter (PM10 and PM2.5), 174 tonnes of carbon monoxide and 17 tonnes of volatile organic compounds through several Air Quality Initiatives (Agricultural Chipping program, Woodstove Exchange, etc.).	
19 woodstoves were exchanged through the annual Woodstove Exchange Program.	

	Hosted two regional Wood Heating Workshops.
Community-Wide Actions Proposed for 2016	
	Completed Urban Density and Greenhouse Gas Emissions study with UBC.
	Will analyze data for “Spatiotemporal Variation of PM2.5 in the Central Okanagan Region” by a summer student with support of Ministry of the Environment.
	Will present the draft Anti-Idling Bylaw to RDCO Board.
	Will finalize Strategies to Reduce Smoke in the Central Okanagan including a discussion on potential bylaw changes.
	51 rebates are available in 2016 through the Woodstove Exchange Program.
	Hosted a Wood Heating Workshop in April.

INNOVATION AND PEER-TO-PEER LEARNING

Innovation

This section provides the opportunity to showcase an innovative Corporate and/or Community-Wide reduction or adaptation activity that your local government has undertaken and that has had a significant impact or has the potential to have a significant impact. Projects included here may be featured as success stories on the B.C. Climate Action Toolkit and/or shared with other local governments to inspire further climate action. Please add links to additional information where possible.

Community-Wide Innovative Action
<ul style="list-style-type: none"> NeighbourWoods is a very successful residential planting initiative developed by the City of Kelowna’s Parks Services department to encourage citizens to help grow and preserve Kelowna’s healthy urban forest. Since 2010, residents have purchased more than 2,500 discounted trees to plant on their properties.
Corporate Innovative Action

Programs, Partnerships and Funding Opportunities

Local governments often rely on programs, partnerships and funding opportunities to achieve their climate action goals. Please share the names of programs and organizations that have supported your local government’s climate actions by listing each entry in the appropriate box below.

Programs and Funding
<ul style="list-style-type: none"> The City partners with School District #23 for a School Traffic Safety Officer position which does programming for students to encourage walking, cycling, and transit use. Bike BC and ICBC have provided funding for active transportation infrastructure. Gas Tax has provided funding for the Regional Strategic Transportation Plan with emphasis in sustainable transportation. Partnering with Interior Health on the Healthy City Strategy. Partnered with UBC for research on density and greenhouse gas reduction. Partnered with Fortis to promote their energy saving programs.

2015 CARBON NEUTRAL REPORTING

Reporting Emissions

Did you measure your local government's corporate GHG emissions in 2015? (Yes/No)	yes
If your local government measured 2015 corporate GHG emissions, please report the number of corporate GHG emissions (in tonnes of carbon dioxide equivalent) from services delivered <u>directly</u> by your local government:	6085
If your local government measured 2015 corporate GHG emissions, please report the number of corporate GHG emissions (in tonnes of carbon dioxide equivalent) from <u>contracted</u> services:	-----
TOTAL A: CORPORATE GHG EMISSIONS FOR 2015	6085 tCO₂e

Reporting Reductions and Offsets

To be carbon neutral, a local government must balance their TOTAL corporate GHG emissions by one or a combination of the following actions:

- undertake Option 1 Projects (GCC-supported)
- undertake Option 2 Projects (alternative) community GHG emissions reduction projects that meet project eligibility requirements
- purchase carbon offsets from a credible offset provider

TOTAL REDUCTION AND OFFSETS FOR 2015 = 0 tCO₂e

Corporate GHG Emissions Balance for 2015

Your local government's Corporate GHG Emissions Balance is the difference between total corporate GHG emissions (direct + contracted emissions) and the GHG emissions reduced through GCC Option 1 and Option 2 projects and/or the purchase of offsets.

CORPORATE GHG EMISSIONS BALANCE FOR 2015 = (6085 – (0)) = 6085 tCO₂e

**If your Corporate GHG Emissions Balance is negative or zero,
your local government is carbon neutral.
CONGRATULATIONS!**

GCC CLIMATE ACTION RECOGNITION PROGRAM

Green Communities Committee (GCC) Climate Action Recognition Program

The joint Provincial-UBCM Green Communities Committee (GCC) is pleased to be continuing the Climate Action Recognition Program again this year. This multi-level program provides the GCC with an opportunity to review and publicly recognize the progress and achievements of each Climate Action Charter (Charter) signatory. Recognition is provided on an annual basis to local governments who demonstrate progress on their Charter commitments, according to the following:

Level 1 - Progress on Charter Commitments: for local governments who demonstrate progress on fulfilling one or more of their Charter commitments

Level 2 - Measurement: for local governments who have measured their Corporate GHG Emissions for the reporting year and demonstrate that they are familiar with the Community Energy and Emissions Inventory (CEEI)

Level 3 - Achievement of Carbon Neutrality: for local governments who achieve carbon neutrality in the reporting year.

Based on your local government's 2014 CARIP Public Report, please check the GCC Climate Action Recognition Program level that best applies:

<input type="checkbox"/>	Level 1 - Progress on Charter Commitments	
<input checked="" type="checkbox"/>	Level 2 - Measurement	X
<input type="checkbox"/>	Level 3 - Achievement of Carbon Neutrality	
<input type="checkbox"/>	Not Sure	

CLIMATE ACTION REVENUE INCENTIVE PROGRAM

Progress on greenhouse gas reduction, 2015/2016



PROVINCIAL CLIMATE ACTION CHARTER

- ▶ Kelowna signed in 2007
- ▶ Commits municipalities to:
 - ▶ Being carbon neutral in corporate operations;
 - ▶ Measure and report GHG emissions;
 - ▶ Create complete, compact and energy efficient communities.
- ▶ Signatories eligible for the annual CARIP grant.



**BC CLIMATE ACTION
COMMUNITY 2014**

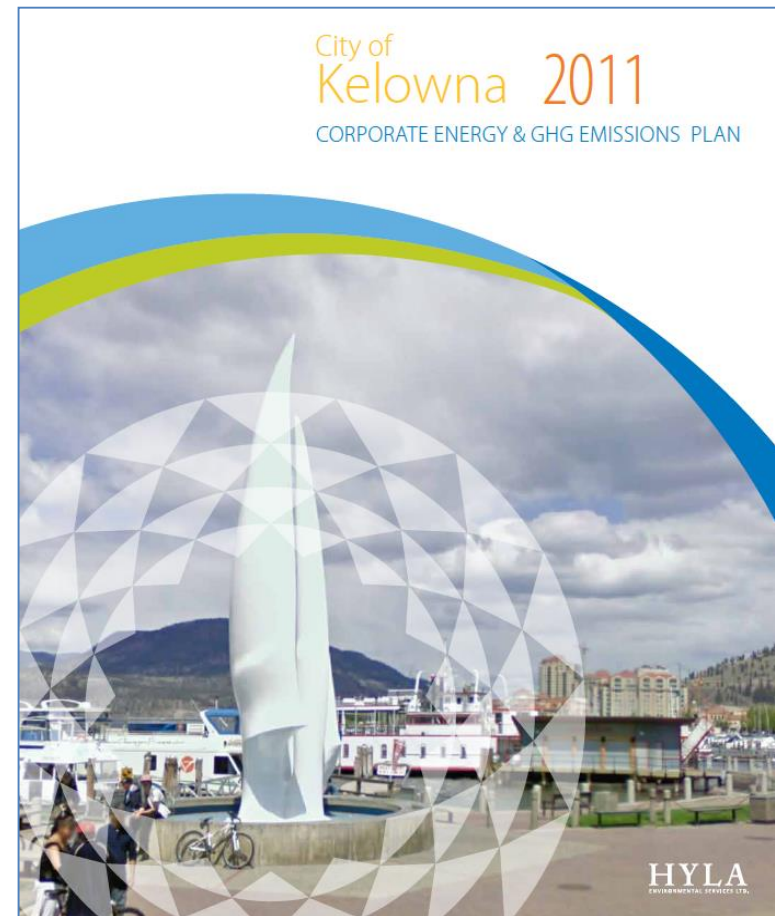
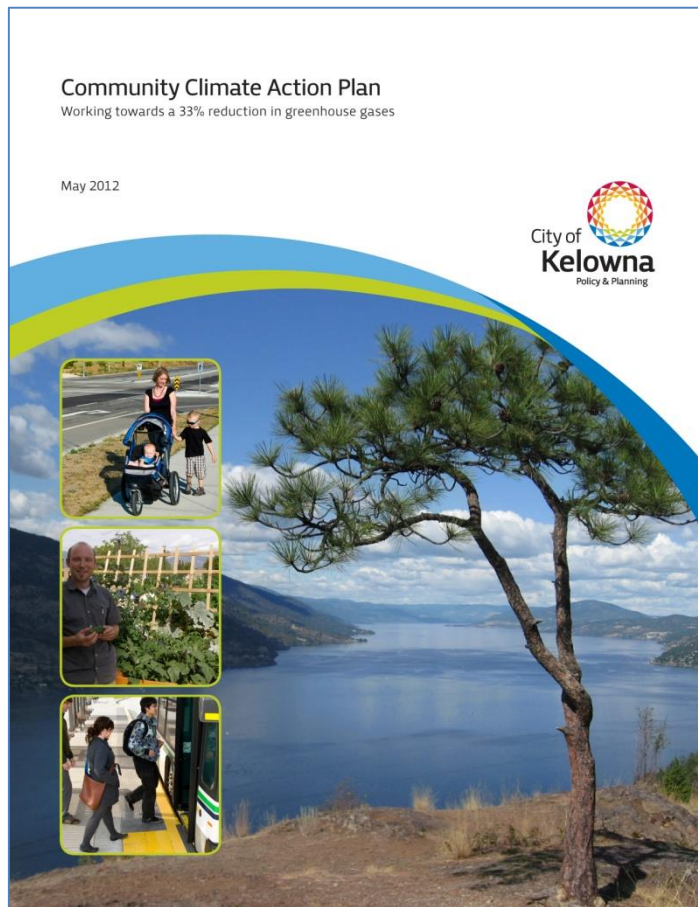
WHAT IS CARIP?

- ▶ Climate Action Revenue Incentive Program;
- ▶ A grant equal to 100% of the carbon taxes paid directly by a municipality;
- ▶ This year applying for \$228,466;
- ▶ Grant placed in City's R011- Energy Management Rebate fund

To be eligible must make public and submit the CARIP Report to the Province by June 1.



CLIMATE ACTION PLANS



COMMUNITY ACTION HIGHLIGHTS 2015

1. Broad Planning

- Urban Centres Roadmap
- Regional Strategic Transportation Plan Phase 1

2. Building and Lighting

- Promoted FortisBC free energy assessments for businesses

3. Transportation

- 2,340 m of sidewalk, 2,060 m of bike lanes, 900 m of cycle tracks and 620 m of shared use paths
- Phase 1 Transit Prioritization Framework
- Clean Air and Safe Routes 4 School at two elementary schools.



COMMUNITY ACTION HIGHLIGHTS 2015

4. Greenspace / Natural Resource

- 8,000 seedlings and 200 large caliper trees
- In partnership, realigned 500 meter of Mission Creek dike

5. Solid Waste

- Routeware program sent 2,380 letters to educate City residents
- Hosted 4 Reuse events, 2 truck sales and 2 repair cafes

6. Water and Wastewater

- Temporary water use restrictions reduced consumption by 20%.



COMMUNITY ACTION HIGHLIGHTS 2016

1. Broad Planning

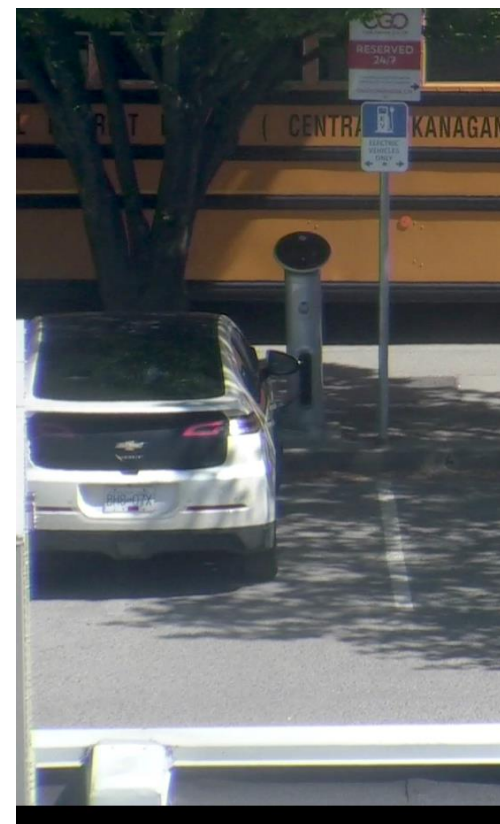
- Healthy City Strategy - Community for All Ages
- Infill Challenge

2. Building and Lighting

- Promotion FortisBC energy conservation programs

3. Transportation

- Pedestrian and Bicycle Master Plan
- 800m of sidewalk, 2,200m of bike lanes, 2,800m of buffered bike lanes and 1,100m of cycle tracks
- 2 electric vehicle charging stations
- IH Employee Transit Pass.



COMMUNITY ACTION HIGHLIGHTS 2016

4. Greenspace / Natural Resource

- 500 trees sold through Neighbourwoods
- Tree Protection Policy
- In partnership, restore habitat in expanded Mission Creek floodplain

5. Solid Waste

- Solid Waste Management Plan Update
- Offer 4 reuse events

6. Water and Wastewater

- Bylaw for permanent water use restrictions and stage 4 drought response plan.



CORPORATE ACTION HIGHLIGHTS 2015

1. Buildings

- Rutland Arena Boiler Upgrade - 996 GJ/year savings (50 tonnes CO₂)

2. Fleet

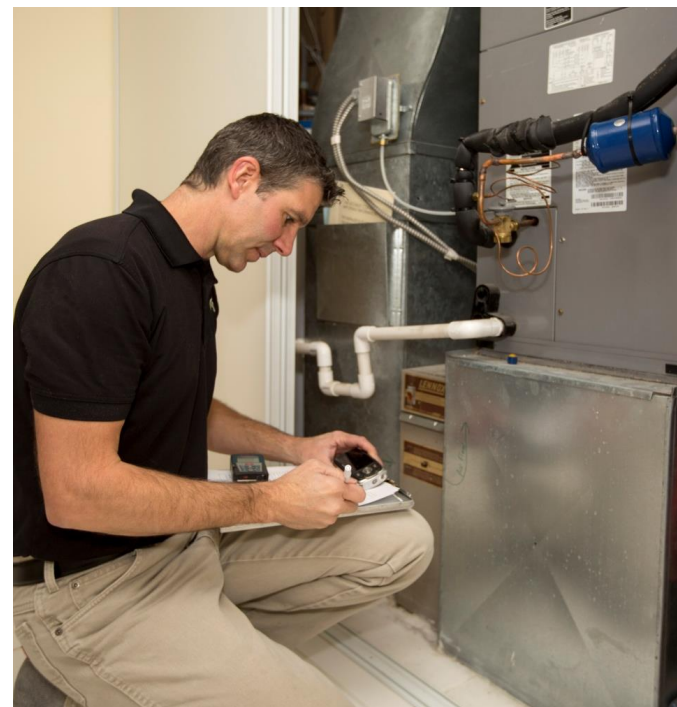
- Expansion of the GPS Program
- Continued use of 20% bio-diesel

3. WWTF

- Continued monitoring of power and gas usage to identify operational savings

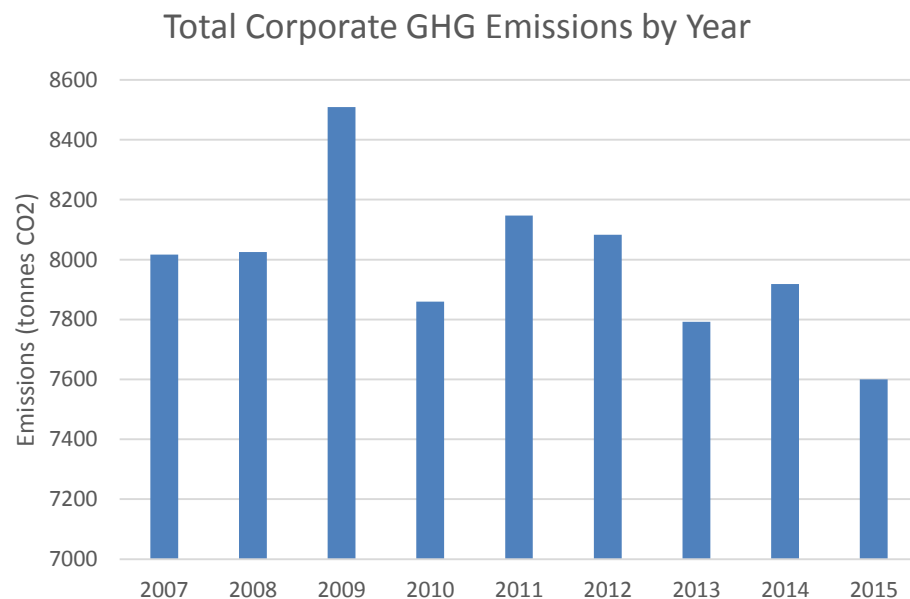
4. Solid Waste

- Construction of Landfill Gas to Pipeline project



2015 CORPORATE EMISSIONS

Year	GHG (tonnes CO ₂)
2007	8,017
2015	7,600
	(5%) Reduction



Note: 2015 reported CARIP emissions are 6,085 tonnes CO₂ as they don't include Police Services, Airport, Solid Waste emissions

CORPORATE ACTION HIGHLIGHTS 2016

1. Buildings and Lighting

- Rutland Arena Heat Recovery Project - 2460 GJ/year savings (122 tonnes CO₂)
- LED Street Light Business Case Evaluation

2. Fleet

- Addition of 1 Electric Vehicle and 9 Hybrid Vehicles
- Continued use of 20% bio-diesel

3. WWTF

- Upgrade of Exterior Lighting to LED
- Air Compressor Optimization Study

4. Airport

- Conversion of Parking Lot Lighting to LED - 117,000 kWh/yr savings (\$7,600/yr)

QUESTIONS?

Report to Council



Date: May 30th, 2016
File: 0505-35
To: City Manager
From: Ross Soward, Planner Specialist
Subject: Rescind Housing Agreement

Recommendation:

THAT Council, receives for information, the report from the Planner Specialist dated May 30, 201 recommending that Council repeal the Housing Agreement Bylaw for 1459 and 1469 KLO Road;

AND THAT Council consider a Bylaw which would authorize the City of Kelowna to repeal Bylaw No. 9889 being Housing Agreement Authorization Bylaw Witmar Developments Ltd. (Witmar Holdings Ltd.) - 1459 and 1469 KLO Road, and all amendments thereto, for Lot 1, District Lot 131, Plan 13798, O.D.Y.D except Plan KAP79224 and Lot 2, District Lot 131, O.D.Y.D. Plan 13798 except Plan KAP79225;

AND THAT Bylaw No. 11251 being Repeal Housing Agreement Authorization Bylaw No. 9889 be forwarded for reading consideration

Purpose:

To consider rescinding the outdated affordable housing agreements for the subject properties 1459 and 1469 KLO Road in order to allow for the site to be developed as a purpose-built rental housing project.

Background:

In 2013 Staff received direction from Council to rescind housing agreements related to affordable ownership housing. The affordable ownership component of housing agreements was determined to be impractical given the significant staff resources required to monitor and maintain them with limited benefit to the community. In 2013, approximately ten active "affordable ownership" housing agreements were identified and brought forward for rescindment. However, the "affordable ownership" housing agreement for 1459 and 1469 KLO Road was not captured during this process. As a result, an "affordable ownership" housing

agreement is still active at 1459 and 1469 KLO. In this instance, the housing agreement had been registered on title in association with a proposed development that never came to fruition. The land remains undeveloped and the Development Permit for the site has expired.

Currently, staff is in discussion with the landowner for the development of the site as a purpose-built rental housing project, increasing the city's rental housing supply. The rescinding of the "affordable ownership" agreement will ensure that the site and landowners are not unfairly burdened by an outdated agreement, and will clear the path for a more up-to-date agreement as part of the forthcoming development application.

Legal / Statutory Authority:

Local Government Act Section 483: A housing agreement under section 483 of the Local Government Act (LGA) is a tool available to the City to ensure that purpose-built rental housing terms and conditions are kept. Under Section 483 of the LGA: "A housing agreement may include terms and conditions agreed to by the local government and the owner regarding the occupancy of the housing units identified in the agreement..."

Existing Policy:

Official Community Plan 2030: Objective 5.9 - Support the creation of affordable and safe rental, non-market and/or special needs housing. Note that the existing policy does not suggest that the City will be involved in ownership housing agreements.

Personnel Implications:

Affordable housing conditions in housing agreements were previously determined impractical given the significant staff time required to monitor them. Also, they are very problematic in terms of administration when a property owner wants changes to the housing agreement, requiring legal consultation and the involvement of various city departments.

Internal Circulation:

Acting Department Manager, Policy and Planning

Submitted by:

R. Soward, Planner Specialist

Approved for inclusion:



J. Moore, Acting Department Manager, Policy and Planning

cc:
City Clerk
Acting Department Manager, Policy and Planning
Manager, Urban Planning

CITY OF KELOWNA

BYLAW NO. 11251

A Bylaw to Repeal Housing Agreement Authorization Bylaw No. 9889

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

1. THAT City of Kelowna Housing Agreement Authorization Bylaw Witmar Developments - 1459 and 1469 KLO Road Bylaw No. 9889, and all amendments thereto, be repealed.
2. This bylaw may be cited for all purposes as "Bylaw No. 11251, being Repeal Bylaw to Housing Agreement Authorization Bylaw for 1459 and 1469 KLO Road Bylaw No. 9889."
3. 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

Report to Council



Date: 5/30/2016
File: 1120-21-010
To: City Manager
From: J. Säufferer, Manager, Real Estate Services
Subject: Project Update - Public Placemaking (Bernard Avenue Laneway)
Report Prepared by: B. Walker, Property Officer II

Recommendation:

THAT Council receives for information the Report from the Manager, Real Estate Services, dated May 30, 2016, with respect to updating Council on the status of the Bernard Avenue Laneway project;

AND THAT Council support temporary site improvements associated with the Bernard Avenue Laneway project in 2016;

AND FURTHER THAT Council support staff in further exploring the concept development and construction budget for a finalized Bernard Avenue Laneway initiative in 2017.

Purpose:

To update Council on the progress made on the Bernard Avenue Laneway project, and to provide Council information with respect to the proposed 2016 temporary site improvements and the proposed 2017 permanent site improvements intended to rejuvenate the Bernard Avenue Laneway.

Background:

Where We Left Off

In November 2015, Council endorsed the creation of a project team to explore a placemaking¹ initiative for the Bernard Avenue laneway, an underutilized public space in the heart of downtown. The analysis of placemaking options for the Bernard Avenue laneway was to include a review of the following key components:

¹ For more on Placemaking, see http://www.pps.org/reference/what_is_placemaking/

- the advantages and disadvantages of various levels of programming and animation of the laneway;
- the projected construction costs associated with the various options for revitalizing the laneway;
- the advantages and disadvantages of the various land tenure possibilities associated with animating the laneway (e.g. leasing the land, selling a portion of the land, etc.);
- potential revenue opportunities for the laneway (e.g. activity concession, food and beverage concession, etc.); and,
- the extent to which the various placemaking initiatives resonate with the local community, stakeholders, and the public.

This report follows a comprehensive review of placemaking alternatives for the Bernard Avenue laneway based on the principles above, and summarizes next steps as proposed by staff.

Where We Are Now

Staff and the project team have been working with local stakeholders, such as the Downtown Kelowna Association (DKA), ARTSCO, Kelowna Ballet, UBCO Arts / Education, Urban Development Institute (UDI) Under 40 Group and local business owners to review the projects goals and objectives in order to create a 'sense of space' that meets the previously noted principles. Key items addressed by the project team include the following:

- discussions with the local arts community to confirm that the laneway will provide an opportunity to showcase artistic talents through visual and performing arts in an outdoor urban environment, and to educate people on the importance of the arts in the community.
- discussions with the DKA and local businesses owners to ensure the business community is well represented and that any concerns they may have with the placemaking initiative are identified in the programming and concept design. This includes the extent to which a potential commercial use of the laneway competes with local businesses.
- discussions with the RCMP to ensure use of the laneway - particularly during the evening/late night - meets public safety concerns.
- discussions with the UDI Under 40 group to provide the various professional services necessary to delivering the completed project on a volunteer basis.

Based on the consultation completed to date, staff and the project team are proposing to move forward with a multi phased approach for the implementation of the placemaking initiative, as this allows for a base level of improvements to take place in the laneway this year and provides an opportunity for members of the community to provide input on how to improve the uses and programing of the laneway prior to a permanent implementation in 2017. Accordingly, 2016 will see a temporary installation focused on cleaning up the laneway, opening up the space to pedestrians and observing how people use the space (i.e. letting the

space start to reprogram itself). Key dates and details with respect to work proposed for this year include the following:

- June 3-4: Laneway clean up and temporary installation
 - Removal of debris and garbage in the laneway.
 - Pressure washing the buildings and laneway.
 - Closing the laneway to vehicular access.
 - Stringing lights between the adjacent buildings.
 - Painting a fun and vibrant pattern on the existing asphalt.
- June 16: Soft opening
 - Soft opening of the Laneway in conjunction with DKA's Small Shop at Night.
 - Potential for live musical performance and food service.
 - Project team staff to be on hand to talk about placemaking and answer any questions that people may have.

Moving Forward

The project team's intent is to implement a permanent placemaking initiative in 2017, incorporating the lessons learned and input received in this year to ensure that the long-term project is completed in a manner that maximizes the benefits to the local community. As such, staff intend to return to council with a report outlining the proposed finalized Bernard Avenue laneway concept plans, including a summary of the associated cost impacts, in Summer/Fall 2016. The report will also update council on the success/feedback received from the 2016 installation and soft opening event.

Internal Circulation:

Manager, Urban Planning
Manager, Development Engineering
Manager, Transportation & Mobility
Manager, Long Range Policy Planning
Manager, Grants & Partnerships
Manager, Cultural Services
Divisional Director, Active Living & Culture

Considerations not applicable to this report:

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

Submitted by: J. Säufferer, Manager, Real Estate Services

Approved for inclusion: D. Edstrom, Director, Real Estate

Attachments: 1. PowerPoint Presentation

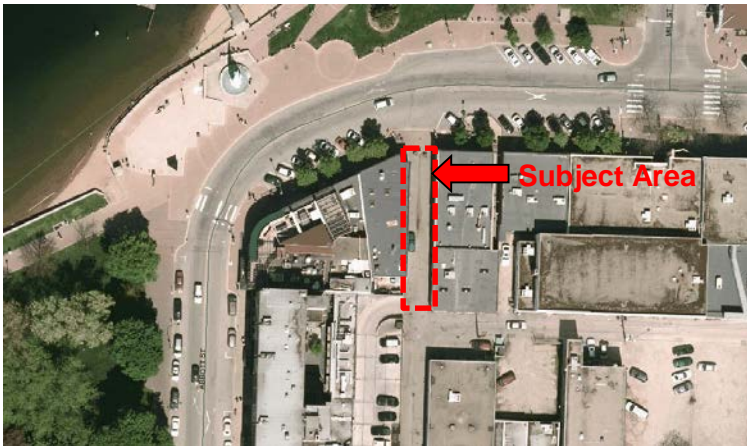
cc: T. Barton, Manager, Urban Planning
S. Muenz, Manager, Development Engineering
M. Hasan, Manager, Transportation & Mobility
J. Moore, Long Range Policy Planning
L. Gunn, Manager, Grants & Partnerships
S. Kochan, Manager, Cultural Services
J. Gabriel, Divisional Director, Active Living & Culture

PUBLIC PLACE MAKING INITIATIVE

Bernard Ave. Laneway - Summer 2016



WHERE WE LEFT OFF



Site Location



Street View of Site

- ▶ Exploration of public placemaking
- ▶ Identification of Bernard Avenue laneway as placemaking locale
- ▶ Review of the 2013 “Laneway Project”
- ▶ Nov. 23, 2015 council report to further explore placemaking options for the Bernard Avenue laneway

WHERE WE ARE NOW

- ▶ Stakeholder and design team meetings to discuss project goals and objectives for the laneway (*January to May 2016*).
- ▶ Concept design for a temporary installation in 2016 and a permanent installation in 2017 (*April to June 2016*).
- ▶ Laneway clean up and temporary installation (*June 3-4, 2016*).
- ▶ Soft Opening in coordination with DKA's Small Shop at Night (*June 16, 2016*).



The Laneway Project - Perspective



The Lane Project – Street Painting

MOVING FORWARD



The Laneway - Perspective

- ▶ Coordinated programming for DKA Block Party (*July 23, 2016*).
- ▶ Programming of events for Summer 2016
- ▶ Final Concept and Budget for Council Presentation (*Summer/Fall 2016*).
- ▶ Permanent project installation (*Spring 2017*)

Report to Council



Date: May 30, 2016
File: 0600-10
To: City Manager
From: Deputy City Clerk
Subject: Statutory Notification

Recommendation:

THAT Council receives, for information, the Report of the Deputy City Clerk dated May 30, 2016 with regards to an increase to the statutory notification delivery area for development applications under consideration by Council;

AND THAT Bylaw No. 11249, being Amendment No.4 to Development Application Procedures Bylaw No. 10540, be forwarded for reading consideration;

AND FURTHER THAT Council Policy 359 Liquor Licensing Policy and Procedures be amended as outlined in the report of the Deputy City Clerk dated May 30, 2016.

Purpose:

To amend the Development Applications Procedures Bylaw in order to increase the statutory notification area to the public.

Background:

At the May 09, 2016 AM meeting of Council, Council was presented with an overview of the statutory public notification process for development applications and considered policy options related to the delivery area.

The subject of this report is specific to the statutory notification provided by the City. Statutory notice is provided once an application has been forwarded to a meeting of Council for consideration.

The process that the applicant undertakes with the Planning department prior to this can be found under Council Policy 367, Public Notification and Consultation for Development Applications. Introduced by Council in 2013 this policy direction ensures that an applicant provides neighbours with information on their proposed application early in the process. This

early public engagement has been further supported through City of Kelowna enhancements to information available electronically throughout the development application process, including improvements to the on-line mapping system and website enhancements that enable residents to receive application information directly to their inbox. When presenting the summary of the application to Council, planning staff include the level of engagement undertaken by the applicant in compliance with Policy 367.

Statutory Notification:

Statutory notification provided by the Office of the City Clerk is provided once the application has been finalized, and the Community Planning department submits their report to Council in support or non-support of the application.

At that time, the City must notify affected owners and occupiers of properties within an area defined by Council, at least 10 days prior to a Public Hearing or Public Meeting. Notice must include the meeting date and time at which Council will consider the application, the specifics of the proposed change, how to access to the full information provided to Council, and how they may participate in the Council decision making process. The legislative requirements for general public notification also include posting notices at City Hall, and advertising in the newspaper over two consecutive weeks any Official Community Plan or Zoning amendments under consideration by Council. The full agenda package is also posted on Kelowna.ca during this notification period.

Council has directed staff to proceed with the necessary changes to increase the statutory notification area from adjoining and adjacent properties, to properties within a 50m buffer. As part of this change, the non-statutory informational notice and delivery by postal route will be eliminated and replaced with an updated statutory notice that is mailed directly to owners and occupiers of the properties within the new buffer area of the subject property. The bylaw amendment specifically increases the delivery area to 50m, or a minimum of 4 properties, whichever is greater.

As Council Policy 359 Liquor Licensing Policy and Procedures also includes public notification by the Office of the City Clerk, the proposed amendment to the policy, as attached, aligns the notification for liquor license applications with the bylaw changes to ensure clarity and consistency.

The proposed changes that are the subject of this report will ensure that all applications considered during the Tuesday Public Hearing and Regular Meeting will include the same statutory notification provided by the Office of the City Clerk. The updated statutory notice will inform owners and residents of property most affected with details of the proposal and provide information on the process for their participation in the decision of Council.

Legal/Statutory Authority:

Local Government Act, Section 466

Liquor Control and Licensing Act, Section 11.1

Legal/Statutory Procedural Requirements:

Local Government Act, Section 466

Community Charter, Section 94

Existing Policy:

**Bylaw No.10540 Development Applications Procedures Bylaw
Council Policy 359 Liquor Licensing Policy and Procedures**

Internal Circulation:

**Community Planning Manager
Community Engagement Consultant**

Financial/Budgetary Considerations:

None - increase in statutory notice boundary and elimination of the ad mail informational notice covered under existing budget.

Considerations not applicable to this report:

Communications Comments:

Personnel Implications:

External Agency/Public Comments:

Alternate Recommendation:

Submitted by:

K. Needham, Deputy City Clerk

Approved for inclusion: ☐ R. Mayne, Divisional Director Corporate and Protective Services

Attachments:

**Council Policy 359 Liquor Licensing Policy and Procedures
Updated Statutory Notice template**



City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
kelowna.ca

Council Policy

Liquor Licensing Policy & Procedures

APPROVED February 21, 2011

RESOLUTION: R710/15/09/14
REPLACING: R170/11/02/21; Council Policy No. 315
DATE OF LAST REVIEW: August 2015

A. BACKGROUND

The Provincial Liquor Control and Licensing Branch (LCLB) regulates the licensing of all liquor establishments and the retail sale of alcohol in British Columbia. City of Kelowna Municipal Council is referred on a number of these applications, including Liquor Primary applications, and other license endorsements. Local government comment is a key component of the LCLB's licensing decisions.

Council recognizes the importance of public entertainment venues, including liquor establishments, as a component of all vibrant cities. Managing the priorities of all community stakeholders is a delicate balance. As part of Council's on-going interest in establishing vibrant, livable Urban Centres, a 2003 report from the Mayor's Entertainment District Task Force was endorsed, relating to liquor licensing policy. The relevant policy from this 2003 report was adopted in former Council Policy #315 – "Liquor Licensing Procedures Liquor Primary (lp) and Retail Liquor Sales (rls)". At Council's request, a new review was completed by City staff in 2010. This new policy summarizes the pertinent policies endorsed in the Liquor Policy Review (2010), and is intended to guide future liquor license applications – including Provincial referral requests and rezoning applications on a City-wide basis.

B. LIQUOR PRIMARY (LP) ESTABLISHMENTS

In consideration of new, expanded or relocated Liquor Primary Establishments (cabarets/nightclubs, pubs, lounges), the following guidelines should be considered (see table below):

1. Siting/Density Guidelines:

- a) No establishment with a person capacity greater than 500 persons should be permitted.
- b) Large establishments (with person capacity greater than 249 persons):
 - i) Should only be located within an Urban Centre.
 - ii) Should be located a minimum of 250m from another Large establishment.
 - iii) Should be located a minimum of 100m from a Medium establishment.
 - iv) Should not be located beside a Small establishment.
- c) Medium establishments (with person capacity between 100-249 persons):
 - i) Should only be located within an Urban or Village Centre.
 - ii) Should be located a minimum of 100m from a Large or Medium establishment.
 - iii) Should not be located beside a Small establishment.
- d) Small establishments (with person capacity less than 100 persons):
 - i) Should not be located beside another liquor primary establishment.

The above siting guidelines are summarized in the following table:

Establishment Type	Siting requirements from:			Location
	Small (<100 persons)	Medium (100-249 persons)	Large (250+ persons)	
Small (<100 persons)	Not beside.	Not beside	Not beside	City-wide
Medium (100-249 persons)	Not beside	Minimum 100m separation	Minimum 100m separation	Urban or Village Centre
Large (250+ persons)	Not beside	Minimum 100m separation	Minimum 250m separation	Only Urban Centre

For the purposes of determining proximity, shortest walking distance (door-to-door) will be applied. These distances are meant to guide staff in their recommendations for particular applications, however, a number of other factors should be considered, including (but not limited to):

- a) Pertinent input from the RCMP;
- b) Vehicular and pedestrian traffic patterns for area and current zoning;
- c) Availability of on-site and off-site parking; proximity of playgrounds, schools, and other social facilities;
- d) Surrounding land-uses, and general impact on the local neighbourhood;
- e) Correspondence received from abutting property owners;
- f) Past licensee compliance and performance issues as may be provided by the LCLB.

2. Other Policies:

- a) New patios associated with liquor establishments should be located and designed to limit potential impacts on surrounding property owners.
- b) Where appropriate, support alternative entertainment options, and/or establishments which are less focused on alcohol consumption (including event-driven establishments, and Food Primary establishments with the Patron Participation Entertainment Endorsement) to add a mix of entertainment options in Urban Centres. Consider limiting potential community impacts via license terms and conditions (hours, capacity, etc)

C. RETAIL LIQUOR SALES (RLS)

The following considerations should be made for the location of liquor stores/retail liquor sales (RLS):

- a) Continue to require new or relocated RLS establishments to apply for a rezoning application to allow for "Retail Liquor Sales" in applicable zones.
- b) No Retail Liquor Sales shall be approved for (in conjunction with) Liquor Primary Establishments with person capacity that exceed 150 persons.
- c) Any new or relocated Retail Liquor Sales establishment shall not be located within 300 m of an existing Liquor Primary establishment with a person capacity greater than 350 persons.

D. NEW LICENSES AND PERMANENT LICENSE CHANGES

Permanent License Changes requiring local government comment (new, expanded or amended Liquor Primary licenses, Food Primary licenses operating later than midnight, Patron Participation Entertainment endorsement, winery lounge/special event area endorsements, etc):

1. Application & Submission Requirements:

- a) Applicants are encouraged to conduct a pre-application meeting with the Community Planning and Real Estate Department to discuss application process and submission requirements.
- b) Applicant must submit a City of Kelowna Liquor License Application in order to receive Council resolution.
- c) Applicant must show proof of application to the LCLB prior to municipal consideration.
- d) If approval is required by the Agricultural Land Commission, this must be addressed prior to City application.
- e) Proof of consultation with pertinent Business Improvement Association, Industry Association, and/or Resident's Association is required.
- f) It is suggested that applicants consider hosting a neighbourhood information meeting to provide an informal opportunity to discuss and resolve any potential neighbourhood concerns with the proposal prior to Council consideration.
- g) Amendments to submission requirements are at the discretion of the Director of Community Planning and Real Estate.

2. Municipal Review Process:

- a) Upon submission, staff will circulate the application to pertinent departments and agencies, prior to a staff report being presented to Council.
- b) Applications will be subject to a public meeting (or a Public Hearing where the application is being considered concurrently with a rezoning application). The applicant is responsible to the costs of advertising for the public meeting (see notification requirements below).
- c) The Community Planning and Real Estate Department shall make a recommendation to Municipal Council regarding the proposal. Council shall make its decision based on this recommendation as well as the information received at the Public Hearing or Public Meeting.

- d) The resolution from Municipal Council is then forwarded to the LCLB by the Community Planning Department for their final review.

3. Notification Requirements:

- a) Signage – the applicant is to ensure a City-approved development sign is posted on the property at least ten days prior to the public meeting date. ~~Signs are to be purchased at City Hall.~~
- b) Public Notice – the Office of the City Clerk will:
- o Deliver notice of the application to owners and occupiers to a 50m (or minimum 4 properties, whichever is greater) buffer a minimum of 10 days prior to the public meeting; and
 - o Place newspaper advertisements in at least two consecutive issues with the last publication to appear not less than three and not more than ten days before the public meeting; and
 - o Circulate correspondence received within the notification period to Council, and make available to the applicant and members of the public, prior to the meeting.

~~An informational notice will also be delivered to properties in the same general postal delivery route area by Canada Post airmail. Newspaper advertisements will be placed in at least two consecutive issues, with the last publication to appear not less than three and not more than ten days before the Public Hearing or Public Meeting. Notification is coordinated by the Office of the City Clerk.~~

E. TEMPORARY LICENSE CHANGES

Temporary license changes may be considered by the Community Planning Manager or designate. Temporary Changes will only be considered by Council should the applicant wish to appeal the decision of the Divisional Director Community Planning and Real Estate.

Where appropriate, temporary changes are reviewed with the RCMP, Fire Department, Building and Permitting Department, and the local liquor inspector.

Staff may consider up to six temporary license changes per calendar year for Liquor Primary establishments that are members in good standing of the bar owners association known as “The Standard”, including late closing requests. These requests will be considered on a case-by-case basis, and will be subject to additional policing costs being paid prior to the event (for example, 4:00am closings). Any establishment that generates concerns or complaints as a result of the use of temporary changes or through general operations of their establishment will have their temporary changes reduced to 3 for the first incident and 0 for any subsequent incidents at the discretion of the RCMP and Liquor Licensing Inspector.

F. SPECIAL OCCASION LICENSE

The following considerations should be applied to Special Occasion License requests:

- a) SOL requests that require RCMP/Local Government consideration will be evaluated on a case-by-case basis.
- b) Review of SOL requests will include review of a number of factors, including (but not limited to) location, capacity, hours of operation, previous compliance, and impact on surrounding neighbours.
- c) SOL requests are intended to be for infrequent events, and are not to be used as a substitute for a permanent liquor license at a venue. Attention will be given to the number of SOL requests made in a given time period at one property.
- d) The RCMP have the authority to place additional restrictions on SOL's should they have public safety concerns associated with the event.
- e) No SOL's are to be granted where the proposed event is intended to cater to youth or where youth (under the age of 19) will be present.
- f) SOL licensees are to retain qualified private security personnel to monitor access to and from licensed events, where requested.
- g) All SOL events must respect the City of Kelowna Noise Bylaw.

REASON FOR POLICY

To establish revised policy and procedures for processing liquor license applications.

LEGISLATIVE AUTHORITY

Liquor Control & Licensing Act

PROCEDURE FOR IMPLEMENTATION

As outlined in the Liquor Policy Review Final Report.

Notification of Public Hearing/Meeting



Public Hearing
Tuesday, June 14,
2016 @
6:00 p.m., Council
Chambers



Email
cityclerk@kelowna.ca



Phone
250-469-8645



Online
kelowna.ca/council



Mail/drop off
Office of the City
Clerk
1435 Water St.
Kelowna BC
V1Y 1J4

In your neighbourhood

Dear property owner/occupant,

Kelowna City Council is considering the following proposed bylaw amendment(s):

2420 Abbott Street (see map on reverse for location)
Lot A District Lot 14, ODYD, Plan KAP69396
Bylaw No. 11252 (Z16-0014)

The applicant is proposing to rezone the subject property to facilitate the construction of a second dwelling.

Public Hearing

City Council will hold a public hearing on:

Tuesday, June 14, 2016 at 6 p.m.
Kelowna City Hall, 1435 Water Street
Council Chambers

Council invites members from the public who have an interest in the properties affected by the proposed change in land use to voice their opinions at the public hearing, either in person at the hearing, by email or mail.

Requested zoning change:

From the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing Zone.

More information

For more information in regards to this application, go to kelowna.ca/council, call 250-469-0631 and speak to Lydia Korolchuk, or visit the second floor at City Hall, 8 a.m. - 4 p.m., Monday to Friday (excluding Statutory Holidays).

Copies of the proposed bylaws, Council reports and related materials are available online at kelowna.ca/council or at the Office of the City Clerk at City Hall from 8 a.m. - 4 p.m., Monday to Friday, as of May 30, 2016 and up to and including June 14, 2016.

Provide your comments

Comments may be made in person at the public hearing, by email to cityclerk@kelowna.ca, or by letter to the Office of the City Clerk, 1435 Water Street, Kelowna, BC V1Y 1J4.

Presentations at the public hearing are limited to a maximum of five minutes. If a person has additional information, they will be given another opportunity to address Council after all other members of the public have been heard a first time. **Public comment will not be received by Council after the conclusion of the public hearing.**

Correspondence, petitions and emails relating to this application must include your name and civic address. Petitions should be signed by each individual and show the address and/or legal description of the property he or she believes would be affected by the proposal. Correspondence and petitions received between May 30, 2016 and 4 p.m. on **Monday, June 13, 2016** will be copied and circulated to City Council for consideration at the public hearing. **Any submissions received after 4 p.m. on Monday, June 13, 2016 will not be accepted.**

Thank you,

Stephen Fleming
City Clerk
cityclerk@kelowna.ca

STATUTORY NOTIFICATION

May 30, 2016



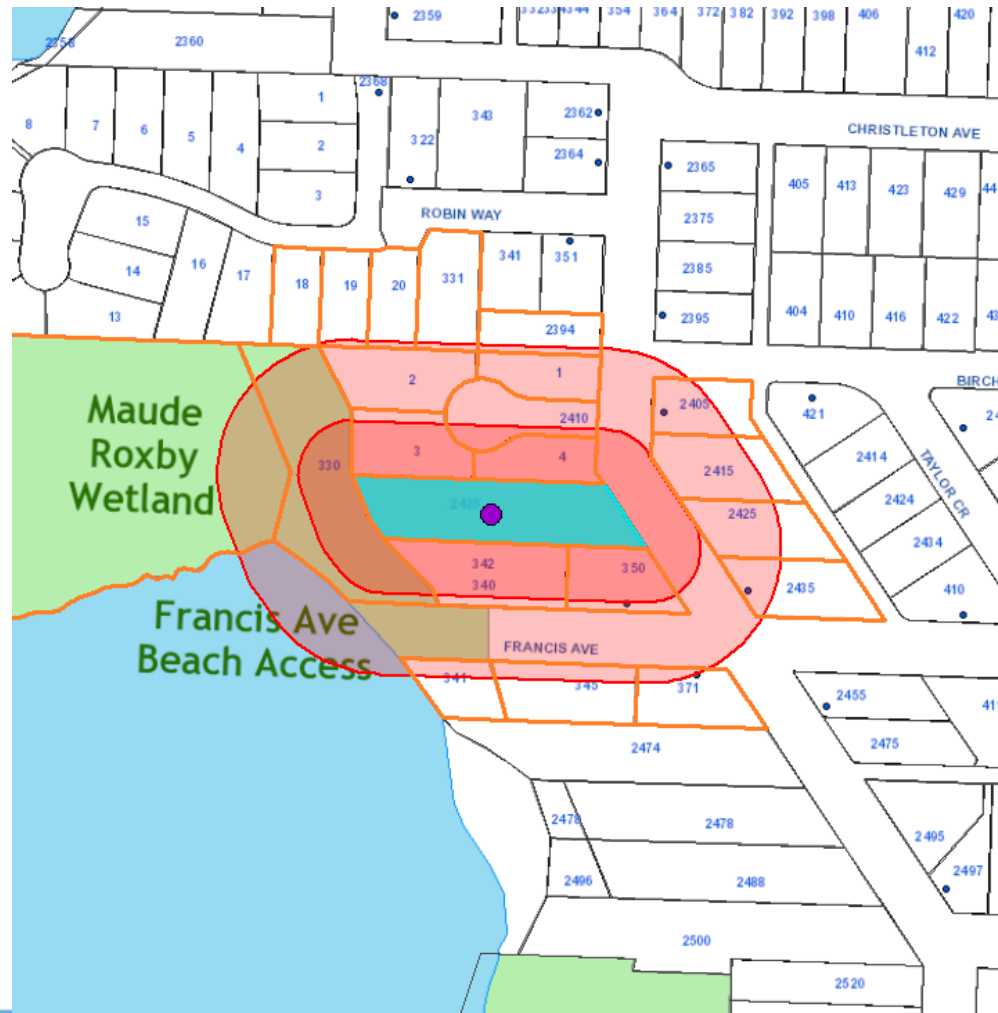
STATUTORY NOTIFICATION

Local Government Act, s466

- ▶ Must do the following:
 - ▶ Give notice,
 - ▶ Mail/Delivered to owners and occupiers of subject property
 - ▶ Advertised in Newspaper
 - ▶ Ensure the notice contains,
 - ▶ Meeting Date, Time and Place
 - ▶ Purpose of the Bylaw/Variance/(Liquor License) and where it is available to view
 - ▶ Land/lands subject to the proposed change; sketch showing location
- ▶ May do the following: through City of Kelowna Bylaw
 - ▶ specify a distance from the subject property to provide notice
 - ▶ require notice posted on the subject property (sign)




AMENDMENT - 50M (MIN 4 PROPERTIES)



UPDATED NOTICE

Notification of Public Hearing/Meeting





Public Hearing
Tuesday, June 14,
2016 @
6:00 p.m., Council
Chambers


Email
cityclerk@kelowna.ca


Phone
250-469-8645


Online
kelowna.ca/council


Mail/drop off
Office of the City
Clerk
1435 Water St.
Kelowna BC
V1Y 1J4

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Thank you,

Stephen Fleming
City Clerk
cityclerk@kelowna.ca

NEXT STEPS

- ▶ **May 30** – Amendments Presented to Council
 - ▶ Development Application Procedures Bylaw -1st, 2nd, 3rd readings
 - ▶ Council Policy No.359 – amend public notification to align

- ▶ **June 13** – Bylaw Presented to Council
 - ▶ 4th reading and adoption

- ▶ **June 14** – *new* Statutory Notices mailed out
 - ▶ Delivery for June 28th meeting using 50m buffer

CITY OF KELOWNA

BYLAW NO. 11249

Amendment No. 4 to Development Applications Procedures Bylaw No. 10540

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Development Applications Procedures Bylaw No. 10540 be amended as follows:

1. THAT the pre-amble be deleted that reads:

"A Bylaw to establish procedures for the processing of land development applications, including amendments to the Official Community Plan, to the Zoning Bylaw, or to a Land Use Contract; Additional Dwelling for Farm Employee Permits, or Permits under Part 26 of the *Local Government Act*; Agricultural Land Commission applications; and Phased Development Agreements.

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

And replaced with the following:

"WHEREAS under the provisions of the Local Government Act, the City of Kelowna, may establish a bylaw for determining procedures for processing land development applications, including amendments to the Official Community Plan, to the Zoning Bylaw, or Land Use Contracts; Additional Dwelling for Farm Employee Permits; Agricultural Land Commission applications; and Phased Development Agreements.

AND WHEREAS the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:"

2. AND THAT **SECTION 1- INTRODUCTION, 1.4 Definitions** be amended by:

- a) Deleting from the definition '**Development Permit**' the Section number "920" and replacing it with "489";
- b) Deleting from the definition '**Development Variance Permit**' the Section number "922" and replacing it with "498";
- c) Deleting the name for "**Director of Land Use Management**" and replacing it with "**Department Manager, Community Planning**";
- d) Deleting all references throughout the bylaw of "**Director of Land Use Management**" and replacing it with "**Department Manager, Community Planning**" as required;
- e) Deleting from the definition '**Land Use Contract**' the Section number "930" and replacing it with "546";
- f) Deleting from the definition '**Public Hearing**' the Section number "890" and replacing it with "515";
- g) Deleting from the definition '**Phased Development Agreement**' the Section number "905.1" and replacing it with "464"; and

- h) Deleting from the definition 'Temporary Use Permit' the Section number "921" and replacing it with "493";
3. AND THAT SECTION 2- GENERAL POWERS, 2.3 DELEGATION OF AUTHORITY, 2.3.2 Development Approval Information be amended by deleting the Section "920.1" and replacing it with "484";
4. AND THAT SECTION 2- GENERAL POWERS, 2.3 DELEGATION OF AUTHORITY, 2.3.3 Performance Security be amended by:
- i) Deleting the Section "920" and replacing it with "489"; and
 - ii) Deleting the Section "925" and replacing it with "502"
5. AND THAT SECTION 2- GENERAL POWERS, 2.3 DELEGATION OF AUTHORITY, 2.3.5 Development Permits be amended by:
- i) Deleting the Section "920" and replacing it with "489"; and
 - ii) Deleting the Section "925" and replacing it with "502";
6. AND THAT SECTION 2- GENERAL POWERS, 2.11.2 PERMIT RENEWALS, EXTENSIONS AND LAPSE, 2.11.2 Permit Issuance and Lapse be amended by;
- a) Deleting in sub-paragraph b) the Section "926" and replacing it with "504"; and
 - b) Deleting in sub-paragraph c) the Section "926" and replacing it with "504".
7. AND THAT SECTION 2- GENERAL POWERS, 2.13 RE-APPLICATION be amended by deleting the Section "895(3)" and replacing it with "460";
8. AND THAT SECTION 4 - PUBLIC NOTIFICATION & CONSULTATION, 4.2 PUBLIC NOTIFICATION, 4.2.1 Giving Notice be amended by:
- a) sub-paragraph a) be amended by deleting the words "abutting and adjoining to the subject property" and replacing it with "within a 50m radius or a minimum of four (4) properties, whichever is greater";
 - b) sub-paragraph b) be amended by deleting "Sub-Section 4.1.1(a)" and replacing it with "Sub-Section 4.2.1 (a)";
9. This bylaw may be cited for all purposes as "Bylaw No. 11249, being Amendment No. 4 to Development Applications Procedures Bylaw No. 10540."
10. 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

Report to Council



Date: May 30, 2016
File: 0930-70
To: City Manager
From: City Clerk
Subject: New Taxi Service - Sun Cabs

Recommendation:

THAT Council receives, for information, the report of the City Clerk, dated May 30, 2016 with respect to a proposed new taxi service within the City of Kelowna;

AND THAT Council authorizes the Mayor, on behalf of Council, to write a letter of support to the Passenger Transportation Branch, Ministry of Transportation and Infrastructure for Sun Cabs operating as a taxi within the City of Kelowna.

Purpose:

To obtain municipal comment on an application to operate a new taxi company within the City of Kelowna

Background:

An application to operate a new taxi service within the City of Kelowna has been made to the Passenger Transportation Branch, Ministry of Transportation and Infrastructure. As part of the application process, the City of Kelowna may provide comment.

The proposed new company, Sun Cabs, would operate a fleet of one (1) taxi. City staff have no objections to the application. Council has supported applications for increases to existing taxi fleets previously, and has been supportive of increasing the number of taxis available within the City.

Legal/Statutory Authority:

The licensing of taxi companies is regulated provincially by the Passenger Transportation Branch, Ministry of Transportation and Infrastructure and by the Passenger Transportation Board. As part of the application process, a municipality may provide comment on new taxi company applications.

Legal/Statutory Procedural Requirements:

Should the application of Sun Cabs be successful, a valid City of Kelowna business licence and a Chauffeur Permit for each driver must be issued by the City prior to any operations commencing.

External Agency/Public Comments:

RCMP Traffic Section has no comment.

Considerations not applicable to this report:

Internal Circulation:

Financial/Budgetary Considerations:

Personnel Implications:

Existing Policy:

Communications Comments:

Alternate Recommendation:

Submitted by:

Stephen Fleming, City Clerk

Approved for inclusion: ☐ R. Mayne, Divisional Director Corporate and Protective Services

cc: Bylaw Services Manager
Airport Operations Manager
RCMP Kelowna Traffic Section



File: 0930-70

May 5, 2016

VIA EMAIL: aziz1338@hotmail.com

Sun Cabs
307-1425 Bertram St
Kelowna, B.C. V1Y 8K4

Attention: Bararaziz Aspari

Dear Mr. Aspari:

RE: LICENSED TAXI SERVICE - YLW

We confirm that if Sun Cabs meets the requirements of the Kelowna International Airport's Taxi License for the operation of a taxi, as well as all other applicable airport regulations, we would have no objection to Sun Cabs operating at Kelowna International Airport.

Yours truly,

J. Hall
Airport Operations Manager

JH/vla

Administration Office
1-5533 Airport Way
Kelowna, BC V1V 1S1
TEL 250 765-5125
FAX 250 765-0213
ylw.kelowna.ca

Report to Council



Date: May 30, 2016
File: 0705-31
To: City Manager
From: Divisional Director, Community Planning & Real Estate
City Clerk
Subject: Westbank First Nation - Proposed Additions to Reserve
Report Prepared by: City Clerk

Recommendation:

THAT Council authorizes the Mayor, on behalf of Council, to sign the letter to Indigenous and North Affairs Canada, BC Region regarding Westbank First Nations Proposed Additions to Reserve, in the form attached to the report of the Divisional Director, Community Planning & Real Estate and the City Clerk dated May 30, 2016

Purpose:

To provide City comment on the proposed additions to Westbank First Nation reserve

Background:

Westbank First Nation ("WFN") has applied to Indigenous and Northern Affairs to move seven (7) recently acquired lands into reserve status. Five (5) of the parcels are within the City of Kelowna boundary. The parcels were either purchased by WFN or acquired as part of the April 18, 2005 Agreement between Her Majesty the Queen in Right of the Province of British Columbia as represented by the Minister of Transportation and WFN.

The properties within the City are:

McCulloch Rd (670 acres);
Spiers Rd (20 acres);
Hereron Rd (40.5 acres);
Gallagher's Canyon (3.78 acres); and
Vintage Terrace (0.07 acres).

Staff supports the additions to reserve, with the following acknowledgements included as part of the letter to Indigenous and Northern Affairs:

- Any future development of the subject lands that may require servicing by the City of Kelowna (water, sewer, transportation access) would be subject to the same bylaws and regulations as non-reserve lands with respect to cost allocations.
- That WFN recognize and respect that Parcel 3 noted above has two unique components associated with it:
 - That it is subject to a road reserve in favor of the City of Kelowna; which at the time of writing of this letter, the City and WFN are in the process of converting to a road dedication.
 - That there are specific aeronautical zoning specifications that must be adhered to, so as not to impact the operation and planned expansion of Kelowna International Airport (2025 and 2045 YLW Masterplan).

Considerations not applicable to this report:

Internal Circulation:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

Doug Gilchrist, Divisional Director, Community Planning & Real Estate
 Stephen Fleming, City Clerk

May 30, 2016

Via Email (kuldip.gill@aandc-aadnc.gc.ca)

Indigenous and Northern Affairs Canada, BC Region
600 - 1138 Melville Street
Vancouver, British Columbia V6E 4S3

Attention: Kuldip Gill, Manager, Lands Modernization

Dear Mr. Gill:

Re: Proposed Additions to Reserve, Westbank First Nation

This letter serves as acknowledgement that the lands noted below have been acquired by the Westbank First Nation ("WFN") and Parcels 1 - 5 are currently within the boundaries of the City of Kelowna ("City"). The City supports the proposed Additions to Reserve for WFN with respect to Parcels 1-7, legally described as;

Parcel 1: McCulloch Road

Block A of Section 4 & 9, Township 27, District Lot 1947, and road within Section 4, Township 27, District Lot 1947, ODYD, Plan EPC1486
This area is approximately 670 acres.

Parcel 2: Spiers Road

Lot A, Section 8, Township 26, ODYD, Plan: 1127 (Except Plans: 22075 and 22958) and PID:003-757-731
This area is approximately 20 acres.

Parcel 3: Hereron Road

Lots A & B, Sections 2 and 11, Township 23, ODYD, Plan: KAP70553, (Except Plans: KAP81470 and EPP47331) and PID:025-241-583
This area is approximately 40.5 acres.

Parcel 4: Gallagher's Canyon

Lot 9, Section 7, Township 27, ODYD, Plan: EPP47257 and PID:001-838-873
This area is approximately 3.78 acres.

Parcel 5: sncŝaq^wtn sqilx^wula[?]x^w also known as 'Vintage Terrace'

Lot 10, Section 25, Township 28, SDYD, Plan: KAP72245
This area is approximately 0.07 acres.

Parcel 6: Waterlot Reserve

Proposed Area of Unsurveyed Crown Land Abutting Lot 460 Plan: 2238 RSBC and Lots 427-1 & 427-2 Plan: 3988R RBSC Tsinstikeptum Indian Reserve No. 10
This area is approximately 14 acres.

Parcel 7: Bridge Hill Property

Bridge Hill in the vicinity of the Lindley Cemetery Highway No. 97 Plan: 68077

This area is approximately 2.93 acres.

While the City of Kelowna fully supports the above noted additions to reserve, we do so with the following acknowledgements:

- Any future development of the subject lands that may require servicing by the City of Kelowna (water, sewer, transportation access) would be subject to the same bylaws and regulations as non-reserve lands with respect to cost allocations.
- That WFN recognize and respect that Parcel 3 noted above has two unique components associated with it:
 - That it is subject to a road reserve in favor of the City of Kelowna; which at the time of writing of this letter, the City and WFN are in the process of converting to a road dedication.
 - That there are specific aeronautical zoning specifications that must be adhered to, so as not to impact the operation and planned expansion of Kelowna International Airport (2025 and 2045 YLW Masterplan).

Sincerely,

Colin Basran,
Mayor

cc: Westbank First Nation Council
City Manager, City of Kelowna
Divisional Director, Community Planning & Real Estate - City of Kelowna