

City of Kelowna

Regular Council Meeting

AGENDA



Monday, November 23, 2020

1:30 pm

Council Chamber

City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

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

In accordance with Order of the Provincial Health Officer on Gatherings and Events, the City is required to collect the first and last name and telephone number or email address of everyone attending a Council meeting. Thank you for your co-operation.

2. Confirmation of Minutes

4 - 8

PM Minutes - November 16, 2020

3. Development Application Reports & Related Bylaws

3.1. Gordon Drive 4213-4233 - A20-0006 - Dorothy Thomson

9 - 25

To consider an application to subdivide land within the ALR.

3.2. Baron Rd 2125 and 2205, Leckie Rd 1830 and 1880 - OCP19-0007 (BL12122) Z19-0115 (BL12123) - Victor Projects Ltd., BC1050457

26 - 66

To amend the Official Community Plan (OCP) to change the Future Land Use designation of the subject properties from MRM – Multiple Unit Residential (Medium Density) and MRH – Multiple Unit Residential (High Density) to MXR – Mixed Use (Residential / Commercial) and to rezone the subject sites from the A1 – Agriculture 1 zone to the C4 – Urban Centre Commercial zone to facilitate the development of a large-scale retail store.

- 3.3. **Baron Rd 2025, 2125 and Leckie Rd 1830, 1880 - BL12122 (OCP19-0007) - Victor Projects Ltd., No. BC1050457** 67 - 67

Requires a majority of all members of Council (5).

To give Bylaw No. 12122 first reading in order to amend the Official Community Plan to change the future land use designation for the subject properties from the MRM - Multiple Unit Residential (Medium Density) and the MRH - Multiple Unit Residential (High Density) designations to the MXR - Mixed Use (Residential/Commercial) designation.

- 3.4. **Baron Rd 2025, 2125 and Leckie Rd 1830, 1880 - BL12123 (Z19-0115) - Victor Projects Ltd., No. BC1050457** 68 - 68

To give Bylaw No. 12123 first reading in order to rezone the subject property from A1 - Agriculture 1 zone to the C4 - Urban Centre Commercial zone.

- 3.5. **Hwy 97 N 2576 - DP20-0157 - 1099732 BC Ltd. Inc.No. BC10999732 and 1087253 BC Ltd. Inc.No. BC 1087253** 69 - 101

To consider a Form and Character Development Permit for a proposed car dealership.

4. Non-Development Reports & Related Bylaws

- 4.1. **Revitalization Tax Exemption Program Update 2020** 102 - 113

To provide Council with an update on the Revitalization Tax Exemption Program and to receive direction to bring forward updates in 2021 to the Revitalization Tax Exemption Program Bylaw 9561 to support Energy Step Code implementation.

- 4.2. **Update on Community Low-Carbon Mobility Strategy - Electric Vehicles and E-Bikes** 114 - 152

To update Council on the development of a Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes, and for Council to direct staff to move forward with community engagement and the recommended approach.

- 4.3. **Amendment No.11 to Solid Waste Management Bylaw No. 10106 (BL12113)** 153 - 175

To seek Council's approval to amend the Solid Waste Management Regulation Bylaw to align with Regional Waste Management initiatives, current Landfill practices, and amend the fee schedules for selected wastes.

- 4.4. **BL12113 - Amendment No. 11 to the Solid Waste Management Regulation Bylaw No. 10106** 176 - 182

To give Bylaw No. 12113 first, second and third reading.

4.5. Sponsorship and Advertising Program Update 183 - 199

To provide Council with an update regarding the Sponsorship and Advertising Program.

4.6. 2020 Public Art Update 200 - 222

To update Council on the Public Art Program.

4.7. City Entry Sign Public Art 223 - 254

To provide Council with information on the design of new public art at the City's northern boundary on Highway 97 and to seek Council approval of the proposed design for Staff to enter into an agreement for detailed design, fabrication and installation.

4.8. UBCM Community Emergency Preparedness Fund(CEPF) 255 - 257

To consider staff's recommendation to apply for a UBCM Community Emergency Preparedness Fund – Structural Flood Mitigation Program Grant.

4.9. Regional Biosolids Composting Facility - Budget Increase for Sludge Disposal 258 - 261

To update Council on the budget amendment request and Financial Plan amendment for the Regional Biosolids Composting Facility leachate containment project.

4.10. 2020 COVID-19 Safe Restart Grants for Local Government 262 - 269

To provide Council with a report on the conditional grant fund provided by the Province of British Columbia to support local governments as they deal with increased operating costs and lower revenue due to COVID-19

5. Bylaws for Adoption (Non-Development Related)

5.1. BL12098 - Road Closure and Removal of Highway Dedication Bylaw 270 - 271

Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.

To adopt Bylaw No. 12098 in order to permanently close and remove the highway dedication of a portion of highway on Glenmore Road N

6. Mayor and Councillor Items

7. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, November 16, 2020
 Location: Council Chamber
 City Hall, 1435 Water Street

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

Members participating remotely Councillors Charlie Hodge and Loyal Wooldridge

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Divisional Director, Planning & Development Services, Ryan Smith*; Planner, Tyler Caswell*; Planner, Barbara Crawford*; Urban Planning Manager, Jocelyn Black*; Divisional Director, Infrastructure, Alan Newcombe*; Strategic Transportation Planning Manager, Mariah VanZerr*; Transportation Planner, Cameron Noonan*; Integrated Transportation Department Manager, Rafael Villarreal*; Utility Planning Manager, Rod MacLean*; Real Estate Department Manager, Johannes Saufferer*; Property Management Manager, JoAnne Adamson*; Park and Landscape Planner, Melanie Steppuhn*; Real Estate Services Manager, Mike Olson*

Staff participating remotely Legislative Coordinator (Confidential), Arlene McClelland

Guests Stephen Power, HDR Consultant*; Ron Westlake, Consultant*

(*Denotes partial attendance)

1. Call to Order

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

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

2. Confirmation of Minutes

Moved By Councillor Donn/Seconded By Councillor Given

Ro727/20/11/16 THAT the Minutes of the Regular Meetings of November 9, 2020 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Rodondo Pl 1295 - Z20-0028 (BL12120) - Janis Wiens

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor DeHart

R0728/20/11/16 THAT Rezoning Application No. Z20-0028 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2, Section 6, Township 23, Osoyoos Division Yale District Plan 29771, located at 1295 Rodondo Place, Kelowna, BC from the RR1- Rural Residential 1 zone to the RU1- Large Lot Housing zone and P3- Parks and Open Space zone as shown on Map "A" attached to the Report from the Development Planning Department dated November 16, 2020, 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 Development Planning Department dated November 16, 2020;

AND FURTHER THAT the final adoption of the Rezoning Bylaw be considered subsequent to the issuance of the Preliminary Layout Review Letter by the Approving Officer.

Carried

3.2 Rodondo Pl 1295 - BL12120 (Z20-0028) - Janis Wiens

Moved By Councillor Donn/Seconded By Councillor Singh

R0729/20/11/16 THAT Bylaw No. 12120 be read a first time.

Carried

3.3 Elliot Ave 535 - Z20-0033 (BL12121) - Robert T. Groholski and Michalina J. Groholski

Mayor Basran declared a conflict of interest as he owns property in the notification area and departed the meeting at 1:38 p.m.

Deputy Mayor DeHart took the Chair at 1:38 p.m.

Staff:

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

Moved By Councillor Singh/Seconded By Councillor Given

R0730/20/11/16 THAT Rezoning Application No. Z20-0033 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2, Block 19, District Lot 14, Osoyoos Division Yale District, Plan 830, located at 535 Elliot Avenue, Kelowna, BC from the RU6 – Two Dwelling Housing zone to the RM1 – Four 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 Development Planning Department dated May 6, 2020;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

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

Carried

Councillor Hodge – Opposed

3.4 Elliot Ave 535 – BL12121 (Z20-0033) – Robert T. Groholski and Michalina J. Groholski

Moved By Councillor Donn/Seconded By Councillor Singh

R0731/20/11/16 THAT Bylaw No. 12121 be read a first time.

Carried

Councillor Hodge - Opposed

Mayor Basran returned and resumed the Chair at 1:47 p.m.

3.5 Laurier Ave 934 - Z18-0103 Extension - 1079687 BC Ltd

Moved By Councillor Donn/Seconded By Councillor Singh

R0732/20/11/16 THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Rezoning Amending Bylaw No. 11799, for Lot 4 District Lot 138, ODYD, Plan 2819 located at 934 Laurier Avenue, Kelowna, BC, be extended for 6 months from November 7, 2020 to May 7, 2021;

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

Carried

4. Non-Development Reports & Related Bylaws

4.1 Final Regional Transportation Plan, Regional Bicycling and Trails Master Plan and Regional Disruptive Mobility Strategy

Staff:

- Displayed a PowerPoint Presentation summarizing the Regional Transportation Plan, Bicycling and Trails Master Plan and Disruptive Mobility Strategy and responded to questions from Council.

Stephen Power, HDR Consultant

- Displayed a PowerPoint Presentation.

The meeting adjourned at 2:20 p.m.

The meeting reconvened at 2:24 p.m.

Staff:

- Continued to respond to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor Singh

R0733/20/11/16 THAT Council receives, for information, the report dated November 16, 2020 with respect to an update on STPCO activities and the Regional Transportation Plan.

AND THAT Council endorses the final versions of the Regional Transportation Plan (RTP) and its supporting plans: The Regional Bicycling and Trails Master Plan (RBTMP) and the Regional Disruptive Mobility Strategy (RDMS).

Carried

4.2 Kelowna Area Based Water Management Plan Update

Staff:

- Introduced Ron Westlake, Consultant.
- Staff and the Consultant displayed a PowerPoint Presentation providing an update on the progress with the Integrated Water Supply Plan and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Hodge

R0734/20/11/16 THAT Council receives for information, the report from Infrastructure Engineering dated November 16, 2020, with regard to the Kelowna Area Based Water Management Plan update.

Carried

4.3 Bernard Avenue - Road Closure Review

Staff:

- Displayed a PowerPoint Presentation summarizing the 2020 Bernard Avenue road closure and proposals for 2021 and responded to questions from Council

Moved By Councillor Hodge/Seconded By Councillor Singh

R0735/20/11/16 THAT Council receive, for information, the report of Real Estate, Active Living and Culture, and Parks Planning departments dated November 16, 2020, with respect to the Bernard Avenue Road Closure;

AND THAT Council direct staff to operationalize the closure of the 200 and 300 blocks of Bernard Avenue during the summer months on an annual basis;

AND THAT Council direct staff to work with stakeholders to develop and animate a demonstration "Green Street" on the 400 and 500 blocks of Bernard Avenue for the summer of 2021, as described in the Report from the Real Estate Department dated November 16, 2020;

AND FURTHER THAT Council direct staff to bring forward necessary bylaw amendments and guidelines to implement the recommendations in the report from the Real Estate, Active Living and Culture, and Parks Planning Departments dated November 16, 2020.

Carried

4.4 Road Closure 2105 - 2255 Glenmore Road North

Moved By Councillor Donn/Seconded By Councillor Given

R0736/20/11/16 THAT Council receives, for information, the report from the Manager, Real Estate Services dated November 16, 2020, recommending that Council adopt the proposed

closure of a portion of road adjacent to 2105 – 2255 Glenmore Road North, for consolidation with the adjacent land;

AND THAT Bylaw No. 12098, being a proposed road closure of a portion of road adjacent to 2105 – 2255 Glenmore Road North, be given reading consideration;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute all documents necessary to complete the above referenced road closure.

Carried

4.5 BL12098 - Road Closure and Removal of Highway Dedication Bylaw

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0737/20/11/16 THAT Bylaw No. 12098 be read a first, second and third time.

Carried

5. Bylaws for Adoption (Non-Development Related)

5.1 BL12093 - Road Closure - portion of Abbott Street

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0738/20/11/16 THAT Bylaw No. 12093 be adopted.

Carried

6. Mayor and Councillor Items

Councillor DeHart:

- Made comment on the Virtual Gala being held to celebrate United Way's 70th Anniversary on November 19, 2020.

7. Termination

This meeting was declared terminated at 5:07 p.m.

Mayor Basran

/acm

City Clerk

REPORT TO COUNCIL



Date: November 23rd 2020

To: Council

From: City Manager

Department: Development Planning Department

Application: A20-0006

Owner: Dorothy Thomson

Address: 4213-4233 Gordon Drive

Applicant: Dorothy Thomson

Subject: Subdivision of Land within the ALR

Existing OCP Designation: REP – Resource Protection Area

Existing Zone: A1 – Agriculture 1

1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A20-0006 for Lot A, District Lot 358 and of Section 6, Township 26, ODYD, Plan 2284 Except Plans 7297, KAP46025, and H17715 located at 4213-4233 Gordon Drive, Kelowna, BC for a subdivision of agricultural land in the Agricultural Land Reserve pursuant to Section 21(2) 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 consider an application to subdivide land within the ALR.

3.0 Development Planning

Development Planning staff are recommending the subdivision application be supported as the proposed subdivision is comparable to a homesite severance and does not impede the ability to continue to farm the remainder of the property. Staff are also supportive of the proposal as the lot currently has two existing single detached houses on the property, if approved the subdivision would bring the property into compliance with the City's Zoning Bylaws which only allows one single detached house per lot.

The request is that the subdivision be considered as comparable or in lieu of a homesite severance as the current owner was living on the site prior to 1972. The proposal appears to meet the ALC criteria for homesite severances except the applicant wishes to remain on the parcel that would become the larger farm parcel and sell what would typically become the homesite severance lot.

4.0 Development Planning

4.1 Background

The subject property is a 19-acre (7.7ha) property that includes two single detached houses and fruit/vegetable land. One single detached house is the main farmhouse which was permitted in 1993 and is currently occupied by the applicant. The 2nd single detached house is the original house built in 1940s and is being rented out and is not part of the agriculture occurring on the property. The property is actively being farmed which includes the use of a cattle pasture and a 7-acre lease for the growing of organic fruits and vegetables.

No subdivisions or homesite severances have occurred on the property since the creation of the Agricultural Land Reserve (ALR). Prior to the ALR in 1955 the lot was subdivided to create a ½ acre lot along Gordon Drive at 4223 Gordon Drive. The current property owner (Dorothy Thomson) has lived on the property prior to 1972 with her husband but she was not a titled landowner. The applicant's husband's name was stated on the land title, but the applicant's name wasn't on the land title until 1991.

4.2 Project Description

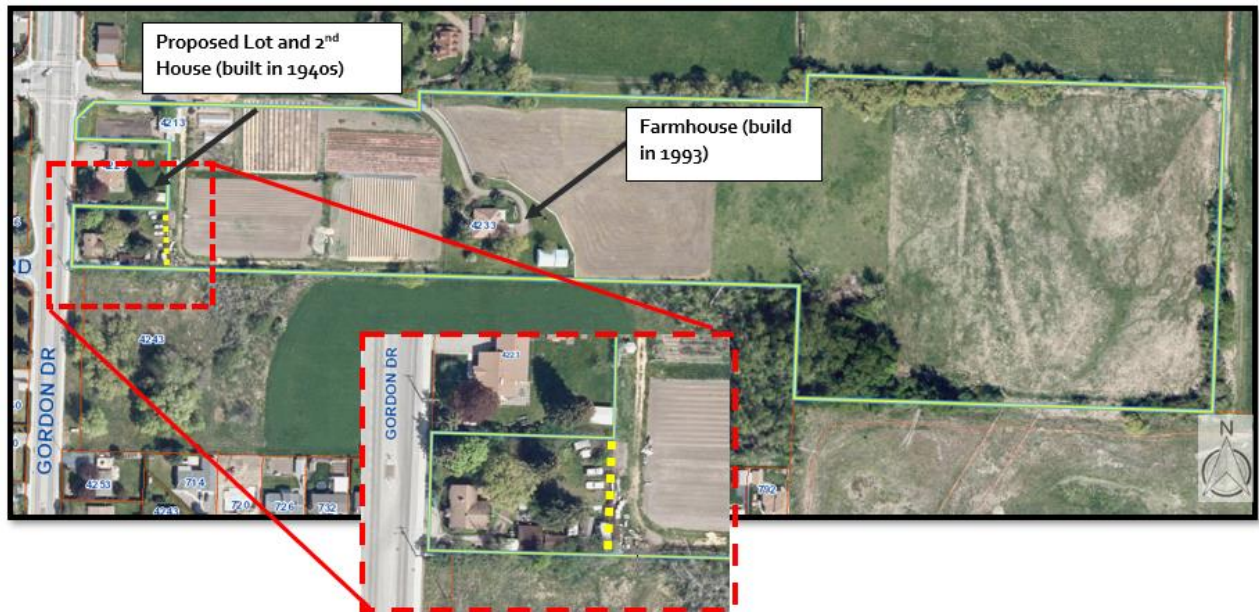


Figure 1. Proposed Subdivision Plan (Proposed Property line shown in Dashed Yellow)

The applicant is seeking a two-lot subdivision for a portion of the farm, to create a separate lot for the existing second single detached house near Gordon Drive where no farming occurs. The smaller parcel proposed to be subdivided is approximately 1,700m² (0.42 acres) and contains the old house built in the 1940s. The remaining farm parcel is proposed to be 18 acres in size and would contain the other existing single detached house being used as the farmhouse built in 1993 and continues to be farmed.

If approved the property owner has indicated she wishes to sell the smaller lot. The applicant may consider transferring the farm parcel to the Central Okanagan Land Trust to eventually be developed as a park but that the farm would likely continue to be farmed for the foreseeable future. If a new house is built on the smaller parcel a vegetative buffer would be required to be maintained or planted in accordance with the City's Farm Protection guidelines.

The proposed subdivision does not impede the ability to continue to farm the remainder of the property. Specifically, the proposed subdivision is not expected to impact the organic farm or the cattle pasture as the existing house near Gordon Drive is not currently part of the farm and functions as if it is already a separate lot as it is buffered from the farm by an existing vegetative buffer/hedge.

The proposed lot is comparable to a homesite severance, however the applicant is not applying to the ALC for a homesite severance lot as she does not strictly meet two of the following ALC policies related to homesite severances.

- ALC policy related to homesite severances requires that property owners demonstrate a legitimate intention to sell the remainder of the property upon the approval of the homesite severance application. In a typical homesite severance the concept is that the retiring farmer lives on the severance lot and sells the remainder farm lot. In this application the owner would continue to live on what would be the remainder parcel being farmed and sell what would typically be the homesite severance parcel. The applicant has indicated she may consider transferring the farm lot to the Central Okanagan Land Trust (COLT) for future park and preservation purposes, but that the land would continue to be leased for farming for the foreseeable future.
- ALC policy related to homesite severances requires that applicant submit documentary evidence that he or she has owned and occupied the property as their principal residence since December 21, 1972. The applicant's name has only been on the land title since 1991. However, she has lived on the property with her husband whose name was on the title prior to 1972.

4.3 Site Context

The subject property lies within the North Mission – Crawford OCP Sector. The subject property has a future land use of REP – Resource Protection and is outside of the City's Permanent Growth Boundary. The surrounding area is primarily agriculture and single-family dwellings, with H2O Adventure + Fitness Centre and Thomson Marsh Park to the North. The area immediately surrounding the subject property has seen little change over the past decade, except for an RM4 – Transitional Low-Density Housing development across the street on Gordon Drive and the new Orchard in the Mission, an RU2 – Medium Lot Housing subdivision to the South. Specifically, adjacent land uses are as follows:

Direction	Zoning	ALR	Land Use
North	A1 – Agriculture 1	Yes	Grain
South	A1 – Agriculture 1 & RU2 – Medium Lot Housing	Yes/No	Cattle Pasture & Vacant – Future Subdivision
East	A1 – Agriculture 1	Yes	Vacant
West	RU6 – Two Dwelling Housing	No	Duplex Housing

5.0 **Current Development Policies**

5.1 Kelowna Official Community Plan (OCP)

Objective 5.33: Minimize the impact of urban encroachment and land use conflicts on agricultural land.

Policy 5.33.7 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.

6.0 Technical Comments

6.1 Ministry of Agriculture

- The application appears to potentially be a “Homesite Severance” subdivision on the Agricultural Land Reserve within the decision-making jurisdiction of the ALC.
- Given the proposed parcel’s location, history and size, Ministry staff note that it is not unreasonable for subdivision to be considered.
- As per the Ministry’s Guide to Edge Planning, new subdivisions near farming areas are encouraged to include disclosure statement in the form of a restrictive covenant under section 219 of the Land Title Act be placed on title of a newly created lot, specifying that the lot is located near a farming area, that noise, odour, and dust associated with farming practices may be expected, and that, for example, development along the agricultural edge be restricted.
- Ministry staff also encourage Kelowna to consider a requirement for a lawful fence between the two properties be a condition to deter access between the severed parcel and the remnant parcel. A requirement for a vegetative buffer between the lots may also be beneficial in reducing the impacts of future farming activities on the severed lot.

7.0 Application Chronology

Date of Application Received: April 8th 2020
Agricultural Advisory Committee: August 13th 2020

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on August 13th 2020 and the following recommendation was passed:

THAT the AAC recommend to Council that the application to subdivide land within the ALR be supported.

Report Prepared by: Alex Kondor, Planner Specialist

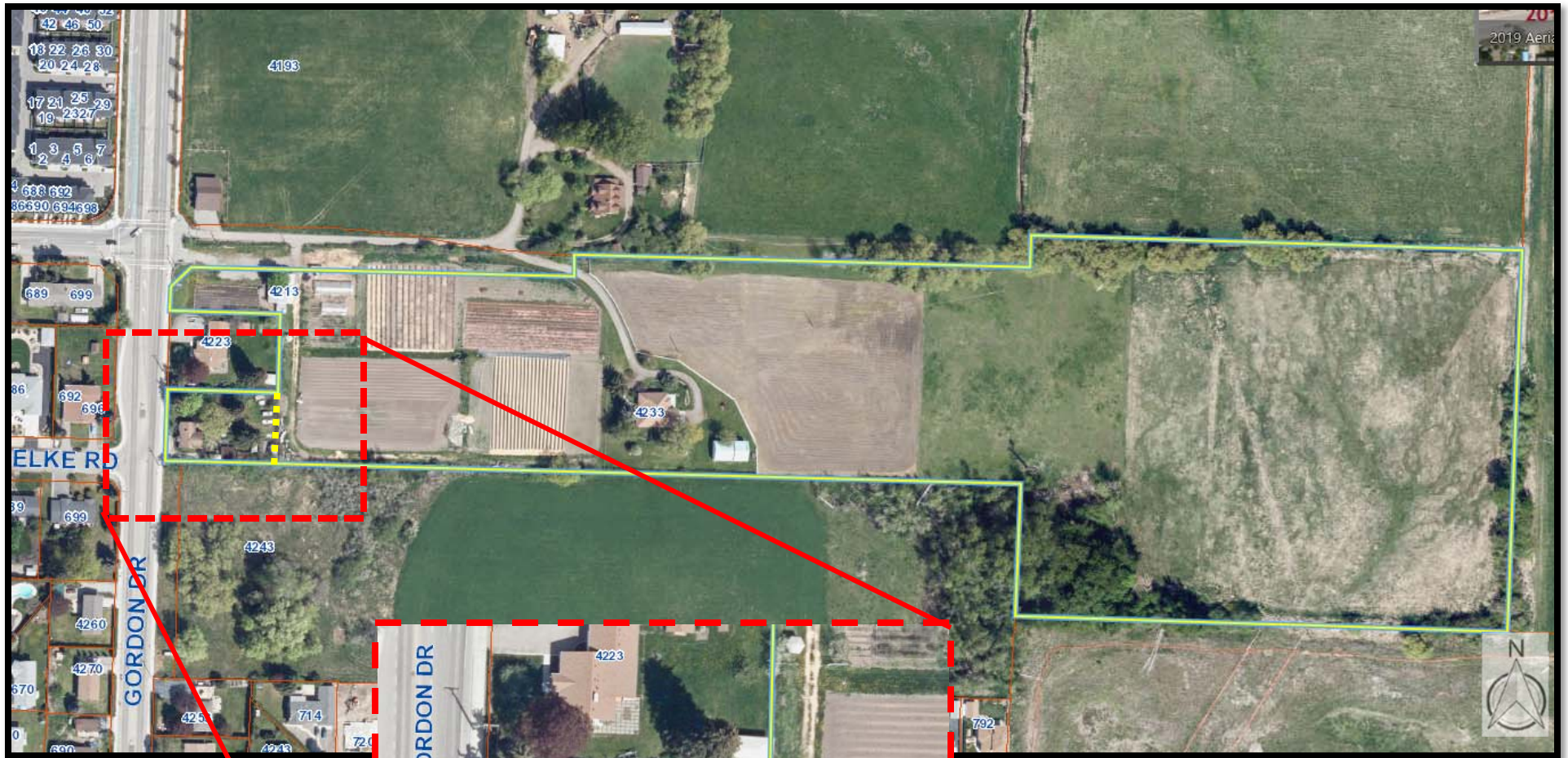
Reviewed by: Dean Strachan, Community Planning & Development Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A – Site Plan

Attachment B – ALC Application



- Proposed Subdivision of Existing House at 4213-4233 Gordon Drive
- New Property Line Shown in Dashed Yellow
- Approx. Lot Size is: 1,700sqm

ATTACHMENT A

This forms part of application

A20-0006

Planner
Initials

AK

City of
Kelowna
DEVELOPMENT PLANNING

Provincial Agricultural Land Commission - Applicant Submission

Application ID: 56129

Application Status: Under LG Review

Applicant: Dorothy Thomson

Local Government: City of Kelowna

Local Government Date of Receipt: 03/29/2017

ALC Date of Receipt: This application has not been submitted to ALC yet.

Proposal Type: Subdivision

Proposal: The application is to subdivide off a piece of property that has no farming use and applicant no longer wants to maintain the buildings.

Mailing Address:

4213 Gordon Drive
Kelowna, BC
V1W 1S4
Canada

Primary Phone: (250) 764-4600

Email: dorothy_1935@hotmail.com

Parcel Information

Parcel(s) Under Application

1. **Ownership Type:** Fee Simple

Parcel Identifier: 011-046-929

Legal Description: L A DL 358 & OF SEC 6 TP 26 OSOYOOS DIVISION YALE DISTRICT PL 2284 EXC PLS 7297 KAP46025 & H17715

Parcel Area: 7.7 ha

Civic Address: 4213 Gordon Drive, Kelowna, BC, V1W 1S4

Date of Purchase: 06/30/1956

Farm Classification: Yes

Owners

1. **Name:** Dorothy Thomson

Address:

4213 Gordon Drive
Kelowna, BC
V1W 1S4
Canada

Phone: (250) 764-4600

Email: dorothy_1935@hotmail.com

Ownership or Interest in Other Lands Within This Community

1. **Ownership Type:** Fee Simple

Parcel Identifier: 028-357-442
Owner with Parcel Interest: Dorothy Thomson
Parcel Area: 0.4 ha
Land Use Type: Recreational
Interest Type: Full Ownership

ATTACHMENT		B
This forms part of application # A20-0006		
Planner Initials	AK	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

Current Use of Parcels Under Application

1. Quantify and describe in detail all agriculture that currently takes place on the parcel(s).

This application is to subdivide off an orphaned piece of the property with an old house (originally built in the 40's), a derelict garage, a small derelict shed and the yard land that naturally goes with it. None of this piece has contributed in any way to farming. The remaining land has 7 acres of organic fruits and vegetables plus a vegetable stand and customer parking - all located at the Gordon Drive end of the property - and the land is leased to the operator of the farm. The rest of the farming property is located at the back of the property - beyond the organic farm and the applicants home. Here the neighbour (a family member) gets hay off and pastures beef cattle (roughly 50 head for brief periods as the cattle are moved around).

2. Quantify and describe in detail all agricultural improvements made to the parcel(s).

5 acres of organic farm was deer fenced in 2016. The organic farm builds a drip irrigation system every year. A pole fence was built to close off 4 acres for pasture in 2012. None of this took place on the piece of property that I wish to subdivide off.

3. Quantify and describe all non-agricultural uses that currently take place on the parcel(s).

Two residences, a vegetable stand and customer parking area.

Adjacent Land Uses

North

Land Use Type: Agricultural/Farm
Specify Activity: Beef cattle and hay

East

Land Use Type: Agricultural/Farm
Specify Activity: Hay

South

Land Use Type: Agricultural/Farm
Specify Activity: Hay

West

Land Use Type: Residential
Specify Activity: Housing

Proposal

1. Enter the total number of lots proposed for your property.

0.2 ha

7.5 ha

2. What is the purpose of the proposal?

The application is to subdivide off a piece of property that has no farming use and applicant no longer wants to maintain the buildings.

3. Why do you believe this parcel is suitable for subdivision?

This corner is orphaned from the main farm and is not suitable for agriculture with multiple derelict buildings and a decommissioned concrete pond.

4. Does the proposal support agriculture in the short or long term? Please explain.

In no way does it change the status of agriculture as the small piece was never farmed and will never be farmed. The remaining main piece of property will continue to support agriculture with an organic farm, beef cattle and hay for the foreseeable future.

5. Are you applying for subdivision pursuant to the ALC Homesite Severance Policy? If yes, please submit proof of property ownership prior to December 21, 1972 and proof of continued occupancy in the "Upload Attachments" section.

No

Applicant Attachments

- Proposal Sketch - 56129
- Other correspondence or file information - Second Sketch
- Certificate of Title - 011-046-929

ALC Attachments

None.

Decisions

None.



A20-0006
4213-4233 Gordon Drive

Subdivision of Land Within the ALR

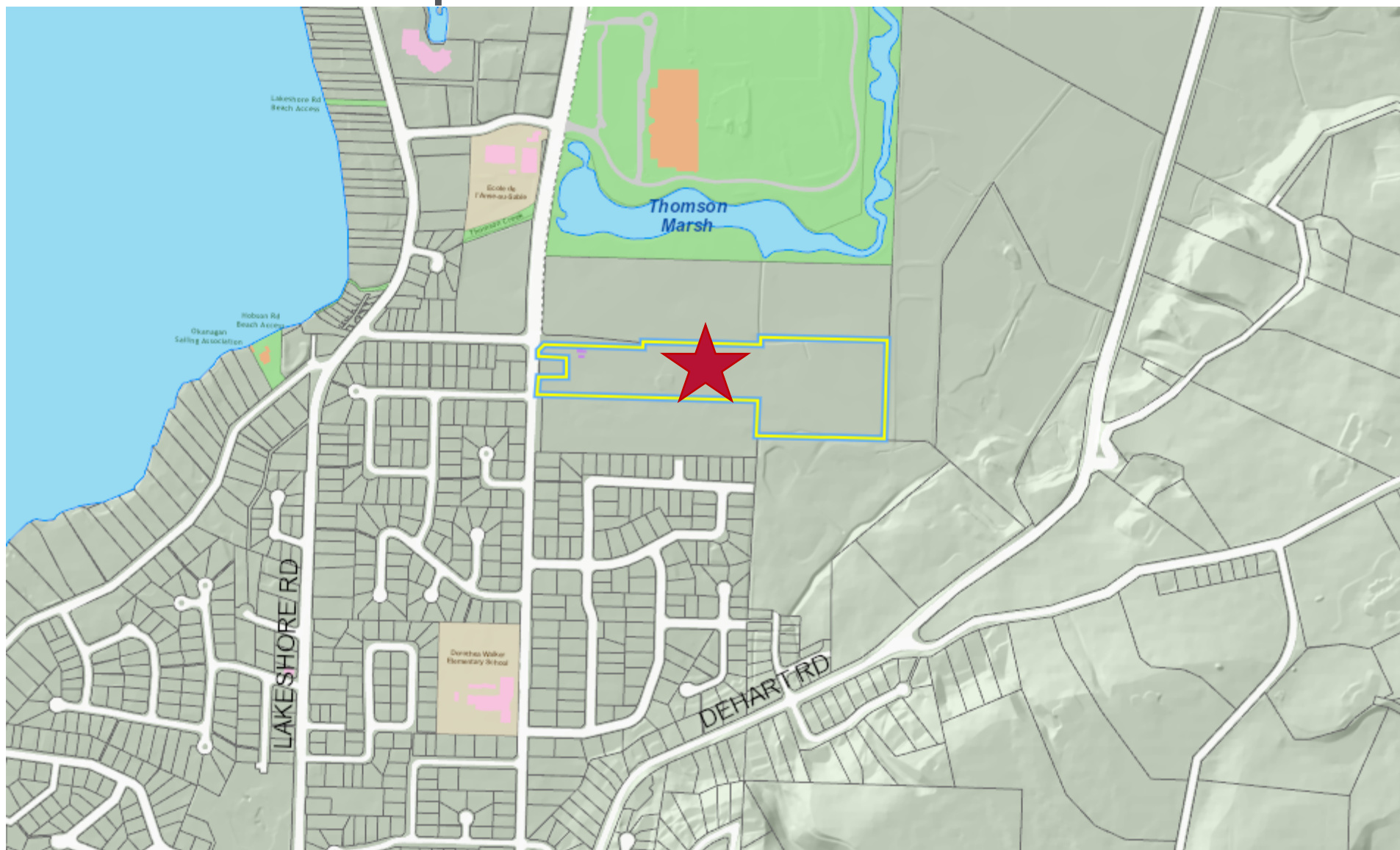
Proposal

- ▶ An application to subdivide land within the ALR to create two lots.

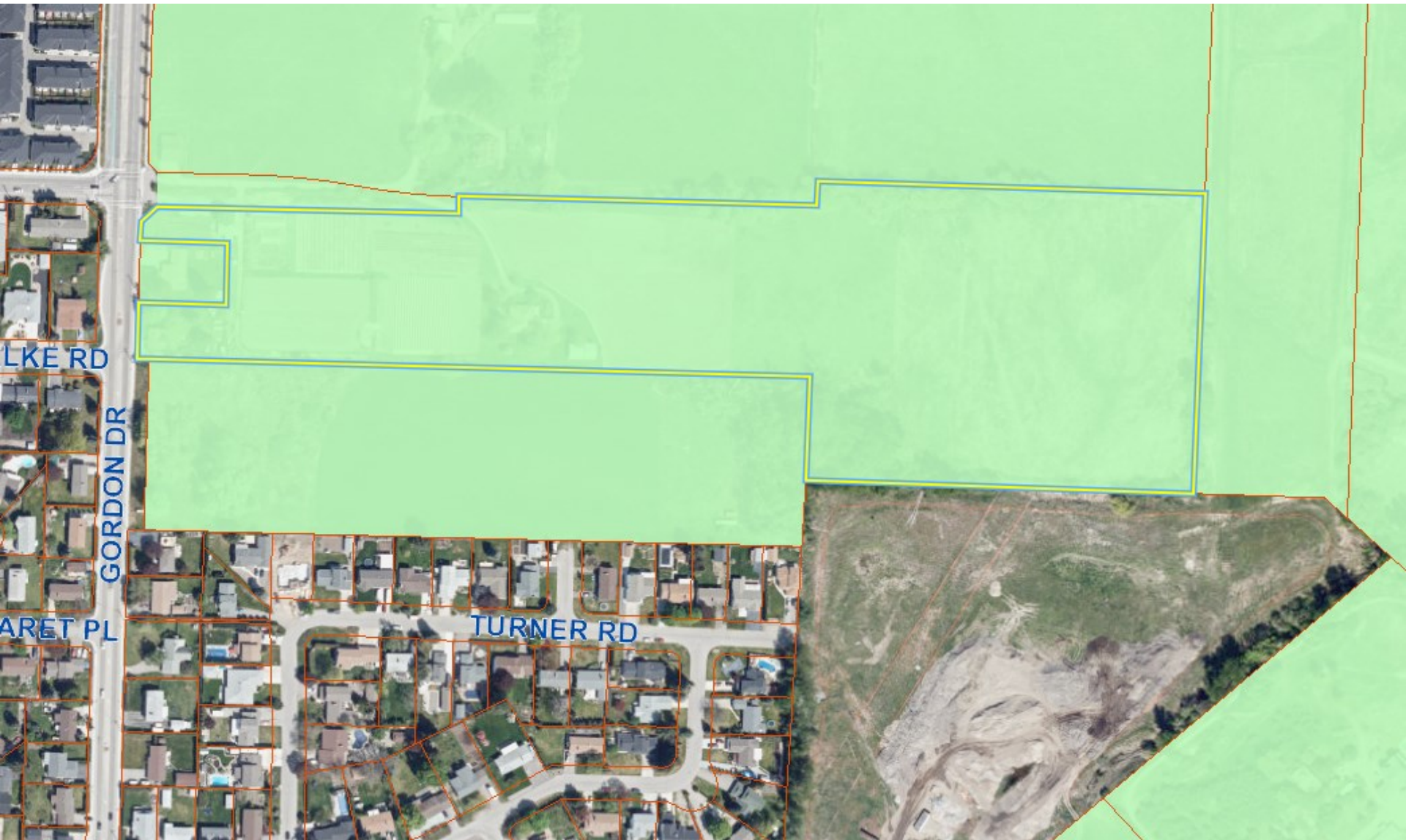
Proposed Subdivision



Context Map



ALR Map



Site Map



Proposed Subdivision



Policies

- ▶ **OCP Policy 5.33.7 Subdivision.** Maximize potential use of farmland by not allowing subdivision except homesite severances approved by the ALC.
- ▶ **ALC Policy L-11 Homesite Severance on ALR Lands.** Outlines conditions and guidelines for homesite severances.



Conclusion of Staff Remarks

REPORT TO COUNCIL



Date: November 23, 2020

To: Council

From: City Manager

Department: Development Planning

Application: OCP19-0007 / Z19-0115

Owner: Victor Properties Ltd., Inc. No. BC1050457

Address: 2125 & 2205 Baron Rd, 1830 & 1880 Leckie Rd

Applicant: WSP Canada Group Limited

Subject: Official Community Plan Amendment and Rezoning Applications

Existing OCP Designation: MRM – Multiple Unit Residential (Medium Density) & MRH – Multiple Unit Residential (High Density)

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

Existing Zone: A1 – Agriculture 1

Proposed Zone: C4 – Urban Centre Commercial

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP19-0007 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of:

Lot 2, District Lot 126, ODYD Plan KAP59203, located at 2125 Baron Road; and

Lot 3, District Lot 126, ODYD Plan KAP59203, located at 2205 Baron Road, Kelowna, BC from the MRH – Multiple Unit Residential (High Density) designation to the MXR – Mixed Use (Residential / Commercial) designation, and

Lot 1, District Lot 126, ODYD Plan KAP59203, located at 1830 Leckie Road; and

Lot B, District Lot 126, ODYD Plan KAP56817, located at 1880 Leckie Road, Kelowna BC from the MRM – Multiple Unit Residential (Medium Density) designation to the MXR – Mixed Use (Residential / Commercial) designation, be considered by Council;

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

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the Purpose of Section 475 of the Local Government Act, as outlined in the Report from the Development Planning Department dated November 23, 2020;

AND THAT Rezoning Application No. Z19-0115 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of:

Lot 2, District Lot 126, ODYD Plan KAP59203, located at 2125 Baron Road;

Lot 3, District Lot 126, ODYD Plan KAP59203, located at 2205 Baron Road;

Lot 1, District Lot 126, ODYD Plan KAP59203, located at 1830 Leckie Road; and

Lot B, District Lot 126, ODYD Plan KAP56817, located at 1880 Leckie Road, Kelowna, BC from the A1 – Agriculture 1 zone to the C4 – Urban Centre Commercial zone be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule “A” attached to the Report from the Development Planning Department dated November 23, 2020;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

AND FURTHER THAT final adoption of the Official Community Plan Map Amending Bylaw and Rezoning Bylaw be considered in conjunction with Council’s consideration of a Development Permit for the subject property.

2.0 Purpose

To amend the Official Community Plan (OCP) to change the Future Land Use designation of the subject properties from MRM – Multiple Unit Residential (Medium Density) and MRH – Multiple Unit Residential (High Density) to MXR – Mixed Use (Residential / Commercial) and to rezone the subject sites from the A1 – Agriculture 1 zone to the C4 – Urban Centre Commercial zone to facilitate the development of a large-scale retail store.

3.0 Development Planning

Staff are in support of the proposed OCP Amendment and Rezoning applications to facilitate the development of a large-scale retail store (Costco) on the subject properties. The subject sites are currently vacant and have never been developed. The 4 combined properties represent approximately 14.75 acres (5.97 ha) of land centrally located within the Highway 97 regional commercial corridor. The applicant is proposing to amend the OCP Future Land Use designation to MXR – Mixed-use Commercial and to rezone the subject properties to C4 – Urban Centre Commercial. The proposed commercial development would be consistent with many other neighbouring properties within the Mid-Town Urban Centre including; Real Canadian Superstore, Canadian Tire, Orchard Park Shopping Centre, Staples, Marshalls, Home Depot, and Walmart. These vendors have benefited from clustering together in a high-profile central part of the City in order to share a traveling customer base effectively making business more efficient. During their search for an appropriate site, Costco considered other locations that were less central but all came with challenges from land use and infrastructure standpoints.

The existing Costco site located at 2479 Highway 97 N was developed in 1991 and has served Kelowna residents and beyond for the last 30 years. Over that time, and as Kelowna’s population has significantly grown, the store has continually become busier in terms of increasing membership numbers and visits per

year. Costco is proposing to relocate the existing operation to a larger site that would allow for both a gas bar and a larger warehouse building to allow the business to continue to grow. A central, high profile location is important for Costco to not only conveniently serve residents of Kelowna but also act as a regional facility serving the Okanagan Valley. The central location also ensures Costco is most accessible to residents of the urban areas of the City. A more suburban or remote out-of-town location potentially makes the facility less accessible to residents of the City and has the potential to create greater transportation challenges.

Traffic Considerations

The proposed new Costco will be a large traffic generator and regional destination although the existing site, situated approximately 770 m to the northeast is generally considered within the same neighbourhood and as such the proposal does not represent a significant departure in terms of general transportation patterns or network impact. The site is well served by several major roadways including Benvoulin Rd to the south, Springfield Rd, Leckie Rd, Baron Rd, Dilworth Rd and Highway 97 N. The central location benefits Kelowna residents in terms of maintaining a reasonable average vehicle travel distance relative to more suburban or remote locations. While only a minor number of trips are anticipated to be taken by alternative forms of transportation, the location of the site is conducive to transit use and cycling for employees.

Costco undertook a Traffic Impact Assessment (TIA) to study possible impacts to the area's key intersections and roadway functions. As a result, to help ensure the long-term functioning of the City's network and Provincial Highway, the applicant has agreed to fund the following improvements:

Leckie Road Improvements (funded by Costco):

- Four lane Leckie Rd (two through lanes in each direction)
- Full signalization of Leckie Rd & Parkview Cr intersection including dedicated through lanes in all directions, except traveling westward from Parkview Cr and into proposed Costco site with dedicated left turn lanes in all directions.

Hwy 97 N/Leckie Road Improvements (funded by Costco, future development, MoTI):

- Southbound dual left turn onto Leckie Rd (eastbound) from Hwy 97 N
 - To be delivered when intersection study data indicates that it is necessary.

Springfield Road/Leckie Road Improvements (funded by Costco):

- Dual left turn lanes heading eastbound on Springfield Rd and turning left onto Leckie Rd.
- Dual through lanes in both directions on Springfield Rd.
- Relocation of existing transit bus stop located at southwest corner of intersection to the southeast corner of the intersection to accommodate the dual left from Springfield Rd onto Leckie Rd while maintaining two eastbound through lanes on Springfield Rd.

In addition to the above transportation improvements, the adjacent approved mixed-use development at 1940 Underhill Rd (Z18-0071) will be contributing to further infrastructure improvements to the area which include:

Baron Road/Durnin Road Improvements (funded by others):

- Relocate pedestrian-activated crossing light at Baron Rd/Underhill St intersection to Durnin Rd.

Baron Road/Underhill Street Improvements (funded by others):

- Full signalization of intersection with dedicated left-turn lanes onto Baron Rd from Underhill St.
- Shared through/right-turn lanes onto Baron Rd from Underhill St.

Baron Road/Dilworth Drive Improvements (funded by others):

- Dedicated left-turn lane on Baron Rd, turning left onto Dilworth Dr.
- Shared through/right-turn, Baron Rd onto Dilworth Dr.
- Dedicated right and left-turn lanes, Dilworth Dr onto Baron Rd.

Springfield Road/Durnin Road Improvements (funded by others):

- Addition of left turn lane from Springfield Rd onto Durnin Rd (optional if warranted by queue volumes).

The results of the TIA indicate pre-existing conditions of congestion and capacity issues within the study area network relative to the subject site. These relate to both City network and Hwy 97 N corridor. The improvements proposed by the applicant will mitigate the additional trips and traffic generated as best they can, however, it should be noted that further traffic improvements will be necessary in the area on other future development proposals or initiated by the City through its various plans.

Should the proposed OCP Amendment and Rezoning applications be supported by Council, a Development Permit for form and character would come forth to Council for consideration. There are no variances being tracked at this time.

4.0 Proposal

4.1 Background

The subject properties are currently sitting vacant and have never been developed or built upon since the lots were created, more than 30 years ago.

4.2 Project Description

The purpose of the proposed OCP amendment and rezoning applications is to move away from medium and high-density residential land uses on the subject properties and to allow for a mixed-use commercial development to facilitate the proposed relocation of the existing Costco within the City. The proposed Costco warehouse site is approximately 14.75 acres (5.97 ha) and comprises 4 legal parcels. The proposed warehouse building is expected to be 15,531 m² (167,177 ft²) in gross floor area (GFA) and measure only one-storey in height. The redevelopment plans include a total of 4 access points – 2 on Baron Road (1 right in, right out, and 1 all access) and 2 full access points on Leckie Road – 1 full access with traffic signals at the Parkview Cr and Leckie Rd intersection and another full access point in between Parkview Cr and Springfield Rd on Leckie Rd.

4.3 Site Context

The subject property is located in the Mid-town Urban Centre near the intersection of Leckie and Springfield roads. The subject site is composed of 4 legal parcels and is more specifically situated in between Baron Road to the west, Leckie Road to the east and Springfield Road to the south. The surrounding land uses include a mixture of low to medium density residential townhomes and apartments, located to the south, east and north with commercial situated on the west side of the property, mostly on the north side of Baron Road. The surrounding Future Land Use designations include medium to low density residential to the south, east and north with mixed use commercial / residential to the west.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RM5 – Medium Density Multiple Housing	Residential
East	RM3 – Low Density Multiple Housing & RM5 – Medium Density Multiple Housing	Residential
South	RM5 – Medium Density Multiple Housing & P3 – Parks and Open Space	Residential and Park
West	C4lp – Urban Centre Commercial (Liquor Primary)	Commercial

Subject Property Map: 2125 & 2205 Baron Road, 1830 & 1880 Leckie Road



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus Development to Designated Growth Areas

Policy .2 Compact Urban Form. Develop a compact urban form that maximises 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 the 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.

Objective 5.24 Encourage Mixed-use Commercial Development

Policy .1 Auto-Oriented Sites. Support (but do not require) inclusion of residential uses when auto-oriented commercial sites and strip malls redevelop. Live-work, student and rental housing is particularly encouraged. Where auto-oriented sites are redeveloped within Urban Centres, redevelopment should create a higher-density, more walkable, and higher amenity space.

6.0 Technical Comments

Executive summary of Transportation Impact Study- see Attachment "C".

6.1 Development Engineering Department

See Schedule "A".

7.0 Application Chronology

Date of Application Received: September 17, 2019

Date Public Consultation Completed: January 27, 2020

Report prepared by: Andrew Ferguson, Planner II

Reviewed by: Terry Barton, Development Planning Department Manager

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

Attachments:

Schedule A: Development Engineering Memo

Attachment A: Site Plan

Attachment B: Applicants Rationale/ Project Rendering

Attachment C: TIA- Executive Summary

CITY OF KELOWNA

MEMORANDUM

Date: November 12, 2020
File No.: Z19-0115
To: Urban Planning Management (AF)
From: Development Engineering Manager (JK)
Subject: 1830 and 1880 Leckie Rd, 2125 and 2205 Baron Rd

SCHEDULE		A
This forms part of application # OCP19-0007 Z19-0115		
Planner Initials	AF	 City of Kelowna COMMUNITY PLANNING

A1 to C4

Development Engineering Branch has the following comments and requirements associated with this 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 Aaron Sangster.

1. General

- a. Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement buildings may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.
- b. Provide easements as may be required.
- c. These Development Engineering comments and requirements are subject to review and/or revision for approval by the Ministry of Transportation (MOTI) Infrastructure.

2. Drainage

- a. Provide an adequately sized drainage system. The Subdivision, Development and Servicing Bylaw requires that a lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a geotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.
- b. Provide the following drawings:
 - i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this subdivision; and,
 - iii) An Erosion and Sediment Control Plan.

3. Domestic Water and Fire Protection

- a. The development site(s) is presently serviced with multiple water services. The developer's consulting civil & mechanical engineers will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. Only one service per lot will be permitted for this development.
- b. The developer must obtain the necessary permits and have all existing utility services disconnected at the main prior to development.

4. Sanitary

- a. The developer's consulting civil & mechanical engineers will determine the requirements of the proposed development and establish the service needs. The existing lot(s) are serviced with multiple sanitary services. Only one service per lot will be permitted for this development. If required, the applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service at the applicants' cost.

5. Roads

- a. Road improvements will be as outlined in the WSP TIA, dated November 10, 2020. Drawings are subject to review and approval by Development Engineering prior to Servicing Agreement and Issued for Construction. Scope of works include:
 - i. Leckie Road realignment and widening, including Parkview Crescent access;
 - ii. Springfield at Leckie intersection upgrades;
 - iii. Baron at Durnin pedestrian crossing relocation;
 - iv. Financial contribution to further upgrades, anticipated to be partial funding of a second left turn lane from Hwy 97 to Leckie, including design and monitoring as required.

6. Road Dedication and Subdivision Requirements

- a. Grant Statutory Rights of Way if required for utility services.
- b. If any road dedication affects lands encumbered by a Utility right-of-way (such as BC Hydro Gas, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Engineering Manager.

7. Development Permit and Site Related Issues

- (a) Access and Manoeuvrability
 - (i) An MSU standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways. If the development plan intends to accommodate larger vehicles movements should also be illustrated on the site plan.

- (ii) Perimeter access must comply with the BC Building Code. Fire Truck access designs and proposed hydrant locations will be reviewed by the Fire Protection Officer.

8. Power and Telecommunication Services and Street Lights

- a. All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground.
- b. 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.
- c. Remove existing poles and utilities, where necessary. Remove aerial trespass (es).

9. Design and Construction

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

10. 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.

11. Geotechnical Study.

- a. Provide a geotechnical report prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below: **NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.**
 - i. The Geotechnical report must be submitted prior to submission of Engineering drawings or application for subdivision approval.
 - ii. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - iii. Site suitability for development.
 - iv. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - v. Any special requirements for construction of roads, utilities and building structures.
 - vi. Recommendations for items that should be included in a Restrictive Covenant.
 - vii. Recommendations for roof drains, perimeter drains and septic tank effluent on the site.
 - viii. Any items required in other sections of this document.
 - ix. Additional geotechnical survey may be necessary for building foundations, etc

12. Charges and Fees

- a. Development Cost Charges (DCC's) are payable.
- b. Fees per the "Development Application Fees Bylaw" include:
 - i. Street/Traffic Sign Fees: at cost if required (to be determined after design).
 - ii. Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
- c. Engineering and Inspection Fee: 3.5% of construction value (plus GST).


James Kay, P.Eng.
Development Engineering Manager

AS

CITY OF KELOWNA

MEMORANDUM

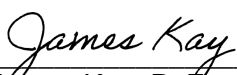
Date: November 12, 2020
File No.: OCP19-0007
To: Urban Planning Management (AF)
From: Development Engineering Manager (JK)
Subject: 1830 and 1880 Leckie Rd, 2125 and 2205 Baron Rd

SCHEDULE		A
This forms part of application		
# OCP19-0007 Z19-0115		
Planner Initials	AF	 City of Kelowna COMMUNITY PLANNING

The Development Engineering Branch comments and requirements regarding this Official Community Plan Amendment to change the Future Land Use from MRM Multiple Unit Residential (Medium Density) and MRH Multiple Unit Residential (High Density) to MXR Mixed Use (Residential / Commercial).

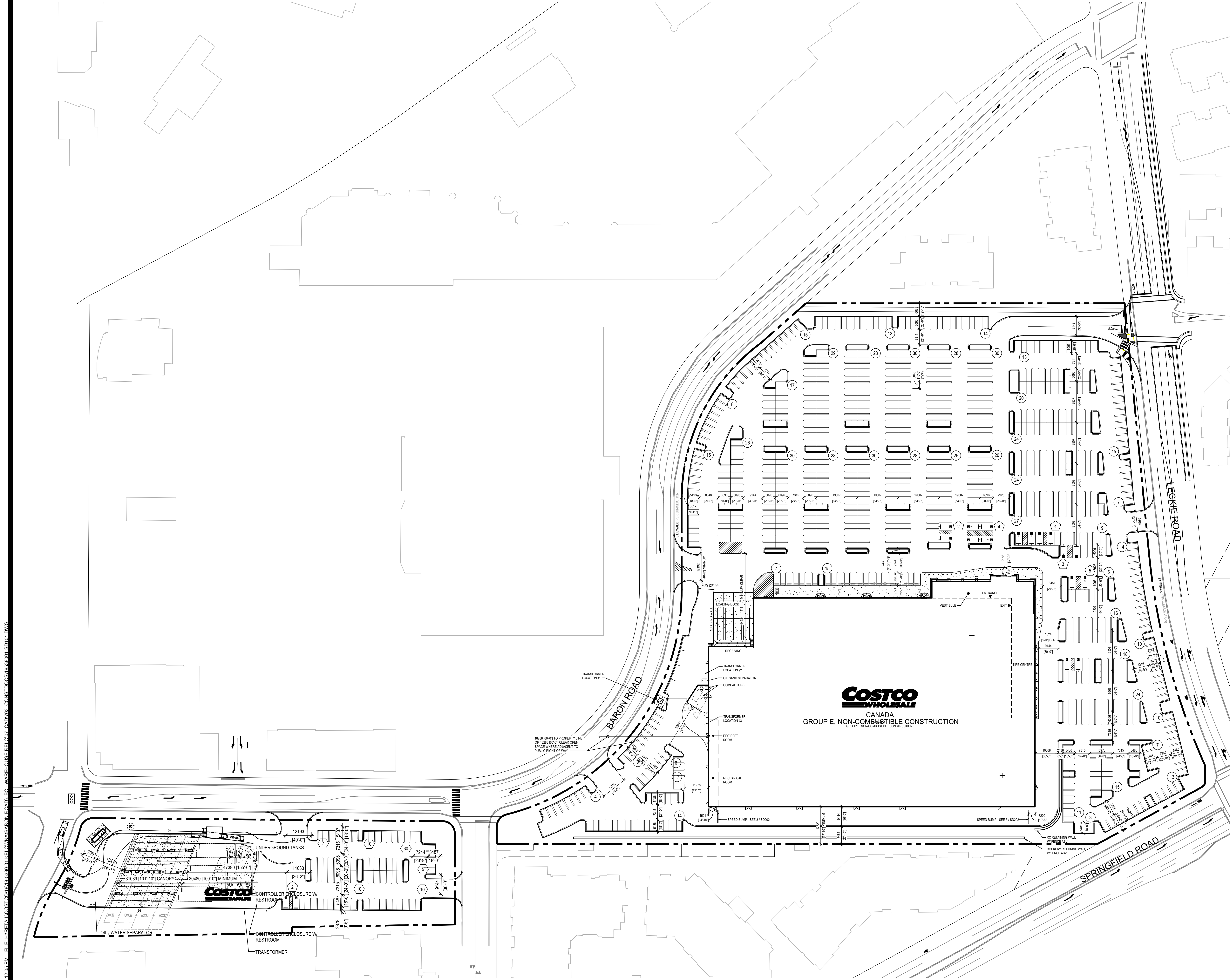
1. General

All the offsite infrastructure and services upgrades are addressed in the Rezoning Engineering Report under file Z19-0115.



James Kay, P. Eng.
Development Engineering Manager

AS



GC NOTE:
GENERAL CONTRACTOR IS TO CONFIRM THAT ACCESSIBLE PARKING AND ACCESSIBLE PATH PAVEMENT MEETS BC BUILDING CODE SLOPE REQUIREMENTS (2% MAX SLOPE) -
IF PAVEMENT DOES NOT MEET ADA REQUIREMENTS, GENERAL CONTRACTOR IS TO REMOVE AND REPLACE PAVEMENT TO MEET ADA REQUIREMENTS AT NO ADDITIONAL COST TO OWNER

SITE PLAN

SCALE: 1:700

NOTE:
SITE PLAN IS FOR REFERENCE
ONLY - SEE CIVIL DRAWINGS
FOR HORIZONTAL CONTROL

NOTE:
SEE SD101
FOR MORE
INFORMATION

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: BARON ROAD & LECKIE ROAD
KELOWNA, BRITISH COLUMBIA

SITE DATA:

COSTCO SITE AREA:	68,036.9M ² (6.80 HA) 732,343FT ² (16.81 AC)
INCLUDES:	
WAREHOUSE SITE:	59,719.7M ² (5.97 HA) 642,818FT ² (14.76 AC)
AUX. PARKING/FUEL:	8,317.2M ² (0.83 HA) 89,526FT ² (2.06 AC)

JURISDICTION: CITY OF KELOWNA
ZONING: WAREHOUSE SITE: A1 - AGRICULTURAL
AUXILIARY SITE: C4 - URBAN COMMERCIAL

BOUNDARY INFORMATION: THIS DRAWING IS BASED ON A SURVEY RECIEVED SEPTEMBER 27, 2017

BUILDING DATA:

NET WAREHOUSE AREA	14656 SM [157,751 SF
NET FIRE DEPT ROOM	51 SM [545 SF
NET MECHANICAL ROOM	178 SM [1,914 SF
NET ENCLOSED CANOPY	448 SM [4,817 SF
ENVELOPE / EXTERIOR WALL	196 SM [2,106SF

-TOTAL BUILDING - GROSS	15527 SM [167,13 SF
-------------------------	---------------------

PARKING DATA:

①	10' WIDE WAREHOUSE SITE STALLS	777 STALLS
②	GAS BAR SITE STALLS	72 STALLS
③	ACCESSIBLE STALLS (1 IN 6 VAN)	18 STALLS

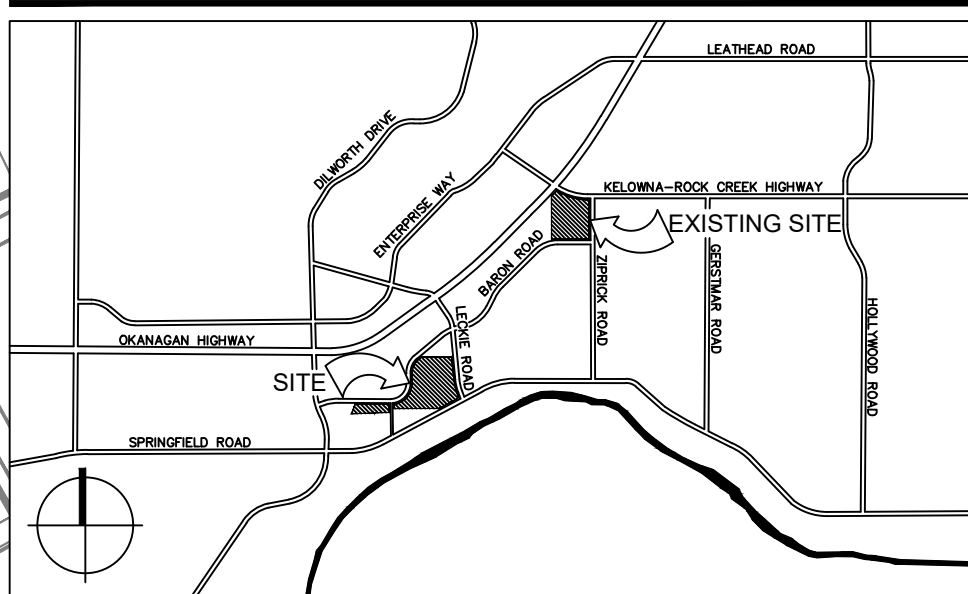
TOTAL PARKING PROVIDED:	867 STALLS
JURISDICTIONAL REQUIREMENT: (C4) 1.3 PER 100 SM = 156 X 1.3	203 STALLS

ACCESSIBLE PARKING REQUIRED: 18 STALLS
2% OF PARKING PROVIDED =

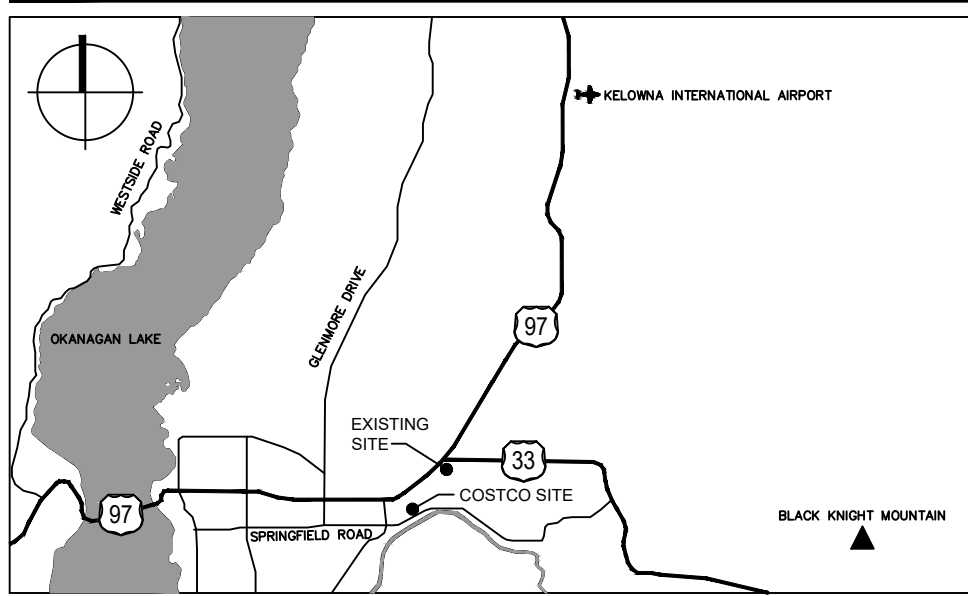
NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

ATTACHMENT A	
This forms part of application # OCP19-0007 Z19-0115	
Planner Initials	AF
 City of Kelowna COMMUNITY PLANNING	

VICINITY MAP



REGIONAL MAP

[illegible]

18-5380-01
PM: TIM LIN
DRAWN: KLJ

OVERALL SITE PLAN

SD100

September 9, 2019

Public

City of Kelowna
1435 Water Street
V1Y 1J4

Attention: Laura Bentley, Planning Manager

Dear Sir:

Subject: Costco Baron Road Re-location 2125 and 1901 Baron Road – Planning & Development Permit Applications for Rezoning and OCP Amendment & Planning & Design Rationale.

WSP is the applicant for Victor Projects Limited whom are the owners of the property's municipally known as 2125 and 1901 Baron Road. We are pleased to submit Planning and Development Permit applications for Rezoning, and OCP Amendment to permit uses in accordance with the C4 and C10 zoning regulations. The proposed development is a relocation from the existing Costco at 2479 Highway 97 N, and will contain a gas bar and warehouse facility. In addition to the owner, WSP also represents Costco Wholesale Canada Ltd whom will be leasing the subject lands following approval of these applications.

It should be noted that because the application consists of two separate parcels, two separate applications are being made. A summary of each parcel and the respective development permit applications and amendments are highlighted below.

1901 Baron Road

Subject Use: Gas Bar and associated Commercial uses

Existing Zoning: C4 (*to remain unchanged*)

Development Permits: Urban Design

OCP: Mixed Use (Residential / Commercial) (MXR) (*to remain unchanged*)

2125 Baron Road

Subject Use: Warehouse and associated parking and drive isles

Existing Zoning: A1 (*to be rezoned to C10 – to match existing Costco warehouse zone*)

Development Permits: Urban Design, Natural Environment

OCP: High Density Res (MRH) & Single / Two Units (S2RES) (*to be amended to Service Commercial (SC) – to match existing Costco warehouse Designation*)

PLANNING AND DESIGN RATIONALE

1.0 OFFICAL COMMUNITY PLAN & AMENDMENT 2125 BARON ROAD

The requested amendment for 2125 Baron Road would develop an underutilized 16.82-acre parcel in conformity with the SC Service Commercial Designation of the city of Kelowna 2030 Official Plan. The site currently sits vacant under the High Density Res (MRH) & Single / Two Units (S2RES) Designation and has sat vacant for approximately 30 years. Careful consideration has been given to urban design, traffic, and landscaping elements throughout the site. The principal warehouse building has also sited to allow for maximum traffic and pedestrian flow and to limit impact of the proposed built form on existing residential buffer uses. Building Densities would be consistent with the provision of the C10 zone of the City of Kelowna zoning bylaw.

The sites location in the context of the city is also conducive to and encourages commercial type uses. The surrounding neighbourhood is predominantly commercial in its make up and hosts many similar big box retail uses and warehouse facilities (Real Canadian Superstore, Staples, & Marshalls). The area also hosts the Orchard Park Shopping Centre as a hub of commercial uses central to the city. The current designation is largely out of character with surrounding land uses and the amendment to Service Commercial as proposed by this application is in keeping with the context of the surrounding neighbourhood. The amendment preserves the context of the neighbourhood by respecting existing uses.

1.1 NATURAL ENVIRONMENT DEVELOPMENT PERMIT 2125 BARON ROAD

The subject site at 2125 Baron road has been flagged for review of natural environment considerations through the development permit process primarily due to the sites proximity to Mission Creek. We understand this review will occur through review of the zoning bylaw amendment application and the review is primarily focused on geotechnical and hydrogeological concerns. The following is a synopsis of the background reports and studies in support of the Natural Environment Development Permit review as anticipated by city staff.

A geotechnical report was prepared by Kelifelder August 2019 and concluded that from a geotechnical standpoint the site is suitable for the proposed development. No concerns were raised.

An Endangered Species Survey & Environmental Protection Plan was also undertaken by Kleinfelder in August 2019. Based on the results of the endangered species and ecosystems desktop research and field survey, no evidence of species-at-risk and ecosystems-at-risk were observed. An environmental protection plan and best practices review was also included for implementation during construction.

1.2 URBAN DESIGN (REVITALIZATION) DP 2125 BARON ROAD & 1901 BARON ROAD

Both sites have been designed with Costco branding and service standards at the forefront. Both sites have also been designed to lessen impacts on the surrounding traffic network and buffering

residential uses through building placement and entrance locations. Landscaping has also been articulated to provide the appropriate buffers from roads to the new proposed use.

As traffic is anticipated to be a major design concern through the public consultation and development review process we have provided staff with a Traffic Impact Study. It should be noted that because the site is a re-location of the existing Costco site, many of the generated trips from the current location are already on the study network which means they will be re-distributed following approval of this application. As a result, the impact of the proposed Costco relocation on the wider traffic network is minimal and the impacts are localized to the surrounding network within the proposed site.

1.3 REZONING 2125 BARON ROAD

An application has been submitted to rezone the subject lands at 2125 Baron Road from A1 to C10 under City of Kelowna consolidated Zoning Bylaw No.8000 to permit a warehouse and associated parking and drive isles. The intent of the C10 zone is to designate and preserve land for the accommodation of a mix of commercial uses, including vehicular oriented areas, not provided for in other zones. Given that the zoning amendment to C10 specifically responds to the intent of the SC Service Commercial designation as per the proposed amendment to the OCP, and is encouraged as the zone of choice for that specific designation, we feel the amendment should be approved pending successful adoption of the corresponding OCP amendment submitted with the broader development.

1.5 CONCLUSION

It is in our opinion that the proposed development represents a well-balanced planning approach and that the OCP and zoning amendments represent good planning. The requested amendments would support intensification on an underutilized parcel to create a new service commercial use compatible with surrounding land uses and neighbourhood context.

In support of the applications please find enclosed a cheque in the amount of \$9,120, along with the following application materials as identified with city staff to support the required review:

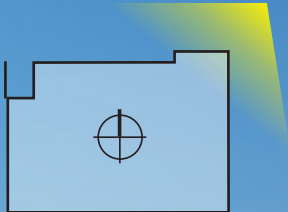
- One copy of the application Cover letter, prepared by WSP
- One copy of the planning & design rationale (included in cover letter), prepared by WSP
- One copy of the Application Form for Development Approval, prepared by WSP, (OCP Amendment, Rezoning, & Development permits – (Urban Design (revitalization)/Natural Environment)) for 2125 Baron Road.
- One copy of the Application Form for Development Approval, prepared by WSP, (Development permits – (Urban Design (revitalization))) for 1901 Baron Road.
- Two copies of the Owners Authorization form for planning approval for 1901 Baron Road & 2125 Baron Road, Prepared by WSP & Client
- One cheque in the amount of \$9,120 made payable to the City of Kelowna
- One copy of the Certificate of title (ownership & registered easements)
- Two copies of the Site Plan, Prepared by Mulvany G2



- Two copies of the elevation drawings, prepared by Mulvany G2
- Two Copies of the Rendering Package for Warehouse, prepared by Mulvany G2
- Two copies of the Landscape Plan, prepared by WSP
- Two copies of the Hydrozone Plan, prepared by WSP
- One copy of the irrigation application, prepared by WSP
- One copy of the Landscape Bonding Letter, prepared by WSP
- Two Copies of the Geotechnical report, prepared by Kleinfelder (Natural Environment DP)
- Two Copies of the Traffic Impact Study, prepared by WSP
- Two Copies of the Functional Servicing Report and SWM Report, prepared by WSP
- Two Copies of the Grading Plan Warehouse, prepared by WSP
- Two Copies of the Grading Plan Gas Bar, prepared by WSP
- Two Copies of the Servicing Plan Warehouse, prepared by WSP
- Two Copies of the Servicing Plan Gas Bar, prepared by WSP
- One Copy of the Endangered Species Survey & Environmental Protection Plan, prepared by Kleinfelder (Natural Environment DP)

Yours sincerely,

Bob Evans MCIP, RPP



ATTACHMENT B

This forms part of application
OCP19-0007 Z19-0115

Planner
Initials AF



November 10, 2020



Costco Wholesale Corporation
45940 Horseshow Drive, Suite 150
Sterling, VA, 20166
USA

Attention: Kim Katz

Dear Kim:

Subject: Costco Wholesale Relocation Traffic Impact Study - Baron Road

Executive Summary

This study investigated the traffic impacts of the proposed relocation of Costco to Baron Road. There is already a Costco Warehouse near the proposed new site, and many of the generated trips are already on the study network which means they will be re-distributed. As a result, the impacts of the proposed Costco relocation on the wider traffic network are minimal and the impacts are localized to the surrounding network within the proposed site. The localized impacts can be reasonably mitigated by implementation of the strategies outlined above.

Traffic Impact Summary

A traffic impact study was completed for a proposed relocation of Costco Wholesale from its current location at 2479 Highway 97 N to 2125 and 1901 Baron Road in Kelowna, BC. This final report is based upon previous versions produced in 2019 and 2020 and incorporates additional comments received by the Ministry and City in August and September of 2020.

The new site will consist of a wholesale warehouse and gas station/auxiliary parking site with 12 pumps (24 fueling stations).

The proposed study area is shown in Figure 1 and includes the following intersections and accesses:

- Highway 97 and Banks Road;
- Highway 97 and Leckie Road;
- Highway 97 and Underhill Street;
- Highway 97 and Dilworth Drive;
- Baron Road and Banks Road;
- Baron Road and Leckie Road;
- Baron Road and Durnin Road;
- Baron Road and Underhill Street;
- Baron Road and Dilworth Drive;
- Springfield Road and Leckie Road;
- Springfield Road and Durnin Road;
- Springfield Road and Dilworth Drive;
- Leckie Road and Parkview Crescent access to site;
- Three additional accesses into the warehouse site and three accesses for the gas station.

This TIA compares the performance of the local traffic network with and without the Costco during the PM and Saturday afternoon peak hours in the 2021 and 2031 horizon years.

Conclusion

This study investigated the traffic impacts of the proposed relocation of Costco to Baron Road. There is already a Costco Warehouse near the proposed new site, and many of the generated trips are already on the study network which means they will be re-distributed. As a result, the impacts of the proposed Costco relocation on the wider traffic network are minimal and the impacts are localized to the surrounding network within the proposed site. The localized impacts can be reasonably mitigated by implementation of the strategies outlined above.

Yours sincerely,



Avi Thiessen, P. Eng.
Transportation Engineer

WSP ref.: 17M-02290-01

Table 1 – Summary Table of Improvements Corresponding to Summary Upgrade Map

Priority*	Location	Physical Upgrade Description
1	Leckie Road	<p>Realignment of Leckie Road and Baron Road intersection including but not limited to:</p> <ul style="list-style-type: none"> - Addition of a dedicated through lane on Leckie Road towards Springfield Road, resulting in two through lanes - Double left southbound from Hwy 97 onto Leckie Road plus conversion of the second eastbound left turn lane to a second eastbound through lane <p>Realignment of Leckie Road and Parkview Crescent Intersection including but not limited to:</p> <ul style="list-style-type: none"> - Addition of the through/right turn lane on Leckie at Parkview Crescent (to site entrance), resulting in two through lanes towards Springfield - Addition of the left turn at Parkview Crescent on Leckie Road to site entrance
2	Springfield at Leckie Road	<p>Intersection upgrades including but not limited to:</p> <ul style="list-style-type: none"> - Addition of second left turn lane from Springfield Road onto Leckie Road toward Hwy 97 - Shifting existing bus stop on Springfield Road to the other side of Mission Creek Park entrance as per Figure 2 included in Appendix E - Lane realignment along Springfield Road to account for the additional left turn lane and relocation of the bus stop
3	Baron at Underhill	Addition of fully signalized intersection at Baron Road and Underhill
4	Dilworth at Baron	<p>Intersection upgrades including but not limited to:</p> <ul style="list-style-type: none"> - Addition of a slip lane for right turn from Dilworth Drive to Baron Road - Reconfigure the north/south direction to a left turn lane and separate through/right turn lane, and optimize phasing.
5	Baron at Durnin	Moving of the existing pedestrian push button crossing at Baron Road/Underhill Street to the crosswalk at Baron Road/Durnin Road
6	Springfield at Durnin	Addition of a vehicle actuated left turn from Springfield Road onto Durnin Road (Optional if warranted by Queue volumes)
7	Springfield at Benvoulin/Dilworth	<ul style="list-style-type: none"> - Extension of the right turning lane from Benvoulin Road to Springfield Road - Adding a dual left-turn lane either direction for traffic on Springfield onto Dilworth and Benvoulin

*: Colour coordination for priorities corresponds to WSP upgrade summary map



Improvement Priority

- 1 Leckie Road
- 2 Springfield Road/ Leckie Road
- 3 Baron Road/ Underhill Street
- 4 Dilworth Road/ Baron Road/ Mall Entrance
- 5 Baron Road/ Durnin Road
- 6 Springfield Road/ Durnin Road
- 7 Springfield Road/ Benvoulin Road/ Dilworth Drive



1631 Dickson Ave. Suite 700, Kelowna, BC, V1Y
t. 250.980.5500 | wsp.com

Costco Wholesale

Costco Barron Road Locati
Transportation Impact Analy

Overall Off-Site Roadwork:
Improvement Summary Ma

project no. 17M-02290-00	figure no. 1
date: 2019-12-12	



OCP19-0007 & Z19-0115 2125 & 2205 Baron Rd and 1839 & 1880 Leckie Rd

Official Community Plan Amendment and Rezoning
Applications



Proposal

- ▶ To amend the Official Community Plan (OCP) to change the future land use designation of the subject properties from MRM- Multiple Unit Residential (Medium Density) and MRH- Multiple Unit Residential (High Density) to MXR- Mixed Use (Residential/Commercial)
- ▶ To rezone the subject properties from the A1- Agricultural 1 zone to C₄- Urban Centre Commercial zone to facilitate the development of a large-scale retail store.

Development Process

September 17, 2019

Development Application Submitted



Staff Review & Circulation



January 27, 2020

Public Notification Received



November 23,
2020

Initial Consideration



Public Hearing- Request to Waive
Second & Third Readings



Final Reading
DP & Variances



Building Permit

Council
Approvals

Context Map



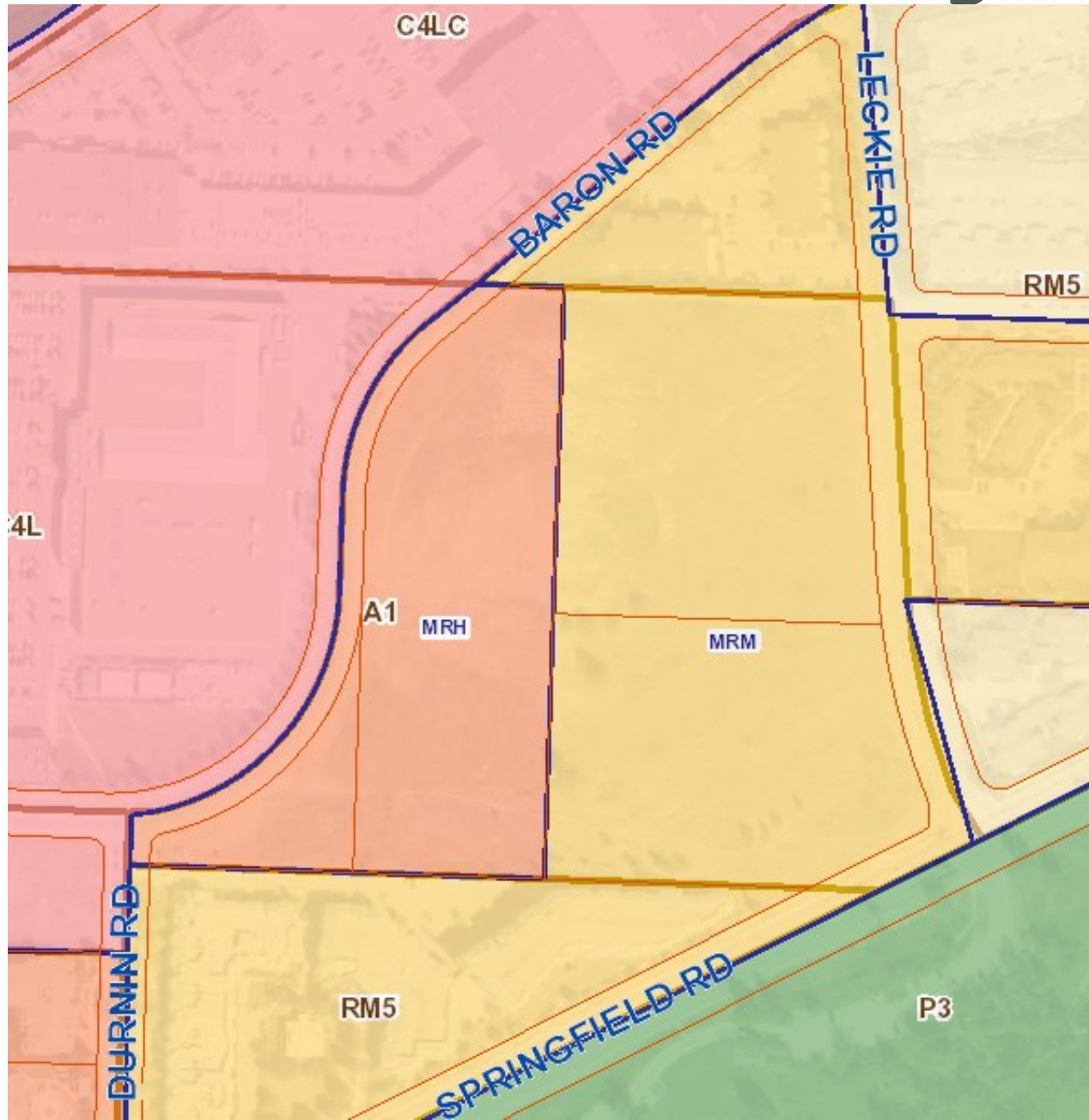
Context Photo



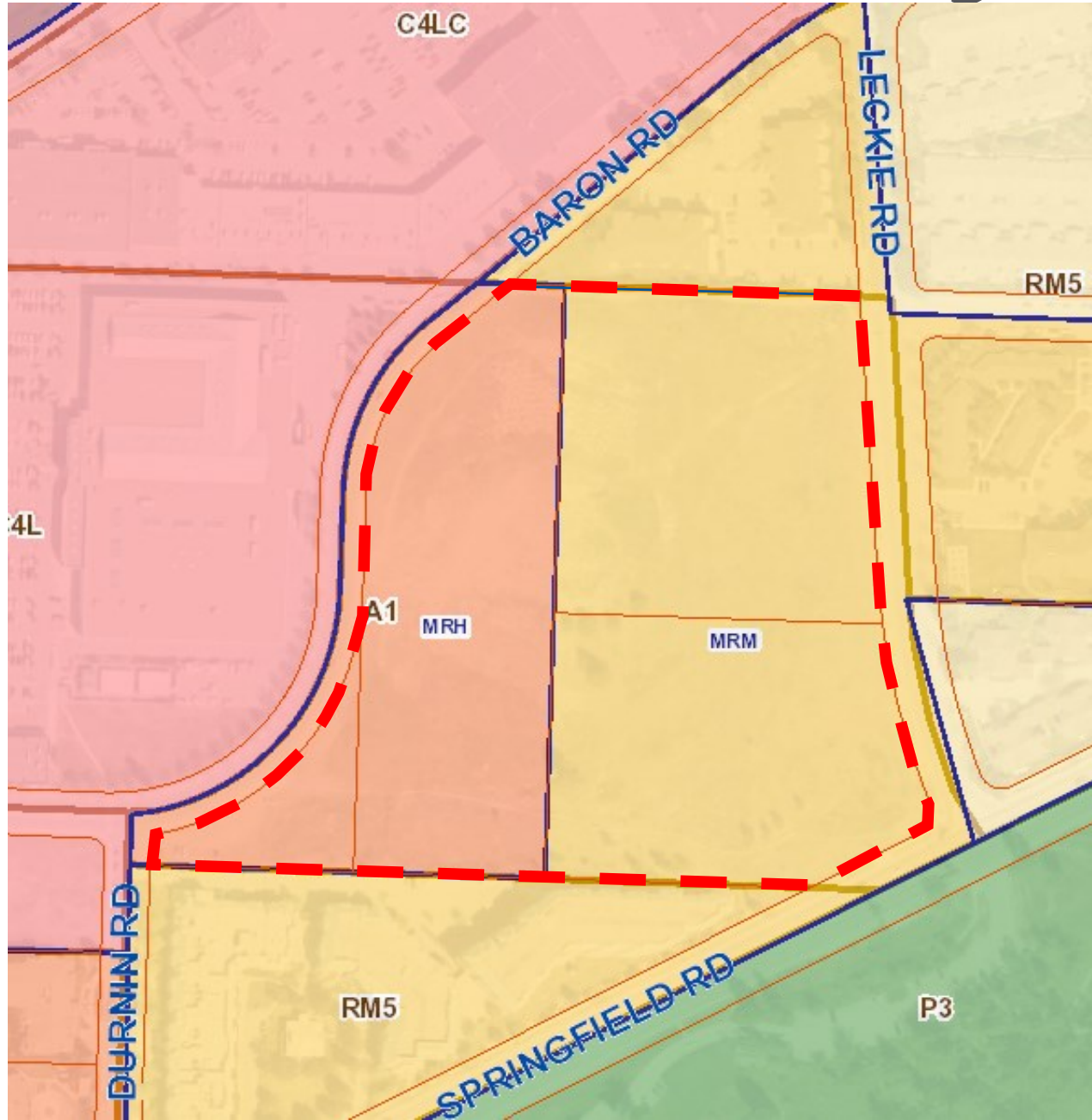
Context Photo



OCP Future Land Use / Zoning



OCP Future Land Use / Zoning



Subject Property Map



Subject Property Map



Somewhat Walkable

Some errands can be accomplished on foot.



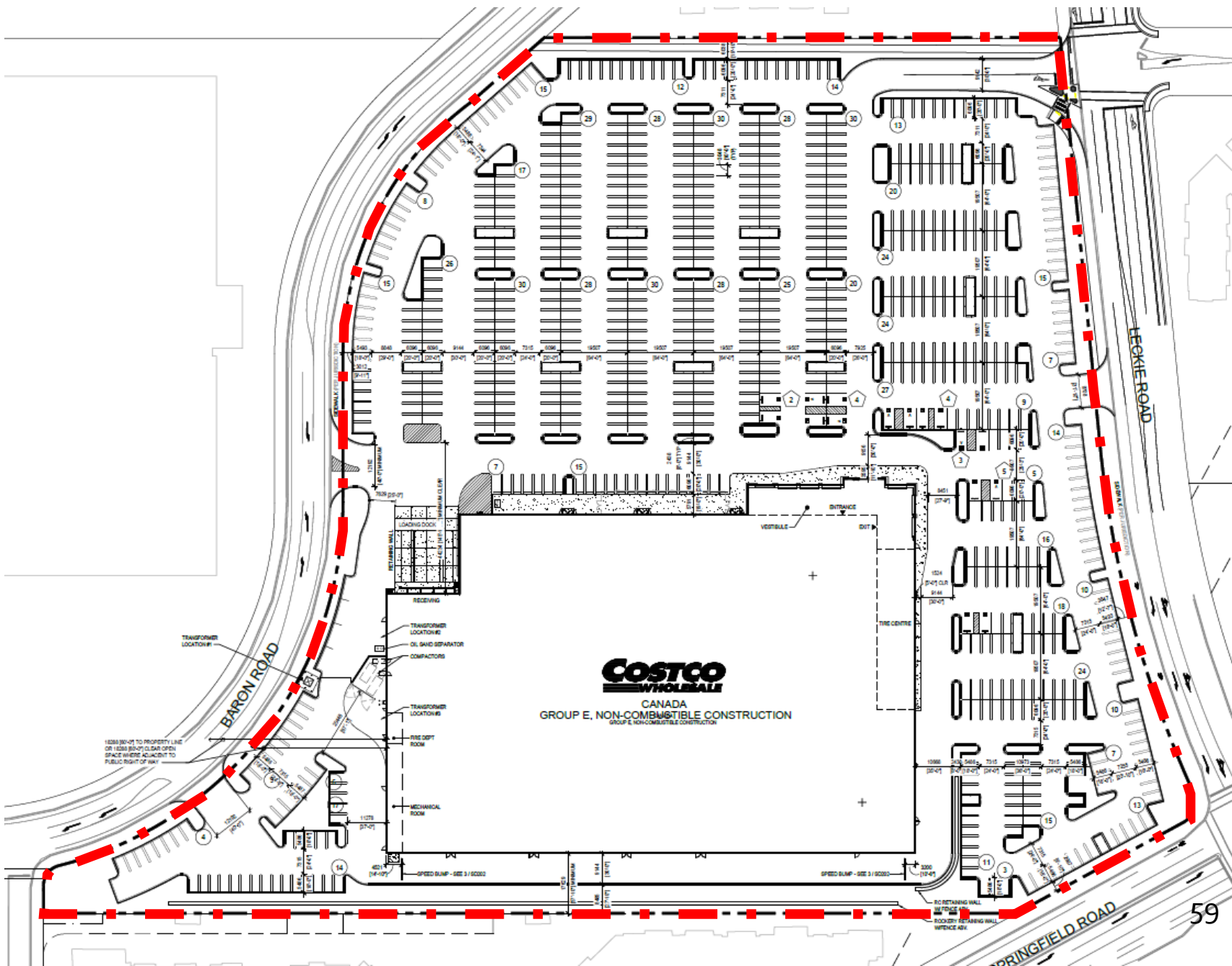
Some Transit

A few nearby public transportation options

Project Details

- ▶ Site comprises 4 legal parcels representing approximately 14.75 acres of undeveloped land.
- ▶ Proposed warehouse building to be 15,531 m² (167,177 ft²) in size
 - ▶ Approx. 25% larger than the existing location
- ▶ 793 parking stalls proposed
 - ▶ Including 16 accessible stalls
- ▶ 4 site accesses proposed (3 full access, with one right in, right out)

Site Plan



Renderings



Renderings



Development Policy

- ▶ Focus development to Designated Growth Areas
 - ▶ Subject properties within Permanent Growth Boundary and Midtown Urban Centre
- ▶ Maximize the use of existing infrastructure and contribute to efficient settlement patterns
- ▶ Increases employment within an Urban Centre
- ▶ C₄ Zone consistent with OCP Future Land Use Designation

Traffic Details

- ▶ 14-month in-depth TIA review process.
- ▶ Results show many intersections within the traffic study area are at or exceeding capacity.
 - ▶ Should the new Costco be supported, it is anticipated that many of the existing trips will be re-distributed from the existing site to proposed site location.
 - ▶ Proposed Costco relocation on the wider traffic network are expected to be minimal and mitigatable.
- ▶ Future traffic improvements to the area will be spread out by future developments, MoTI and City's Master Transportation Planning.

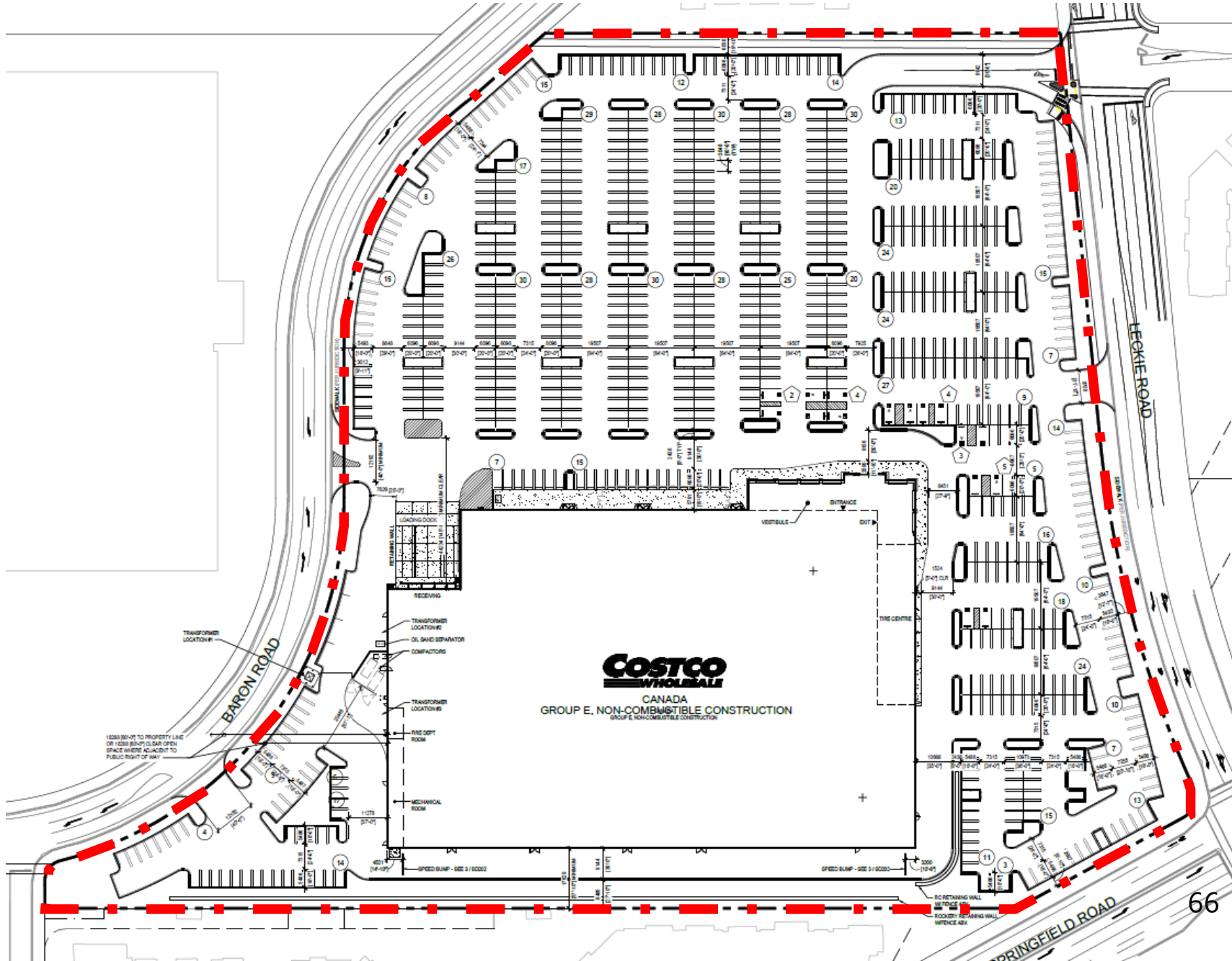
Staff Recommendation

- ▶ Staff recommend **support** of the proposed Official Community Plan Amendment and Rezoning applications.



Conclusion of Staff Remarks

Site Plan



CITY OF KELOWNA

BYLAW NO. 12122

Official Community Plan Amendment No. OCP19-0007 – 2125 & 2205 Baron Road and 1830 & 1880 Leckie Road

A bylaw to amend the "Kelowna 2030 – Official Community Plan Bylaw No. 10500".

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "Kelowna 2030 – Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of:
 - a) Lot 2, District Lot 126, ODYD, Plan KAP59203 located at Baron Road, Kelowna, BC from the MRH – Multiple Unit Residential (High Density) designation to the MXR – Mixed Use (Residential / Commercial) designation;
 - b) Lot 3, District Lot 126, ODYD, Plan KAP59203 located at Baron Road, Kelowna, BC from the MRH – Multiple Unit Residential (High Density) designation to the MXR – Mixed Use (Residential / Commercial) designation;
 - c) Lot 1, District Lot 126, ODYD, Plan KAP59203 located at Leckie Road, Kelowna, BC from the MRM – Multiple Unit Residential (Medium Density) designation to the MXR – Mixed Use (Residential / Commercial) designation; and
 - d) Lot B, District Lot 126, ODYD, Plan KAP56817 located at Leckie Road, Kelowna, BC from the MRM – Multiple Unit Residential (Medium Density) designation to the MXR – Mixed Use (Residential / Commercial) designation.
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

CITY OF KELOWNA

BYLAW NO. 12123

Z19-0115

2125 & 2025 Baron Road, 1830 & 1880 Leckie Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of:
 - a) Lot 2, District Lot 126, ODYD, Plan KAP59203 located at Baron Road, Kelowna, B.C.;
 - b) Lot 3, District Lot 126, ODYD, Plan KAP59203 located at Baron Road, Kelowna, B.C.;
 - c) Lot 1, District Lot 126, ODYD, Plan KAP59203 located at Leckie Road, Kelowna, B.C.;
and
 - d) Lot B, District Lot 126, ODYD, Plan KAP56817 located at Leckie Road, Kelowna, B.C.from the A1 – Agriculture 1 zone to the C4 – Urban Centre Commercial zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: November 23rd, 2020
To: Council
From: City Manager
Department: Development Planning Department

Application:	DP20-0157	Owner:	1099732 B.C. Ltd. Inc.No. BC1099732 and 1087253 B.C. Ltd. Inc.No. BC1087253
Address:	2576 Highway 97 N	Applicant:	Garry Tomporowski – GTA Architecture
Subject:	Development Permit Application		
Existing OCP Designation:	SC – Service Commercial		
Existing Zone:	C10 – Service Commercial		

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP20-0157 for Lot A District Lot 125 ODYD Plan KAP77245 located at 2576 Highway 97 N, 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 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 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 a Form and Character Development Permit for a proposed car dealership.

3.0 Development Planning

Development Planning Staff are recommending support for the proposed Development Permit due to the proposal's consistency with the majority of the Official Community Plan's (OCP) Urban Design Guidelines. The inherent nature of a car dealership generally causes inconsistency in some urban design guidelines, i.e. "hiding parking in the rear". The applicant has worked with Development Planning Staff to achieve a positive form and character of the building, as well as landscaping throughout the site. Future signs must comply with the City's Sign Bylaw No. 11530 and the applicant will ensure the proposed signage will not negatively impact the tree planting or landscaping.

4.0 Proposal

4.1 Background

The applicant recently completed a subdivision (S18-0052-01) of the subject property, which created two new lots; Lot 1 to the North and Lot 2 to the South. This Development Permit application is for a portion of Lot 2, which will eventually be the home of two separate dealerships. In October 2020, a Development Permit (DP20-0107) for Buy Truck Direct Centre was approved by Council. This Development Permit application is for the remaining portion of the site.

4.2 Project Description

The Development Permit Application is for the new Hyundai-Genesis dealership on the subject property. The entire site is 21,223m² in size, while the project area is 14,367.4m². The proposed two-storey dealership will be a combined footprint of 2,176m² in size and be located towards the rear of the site. The remainder of the project area will be a mix of staff, customer and inventory parking. The property will also undergo landscape improvements to help improve the interface with Cary Road and Highway 97 N. These improvements also include 3.0m landscape buffers on three lot lines and landscape islands throughout the parking area.

The internal functions and uses of the dealership can be summarized as the showroom, service area, parts storage, office space, end of trip facility and a staff lunchroom and roof terrace area. The outside will be characterized by a large glazed wall surrounding the showroom, offices and service area. The rest of the building will be a mix of bronze and dark grey aluminium composite material, dark grey horizontal corrugated charcoal metal siding and dark grey charcoal insulated metal panels. Strong design elements are used in all the principal elements of the dealership(s) branding and is a large improvement from the existing site. The landscape plan will be complementing the building and define the parking and inventory area.

4.3 Site Context

The subject property is in the Highway 97 OCP Sector and the surrounding area is primarily a mix between I2 – General Industrial and C10 – Service Commercial. The surrounding area also has a Future Land Use Designation of SC – Service Commercial, COMM – Commercial and IND – Industrial.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C10 – Service Commercial, C9 – Tourist Commercial and I1 – Business Industrial	Motel, Apartment Housing and Office Space
East	C10 – Service Commercial	Retail Store and Automotive Service
South	I2 – General Industrial & C10 – Service Commercial	General Industrial and Automotive Parts
West	I2 – General Industrial	Private Club

Subject Property Map: 2576 Hwy 97 N**4.4 Zoning Analysis Table**

Zoning Analysis Table		
CRITERIA	C10 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Min. Lot Area	1,000m ²	21,223m ²
Min. Lot Width	30.0m	434m
Min. Lot Depth	30.0m	132.8m
Development Regulations (Project Area)		
Max. Floor Area Ratio	0.65	0.17 (entire lot)
Max. Site Coverage (buildings)	60%	14% (entire lot)
Max. Height	12.0m	7.8m
Min. Front Yard	2.0m	45.0m
Min. Side Yard (East)	0.0m	23.8m
Min. Rear Yard	0.0m	13.3m
Other Regulations (Project Area)		
Min. Parking Requirements	80	199
Min. Bicycle Parking	5 (long-term), 4 (short-term)	5 (long-term), 5 (short-term)
Min. Loading Space	1	1

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 14: Urban Design DP Guidelines

Objectives:

- Convey a strong sense of authenticity through urban design that is distinctive for Kelowna;
- Integrate new development with existing site conditions and preserve the character amenities of the surrounding area;
- Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience;
- Incorporate architectural features and detailing of buildings and landscapes that define an area's character.

6.0 Application Chronology

Date of Application Received: August 8th, 2020

Date Public Consultation Completed: N/A

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Jocelyn Black, Urban Planning Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

Attachments:

Attachment A: Draft Development Permit DP20-0157

Schedule A: Site Plan

Schedule B: Elevations and Materials

Schedule C: Landscape Plan

Development Permit DP20-0157



This permit relates to land in the City of Kelowna municipally known as 2576 Highway 97 N

and legally known as Lot A District Lot 125 ODYD Plan KAP77245

and permits the land to be used for the following development:

C10 – Service Commercial

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

Date of Council's Decision: November 23rd, 2020

Decision By: Council

Development Permit Area: Comprehensive DPA

Existing Zone: C10 – Service Commercial

Future Land Use Designation: SC – Service Commercial

This is NOT a Building Permit.

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

NOTICE

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

Owner: 1099732 B.C. Ltd., Inc. No. BC1099732 & 1087253 B.C. Ltd., Inc. No. BC1087253

Applicant: Garry J. Tomporowski – GTA Architecture

Terry Barton
Development Planning Department Manager
Planning & Development Services

Date

ATTACHMENT A

This forms part of application

DP20-0157

Planner
Initials

TC



1. SCOPE OF APPROVAL

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

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

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

2. CONDITIONS OF APPROVAL

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

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

3. PERFORMANCE SECURITY

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

- a) An Irrevocable Letter of Credit **OR** certified cheque in the amount of **\$240,770.00**

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

5. INDEMNIFICATION

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

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

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

The PERMIT HOLDER is the CURRENT LAND OWNER.

Security shall ONLY be returned to the signatory of the Landscape Agreement or their designates.

ATTACHMENT

A

This forms part of application

DP20-0157

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Initials

TC

City of
Kelowna
DEVELOPMENT PLANNING



SCHEDULE

A

This forms part of application

DP20-0157



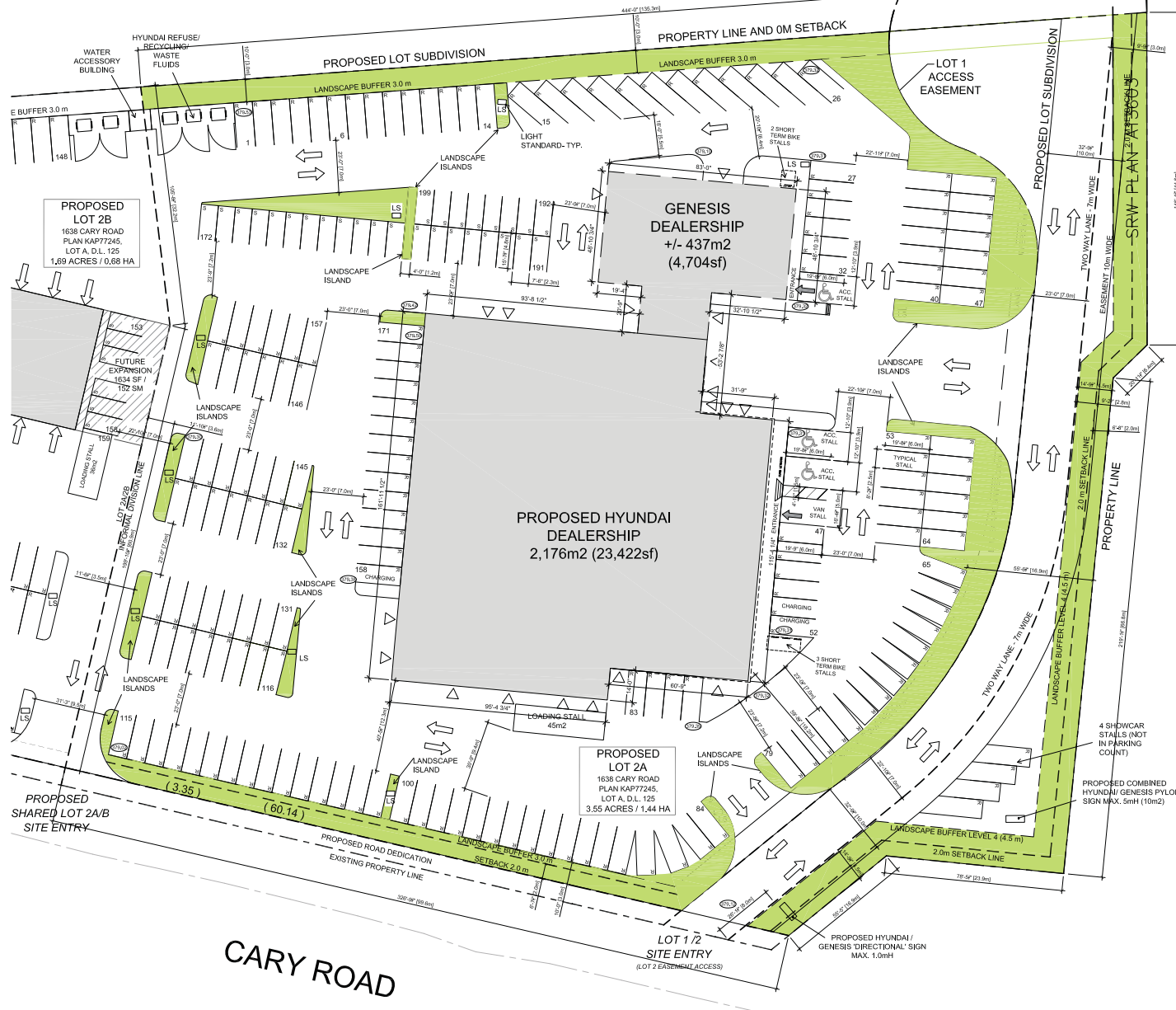
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Initials

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LOT 1

LS = LIGHT STANDARD-TYPICAL

PROPOSED LOT 2
ACCESS EASEMENT



HIGHWAY 97 N.

CARY ROAD

- NOTES:
- THIS DRAWING MUST NOT BE SCALED.
 - VERIFY ALL DIMENSIONS AND DATUMS PRIOR TO COMMENCEMENT OF WORK. REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT.
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10/26/2020	SB	2	RESPONSE TO TECHNICAL REVIEW
06/07/2020	SB	1	ISSUED FOR DEVELOPMENT PERMIT
DATE	BY	NO.	REVISION



gta

GTA ARCHITECTURE LTD.
243-1609 Spruill Road
Kelowna, British Columbia
V1Y 0V5
Fax: 250.879.4366
Telephone: 250.879.1666

DEVELOPED BY

PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE
SITE PLAN

DESIGN	AW	SHEET NO.
DESIGN	GT	A0.2
SCALE	N.T.S.	
DATE	JULY 24, 2020	FILE: A19-30

SCHEDULE

A

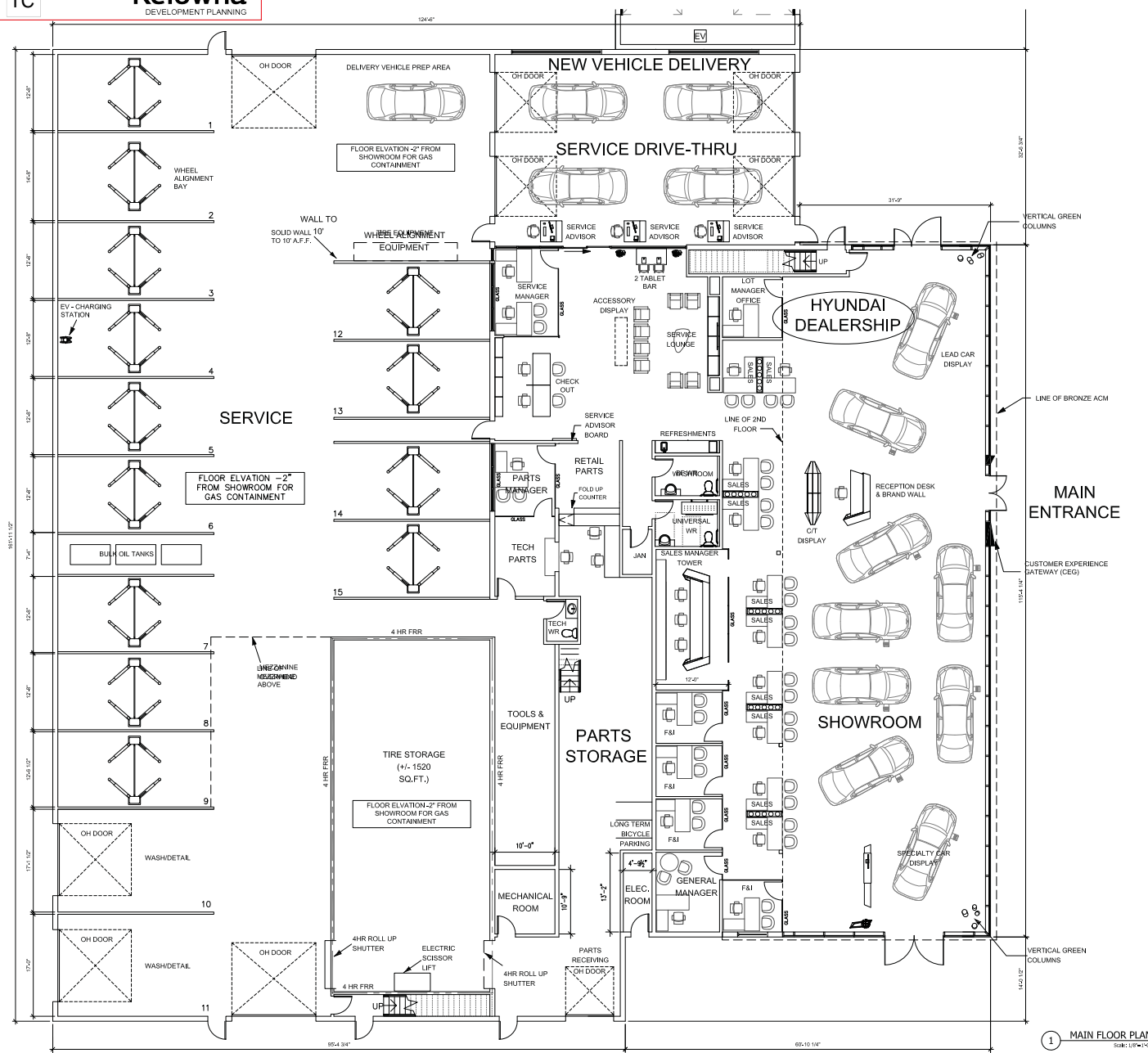
This forms part of application
DP20-0157



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC



1 MAIN FLOOR PLAN
Scale: 1/8" = 1'-0"

NOTES:
- THIS DRAWING MUST NOT BE SCALED.
- VERIFY ALL DIMENSIONS AND DATUMS PRIOR TO COMMENCEMENT OF WORK. REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT.
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DATE: 24/07/2020 BY: 1 ISSUED FOR DEVELOPMENT PERMIT REVISION



gta

GTA ARCHITECTURE LTD.
243-1889 Springfield Road
Kelowna, British Columbia
V1Y 9V5
Fax: 250.879.4366
Telephone: 250.879.1688

DESIGNED BY:

PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

**HYUNDAI 2nd
FLOOR PLAN**

DESIGN	AW	SHEET NO.
SCALE	GT	A2.1
DATE	JULY 24, 2020	FILE# A19-30

SCHEDULE

A

This forms part of application

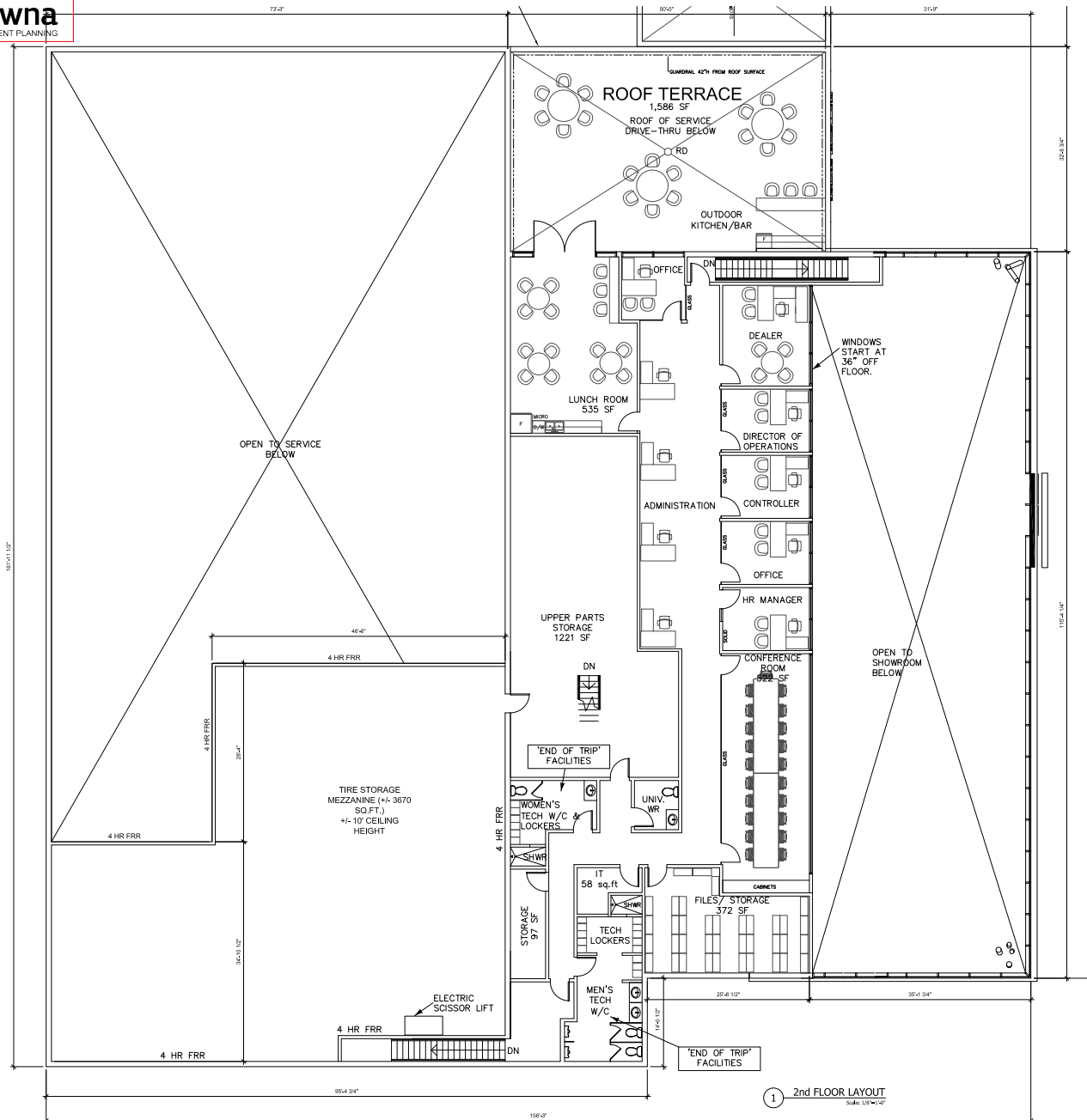
DP20-0157



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC



1 2nd FLOOR LAYOUT
Scale: 1/8" = 1'-0"

- NOTES:
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20/10/2020	SB	2	RESPONSE TO TECHNICAL REVIEW
24/07/2020	SB	1	ISSUED FOR DEVELOPMENT PERMIT
DATE	BY	NO.	REVISION



gta

GTA ARCHITECTURE LTD.
243-1609 Spryfield Road
Kelowna, British Columbia
V1Y 0V5
Fax: 250.979.4366
Telephone: 250.979.1666

DEVELOPED BY

PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE
**HYUNDAI 2nd
FLOOR PLAN**

DRAWN	AW	SHEET NO.
DESIGN	GT	A2.1
SCALE	1/8" = 1'-0"	
DATE	JULY 24, 2020	FILE: A19-30

SCHEDULE

A

This forms part of application

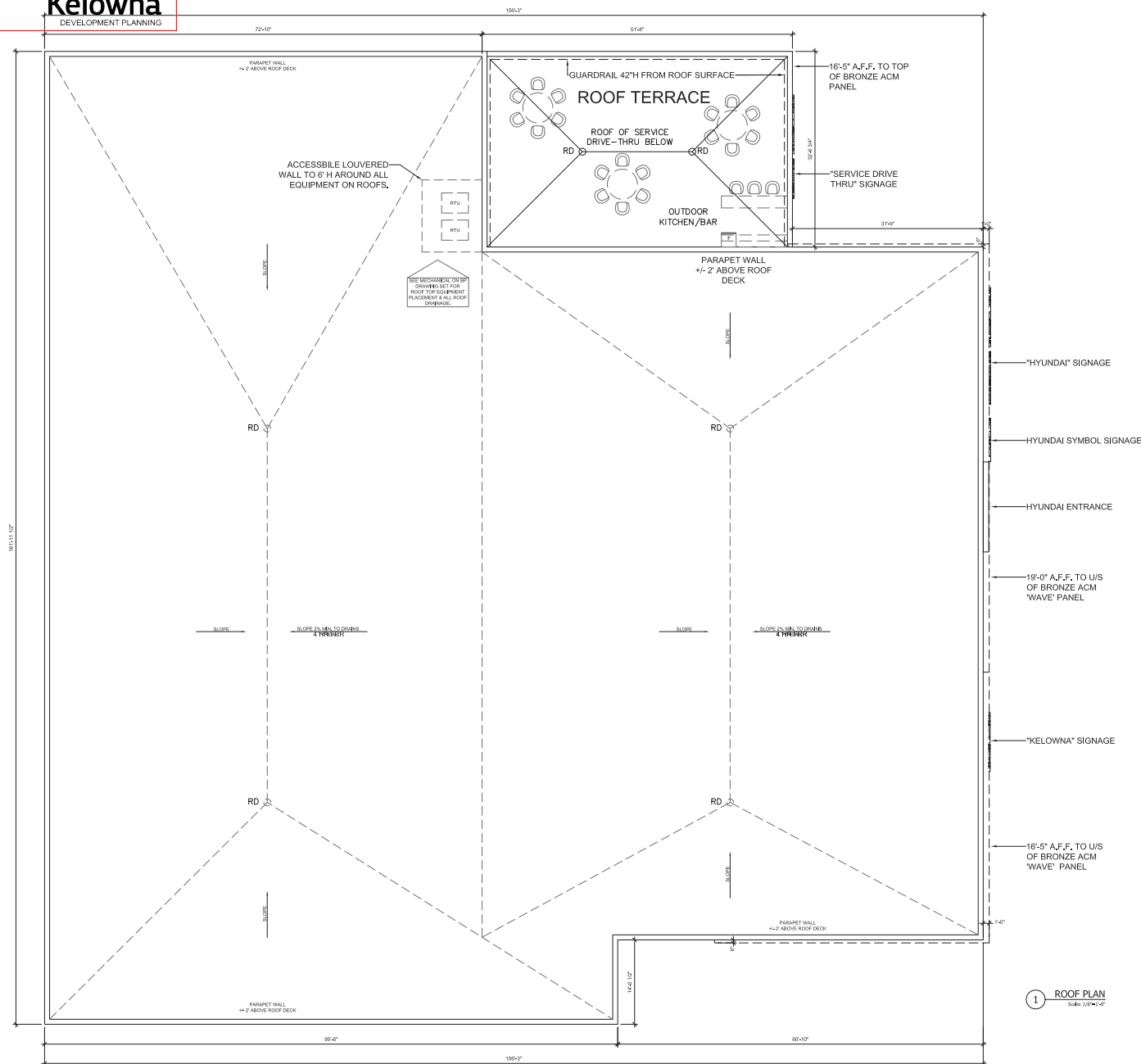
DP20-0157



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC



1 ROOF PLAN
Scale: 1/8" = 1'-0"

NOTES:
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24/07/2020 SB 1 ISSUED FOR DEVELOPMENT PERMIT

DATE BY NO. REVISION

SEAL



gta

GTA ARCHITECTURE LTD.
243-1689 Spanghail Road
Kelowna, British Columbia
V1Y 0V5
Fax: 250.879.4366
Telephone: 250.879.1668

DEVELOPED BY

PROJECT

**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

ROOF PLAN

DRAWN AW	SHEET NO.
DESIGN GT	A2.2
SCALE 1/8" = 1'-0"	
DATE JULY 24, 2020	FILE: A19-30

SCHEDULE

A

This forms part of application

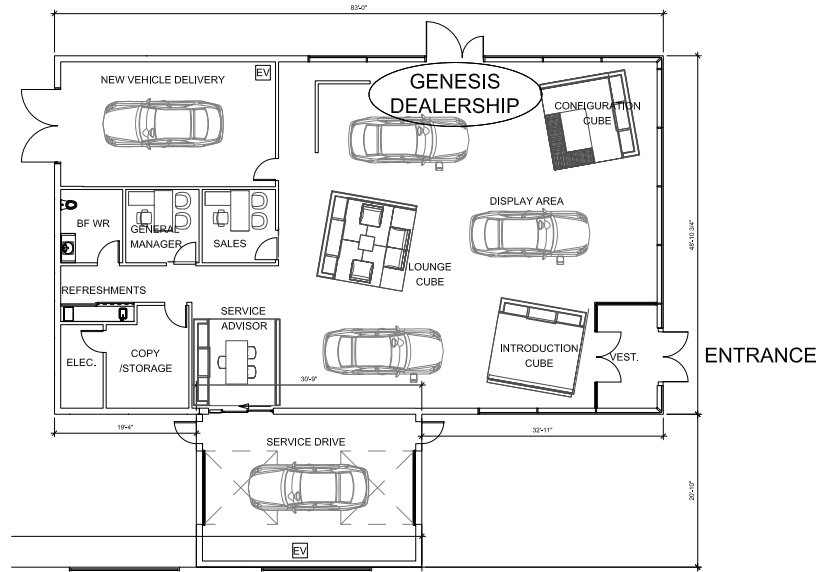
DP20-0157



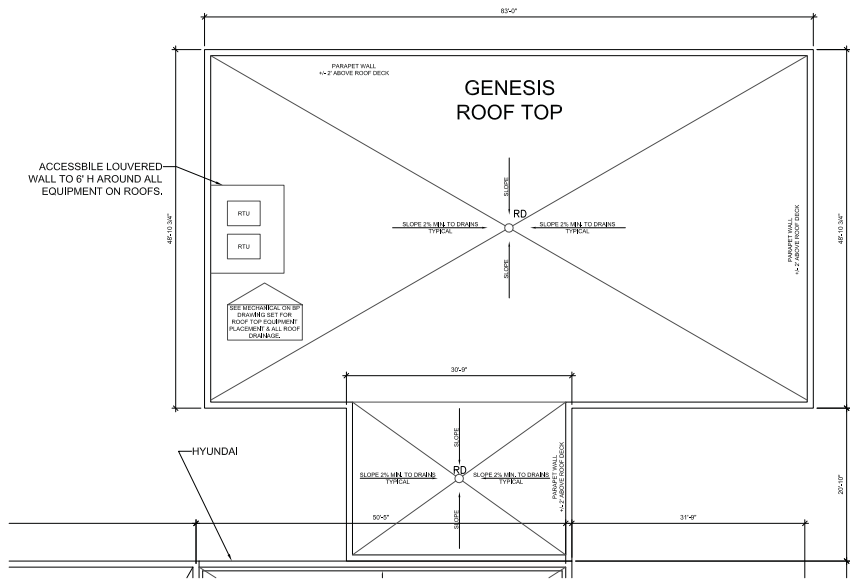
City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC



1 GENESIS FLOOR PLAN
Scale: 1/8" = 1'-0"



2 GENESIS ROOF PLAN
Scale: 1/8" = 1'-0"

NOTES:

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DATE	BY	NO.	REVISION
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V1Y 5V5
Fax: 250.979.4366
Telephone: 250.979.1668

DEVELOPED BY

PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC






SHEET TITLE
**GENESIS
FLOOR PLAN &
ROOF PLAN**

DRAWN AW	SHEET NO. A2.3
DESIGN GT	
SCALE 1/8" = 1'-0"	
DATE JULY 24, 2020	FILE: A19-00

B

TC

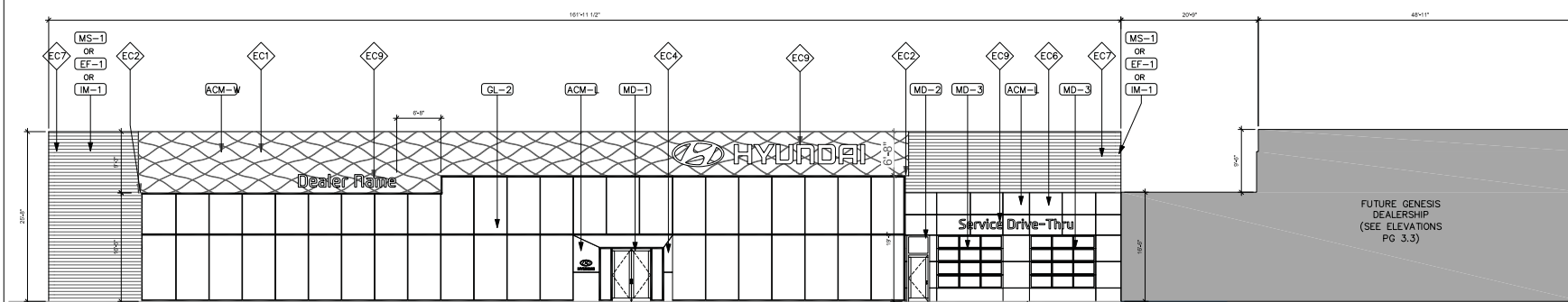
City of Kelowna
DEVELOPMENT PLANNING

CODE	INVENTED	RESEARCHERS	SUPPLIER
Basic Control			
VS-5		SOE, Siemens, DCS, SPS, PLCs	Siemens, Emerson
High Energy Amplifier, Elevators			
VS-1		High Voltage, High Current Switching	Westing
PH-6		High Voltage Switching Equipment, High Voltage Switch, Control Unit	Siemens
VS-4		Control, Switching, High Voltage	Westing
PH-1		Control, High	Siemens, Westing

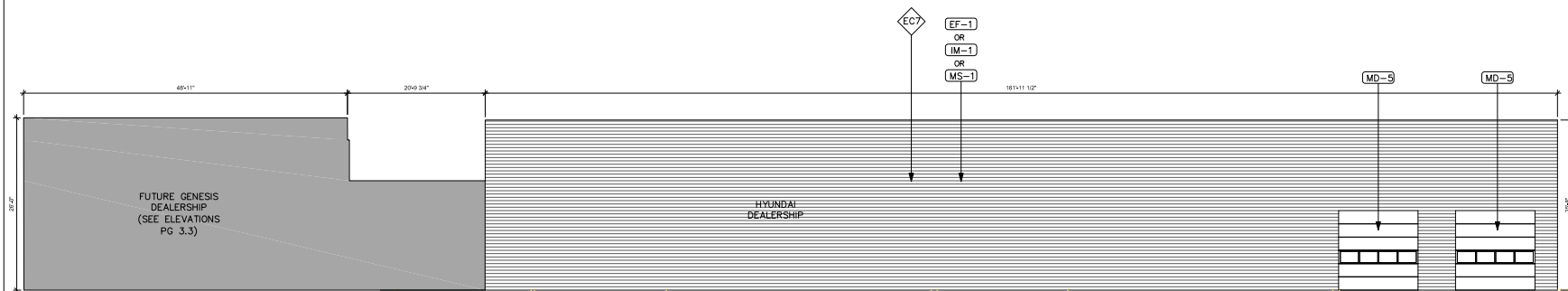
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1 EAST ELEVATION (FRONT)



2 WEST ELEVATION (REAR)

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DATE	REV	NO	REVISION

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Fax: 250.979.4366
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PROJECT

HYUNDAI/ GENESIS
KELOWNA

LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

HYUNDAI
ELEVATIONS

DRAWN	AW	SHEET NO. A3.1
DESIGN	GT	
SCALE	1/8" = 1'-0"	
DATE	JULY 24, 2020	
		FILE: A19-30

SCHEDULE

B

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City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

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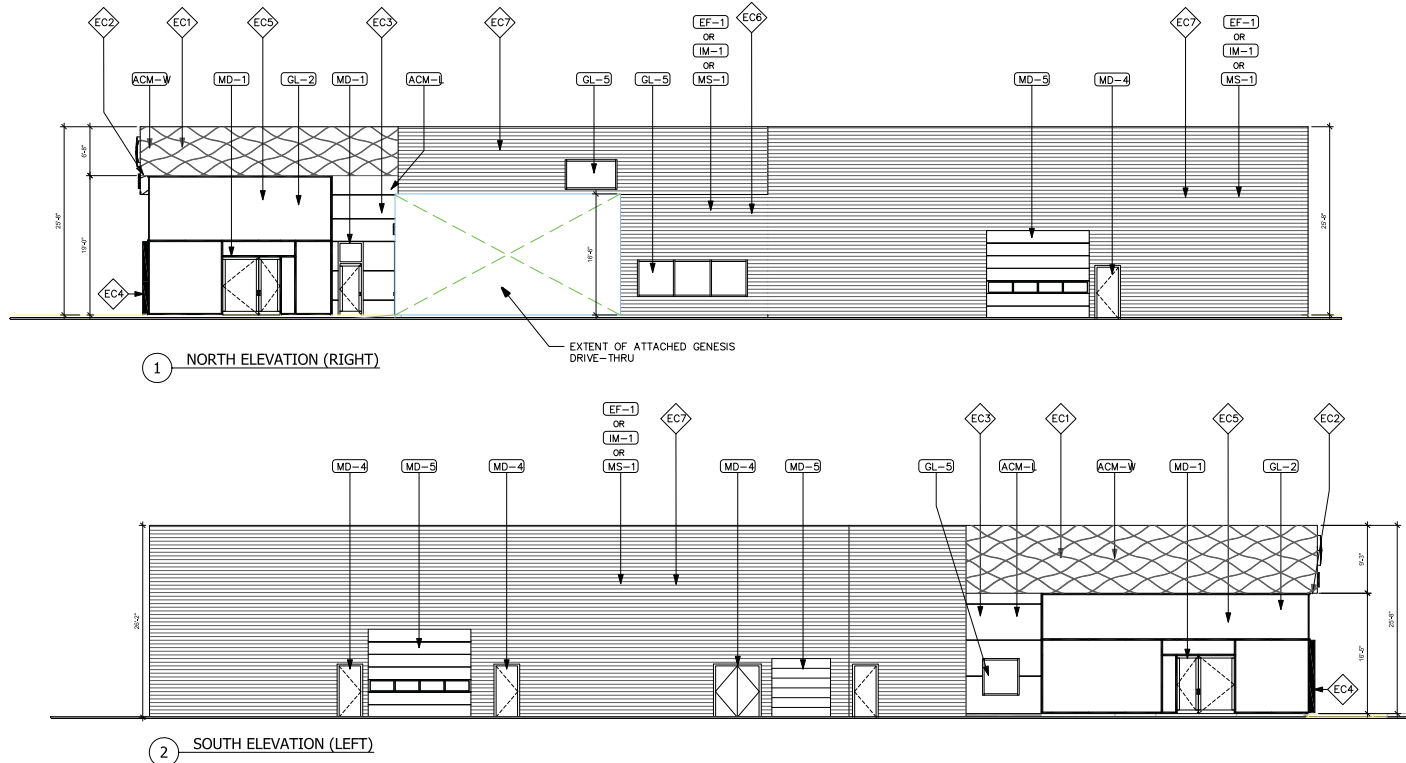
CODE	SWATCH	DESCRIPTION*	SUPPLIER
Aluminum Composite Material (ACM)			
ACM-W		Bronze Wave Pattern ACM	See Note
ACM-L		Bronze Linear Pattern ACM	See Note
ACM-R		Dark Gray Linear ACM	See Note
Glazing			
GL-1		Frameless Glazing System	See Note
GL-2		Endless Wall of Glass with a Mid-Finish Capless Horizontal Bronze Frameless Wall	See Note
GL-3		Endless Wall of Glass with a Mid-Finish Capless Horizontal Silver Anodized Frameless Wall	See Note
GL-4		Full Height Thermal Break Glass Anodized Frameless Wall with a Mid-Finish Capless Horizontal Bronze Frameless Wall	See Note
GL-5		Dark Anodized Window Frames on Secondary Elevation	See Note
Doors			
MD-1		Glass Doors and Transoms (Frameless)	See Note
MD-2		Glass Doors and Transoms (Frameless)	See Note
MD-3		Full Height Thermal Break Glass Anodized Frameless Wall	See Note
MD-4		Dark Standard Dark Gray Painted Doors	See Note

CODE	SWATCH	DESCRIPTION*	SUPPLIER
Doors Continue			
MD-5		Dark Standard Dark Gray Painted Doors	See Note
Dark Gray Secondary Elevation			
MS-1		Dark Gray Secondary Elevation	See Note
PT-E		Dark Gray Secondary Elevation	See Note
IM-1		Dark Gray Secondary Elevation	See Note
EF-1		Charcoal Insulated Metal Panels	See Note

CODE	DESCRIPTION*
EXTERIOR COMPONENTS (EC)	
EC1	BRONZE ACORN FASION
EC2	BRONZE ACORN OVERHANGS
EC3	BRONZE ACORN SHOWROOM WALLS
EC4	CUSTOMER EXPERIENCE GATEWAY
EC5	SHOWROOM GLAZING
EC6	SERVICE DRIVE-THRU
EC7	DARK GRAY SECONDARY ELEVATIONS
EC8	DOORS AND MISCELLANEOUS
EC9	STORAGE
EXTERIOR FINISHES (EF-X)	
ACM-W	BRONZE WAVE PATTERN ACM
ACM-L	BRONZE LINEAR PATTERN (LINEAR) ACM
ACM-R	DARK GRAY (LINEAR) ACM
GL-1	FRAMELESS GLAZING SYSTEM
GL-2	CAPLESS VERTICAL MULLIONS WITH A MID-FINISH CAPLESS HORIZONTAL BRONZE FINISH CURTAIN WALL (CLEAR ANODIZED INTERIOR MULLIONS)
GL-3	CAPLESS VERTICAL MULLIONS WITH A MID-FINISH CAPLESS HORIZONTAL SILVER ANODIZED FINISH CURTAIN WALL
GL-4	FULLY CAPLESS (CLEAR ANODIZED FINISH) CURTAIN WALL
GL-5	CLEAR ANODIZED WINDOW FRAMES ON SECONDARY ELEVATIONS
MD-1	BRONZE FINISH
MD-2	GLAZED DOORS AND TRANSOMS
MD-3	CLEAR ANODIZED FINISH
MD-4	FULLY GLAZED OVERHEAD DOORS
MD-5	CLEAR ANODIZED FINISH
MD-6	7/8" CORRUGATED CHARCOAL METAL SIDING
PT-E	7/8" CORRUGATED CHARCOAL METAL SIDING
IM-1	CHARCOAL METAL INSULATED PANELS
EF-1	CHARCOAL EPS
EXIST	
EXISTING MATERIAL MAY REMAIN, UPGRADE TO GDS STANDARDS RECOMMENDED	

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DATE	BY	NO.	REVISION
24/07/2020	SB	1	ISSUED FOR DEVELOPMENT PERMIT



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243-1889 Springfield Road
Kelowna, British Columbia
V1Y 5V5
Fax: 250.979.4360
Telephone: 250.979.1668

DEVELOPED BY

PROJECT

HYUNDAI GENESIS
KELOWNA

LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

HYUNDAI
ELEVATIONS

DRAWN	AW	SHEET NO.
DESIGN	GT	A3.2
SCALE	1/8" = 1'-0"	
DATE	JULY 24, 2020	FILE: A19-00

SCHEDULE

B

This forms part of application

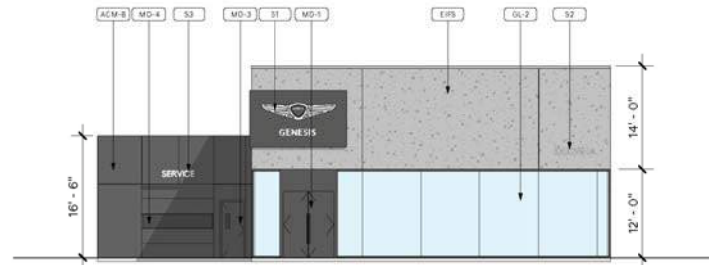
DP20-0157



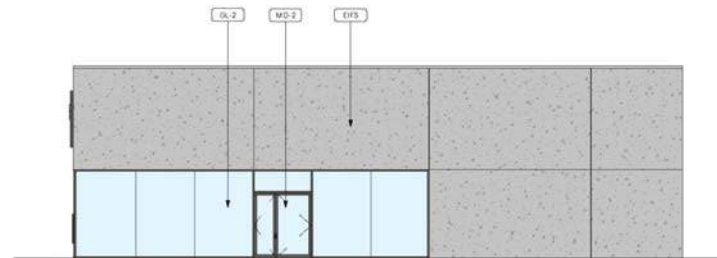
City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

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1 EAST ELEVATION



2 NORTH ELEVATION

EXTERIOR FINISHES	
S1	ILLUMINATED GENESIS LOGO AND WORKMARK (BY OTHERS) CONTRACTOR TO PROVIDE REQUIRED POWER
S2	ILLUMINATED DEALER NAME (BY OTHERS) CONTRACTOR TO PROVIDE REQUIRED POWER
S3	ILLUMINATED SERVICE SINGAGE (BY OTHERS) CONTRACTOR TO PROVIDE REQUIRED POWER
EPS	EPS NATURAL CONCRETE COLOUR
MF-1	PRE-FINISHED METAL FLASHING TO MATCH EPS
ACM-8	BLACK MATTE ACM
MD-4	BLACK INSULATED METAL PANELS
GL-1	LOW IRON GLAZING IN CAPLESS VERTICAL MULLIONS WITH PAINTED ALUMINUM HORIZONTAL CAPS
GL-2	LOW E GLAZING WITH CAPLESS VERTICAL MULLIONS AND BLACK ANODIZED ALUMINUM HORIZONTAL CAPS
MD-1	CUSTOM BLACK ANODIZED ALUMINUM DOOR FRAME AND TRANSOM
MD-2	GLAZED DOOR AND TRANSOM (BLACK ANODIZED ALUMINUM)
MD-3	BLACK PAINTED STEEL DOOR AND FRAME WITH VIBRON LITE
MD-4	BLACK FLAT PANEL OVERHEAD DOOR WITH DARK TINTED VISION GLASS SECTION
MD-5	FULLY GLAZED FLAT PANEL HIGH LIFT OVERHEAD DOOR (TINTED "INFINITY" GLASS)
MD-6	PAINTED STEEL DOOR AND FRAME TO MATCH EPS COLOUR

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Kelowna, British Columbia
V1Y 5V5
Fax: 250.979.4366
Telephone: 250.979.1668

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PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

**GENESIS
ELEVATIONS**

DRAWN JAW	SHEET NO. A3.3
DESIGN GT	
SCALE 1/8"=1'-0"	
DATE JULY 24, 2020	FILE: A19-00

SCHEDULE

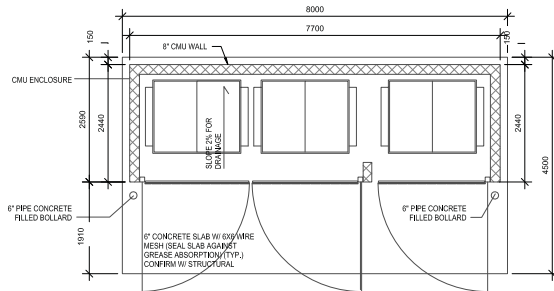
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DP20-0157

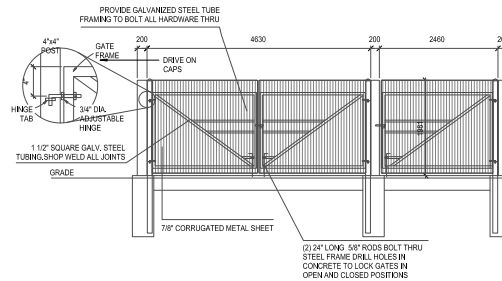


Planner Initials TC

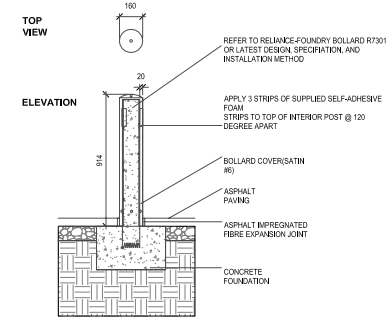
City of
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DEVELOPMENT PLANNING



1 GARBAGE ENCLOSURE PLAN
1/4" = 1'-0"



2 GARBAGE ENCLOSURE ELEVATION
1/4" = 1'-0"



3 BOLLARD DETAIL
3/4" = 1'-0"

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30/10/2020	SR 2	RESPONSE TO TECHNICAL REVIEW
24/07/2020	SR 1	ISSUED FOR DEVELOPMENT PERMIT
DATE	BY	NO.
		REVISION



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Fax: 250.979.4366
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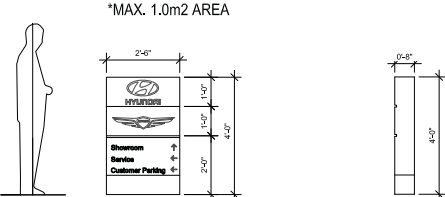
PROJECT
**HYUNDAI/ GENESIS
KELOWNA**
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

SITE DETAILS

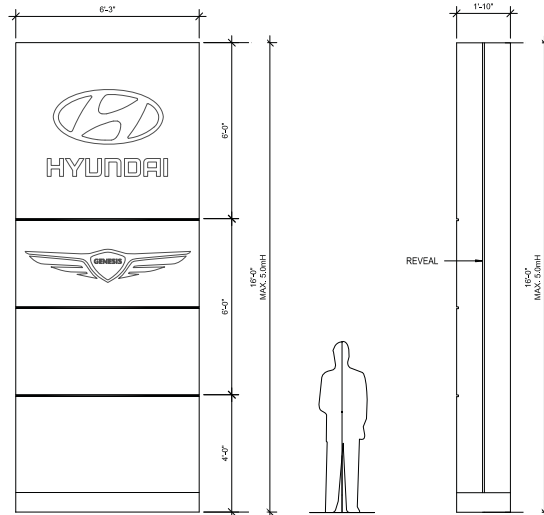
DRAWN	AW	SHEET NO.
DESIGN	GT	A0.5
SCALE	N.A.	
DATE	JULY 24, 2020	FILE: A19-00

SIGNAGE SIZING LIMITATIONS FOR DP APPLICATION. FINAL CONCEPT TO BE CONFIRMED AT BUILDING PERMIT APPLICATION.



4 DIRECTIONAL SIGNAGE ELEVATIONS-CONCEPT ONLY
1/2" = 1'-0"

*MAX. 10.0m2 AREA



5 PYLON SIGNAGE ELEVATION-CONCEPT ONLY
1/2" = 1'-0"

SCHEDULE

B

This forms part of application

DP20-0157



City of
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DEVELOPMENT PLANNING

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1 EXTERIOR PERSPECTIVE 1



2 EXTERIOR PERSPECTIVE 2



3 SIGNAGE PERSPECTIVE



4 INTERIOR PERSPECTIVE 1



5 INTERIOR PERSPECTIVE 2

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24/07/2020	SB	1	ISSUED FOR DEVELOPMENT PERMIT

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V1Y 0V5
Fax: 250.979.4360
Telephone: 250.979.1668

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PROJECT
HYUNDAI/ GENESIS
KELOWNA

LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

PERSPECTIVES

DRAWN JAW	SHEET NO. A1.0
DESIGN GT	
SCALE N.A.	
DATE JULY 24, 2020	FILE# A19-00

SCHEDULE

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City of
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DEVELOPMENT PLANNING

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① EAST PERSPECTIVE VIEW

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HYUNDAI/ GENESIS
KELOWNA
LOT 2
2576 HWY 97 N., KELOWNA, BC

SHEET TITLE

PERSPECTIVE
VIEW

DRAWN JAW	SHEET NO.
DESIGN GT	A1.1
SCALE N.A.	
DATE JULY 24, 2020	FILE# A19-00



NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED C.L.N.A. STANDARDS.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm WOOD MULCH. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. TURF AREAS FROM SOD SHALL BE NO. 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.
6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON OR PRIVATE PROPERTIES.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE / SPACING & REMARKS
TREES			
ACER GINNALA	AMUR MAPLE	8	6cm CAL.
CRATAEGUS X LAYALLEI	LAYALLE HAWTHORN	11	6cm CAL.
FRAXINUS PENNSYLVANICA 'RUGBY'	PAIRIE SPIRE GREEN ASH	13	6cm CAL.
KOELREUTERIA PANICULATA 'FASTIGIATA'	GOLDEN RAIN TREE	6	6cm CAL.
PINUS CONTORTA	LODGEPOLE PINE	3	2.5m HT.
PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMID PINE	11	2.5m HT.
QUERCUS PAULSTRIS 'PRINGREEN'	GREEN PILLAR OAK	7	6cm CAL.
SHRUBS			
CORNUS ALBA 'SIBIRICA'	ARCTIC SUN DOGWOOD	74	#02 CONT. / 1.5m O.C. SPACING
EUONYMUS ALATUS 'SELECT'	FIRE BALL BURNING BUSH	74	#02 CONT. / 1.5m O.C. SPACING
PICEA ABIES 'ORHENDORFF'	ORHENDORFF SPRUCE	42	#02 CONT. / 2.0m O.C. SPACING
ROSA X 'RADIAZZ' PP111836	KNOCKOUT RED ROSE	95	#02 CONT. / 1.0m O.C. SPACING
SAMBUCUS CANADENSIS 'AUREA'	GOLDEN ELDER	27	#02 CONT. / 2.5m O.C. SPACING
ARTEMISIA SCHROEDERIANA 'SILVER MOON'	SILVER MOON ARTEMISIA	116	#02 CONT. / 1.0m O.C. SPACING
VIBURNUM OPULUS 'COMPACTUM'	EUROPEAN CRANBERRYBUSH	74	#02 CONT. / 1.5m O.C. SPACING
PERENNIALS & ORNAMENTAL GRASSES			
ARCTOSTAPHYLOS LIVA-URS	KINN-KINNICK	141	#01 CONT. / 0.75m O.C. SPACING
ATHYRIUM FILIX-FEMINA	LADY FERN	218	#01 CONT. / 0.6m O.C. SPACING
CAULANAGROSIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER REED GRASS	141	#01 CONT. / 0.75m O.C. SPACING
HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DAYLILY	218	#01 CONT. / 0.6m O.C. SPACING
IRIS SIBIRICA 'SNOW QUEEN'	SNOW QUEEN IRIS	218	#01 CONT. / 0.6m O.C. SPACING
MISCANTHUS SINENSIS 'HEURON SUNRISE'	HEURON SUNRISE MAIDEN GRASS	130	#01 CONT. / 1.2m O.C. SPACING
PAXISTIMA CANBYI	CLIFF GREEN	230	#01 CONT. / 0.75m O.C. SPACING
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	79	#01 CONT. / 1.0m O.C. SPACING
PEROVSKIA ATRIPICOCOPUA	RUSSIAN SAIGE	79	#01 CONT. / 1.0m O.C. SPACING
SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	LITTLE BLUESTEM	218	#01 CONT. / 0.6m O.C. SPACING



PROJECT TITLE

**HYUNDAI/GENESIS
DEALERSHIP**
Kelowna, BC

DRAWING TITLE

**CONCEPTUAL
LANDSCAPE PLAN**

ISSUED FOR / REVISION

1	20-03-06	Review
2	20-03-23	Development Permit
3	20-07-06	Development Permit
4	20-09-09	Development Permit
5	20-10-27	Development Permit

PROJECT NO.

20021

DESIGN BY

KT

DRAWN BY

NGS/YVC

CHECKED BY

FB

DATE

OCT 27, 2020

SCALE

1:300

PAGE SIZE

24x36

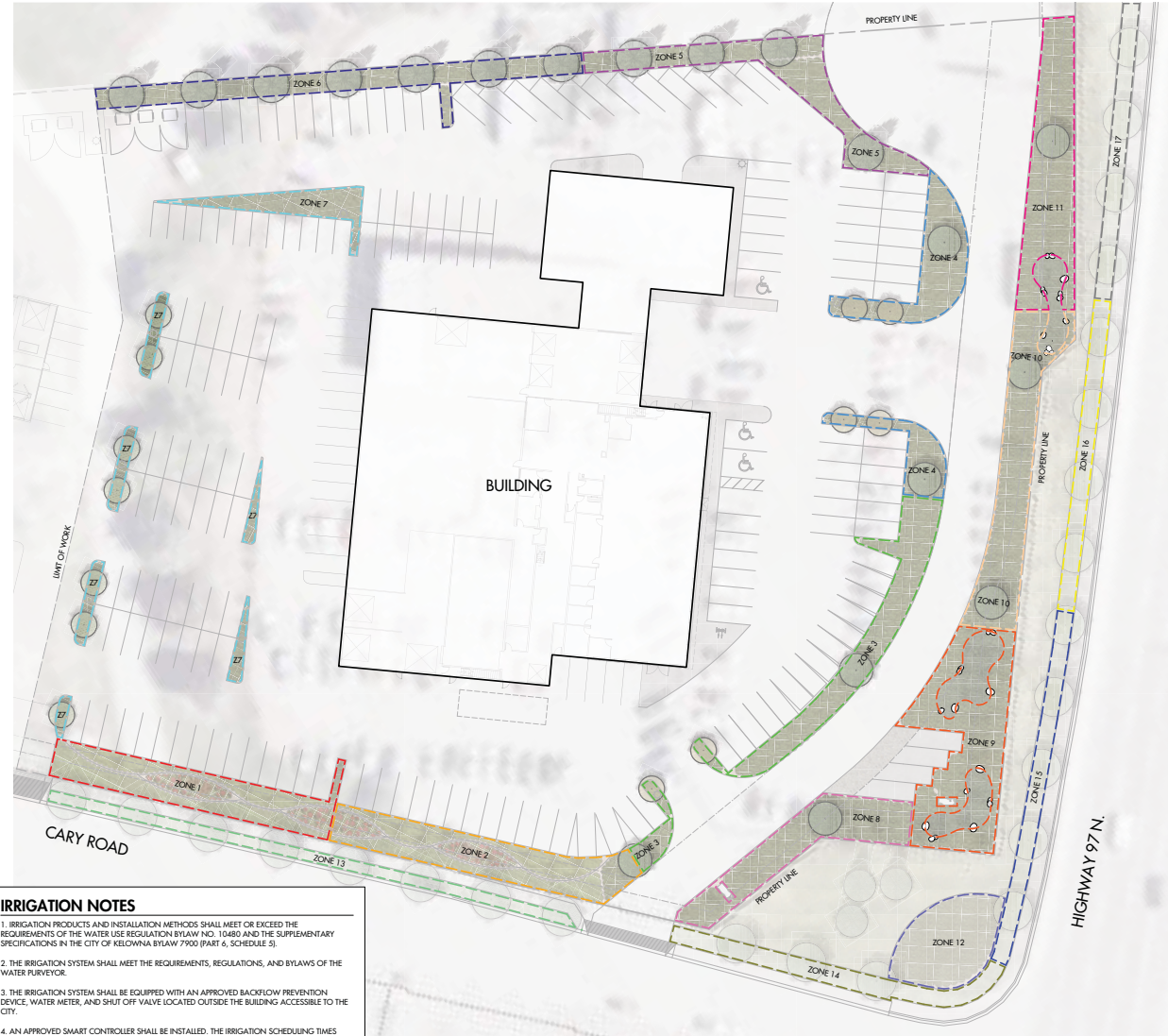
SEAL

DRAWING NUMBER

L1/2

ISSUED FOR REVIEW ONLY

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- IRRIGATION NOTES**
1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10460 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).
 2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
 3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
 4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM EV VALUE OF 77 / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
 5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
 6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
 7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m /SEC.
 8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 4,257 cu.m. / year
ESTIMATED LANDSCAPE WATER USE (WU) = 2,255 cu.m. / year
WATER BALANCE = 2,002 cu.m. / year
*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

- IRRIGATION LEGEND**
- ZONE #1: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 222 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 123 cu.m.
 - ZONE #2: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 236 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 131 cu.m.
 - ZONE #3: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 237 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, MINIMALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 132 cu.m.
 - ZONE #4: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 212 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 118 cu.m.
 - ZONE #5: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 203 sq.m.
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 113 cu.m.
 - ZONE #6: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 215 sq.m.
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 119 cu.m.
 - ZONE #7: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 166 sq.m.
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 92 cu.m.
 - ZONE #8: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 186 sq.m.
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 103 cu.m.
 - ZONE #9: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 236 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, FULL SUN
ESTIMATED ANNUAL WATER USE: 131 cu.m.
 - ZONE #10: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 238 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, FULL SUN
ESTIMATED ANNUAL WATER USE: 132 cu.m.
 - ZONE #11: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 235 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, FULL SUN
ESTIMATED ANNUAL WATER USE: 131 cu.m.
 - ZONE #12: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 153 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 85 cu.m.
 - ZONE #13: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 129 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 184 cu.m.
 - ZONE #14: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 128 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 151 cu.m.
 - ZONE #15: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 123 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 183 cu.m.
 - ZONE #16: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 108 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 154 cu.m.
 - ZONE #17: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 103 sq.m.
MICROCLIMATE: SOUTH EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 147 cu.m.



PROJECT TITLE
HYUNDAI/GENESIS DEALERSHIP
Kelowna, BC

DRAWING TITLE
WATER CONSERVATION PLAN

ISSUED FOR / REVISION	
1	20.03.06 Review
2	20.03.23 Development Permit
3	20.07.06 Development Permit
4	20.09.09 Development Permit
5	20.10.27 Development Permit

PROJECT NO.	20001
DESIGN BY	VF
DRAWN BY	NS/VC
CHECKED BY	VB
DATE	OCT 27 2020
SCALE	1:300
PAGE SIZE	24x36



DRAWING NUMBER
L2/2

ISSUED FOR REVIEW ONLY
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DP20-0157 2576 Hwy 97 N

Development Permit Application



Proposal

- ▶ To consider the form and character of a proposed car dealership.

Development Process

Aug 8th, 2020

Development Application Submitted

Staff Review & Circulation

Nov 23rd, 2020

Development Permit Consideration

Council Approvals

Building Permit

Subject Property Map



Subject Property Photo



EXISTING BUY DIRECT DEALERSHIP



HIGHWAY 97, VIEW LOOKING NORTH WEST



CARY ROAD, VIEW LOOKING NORTH EAST

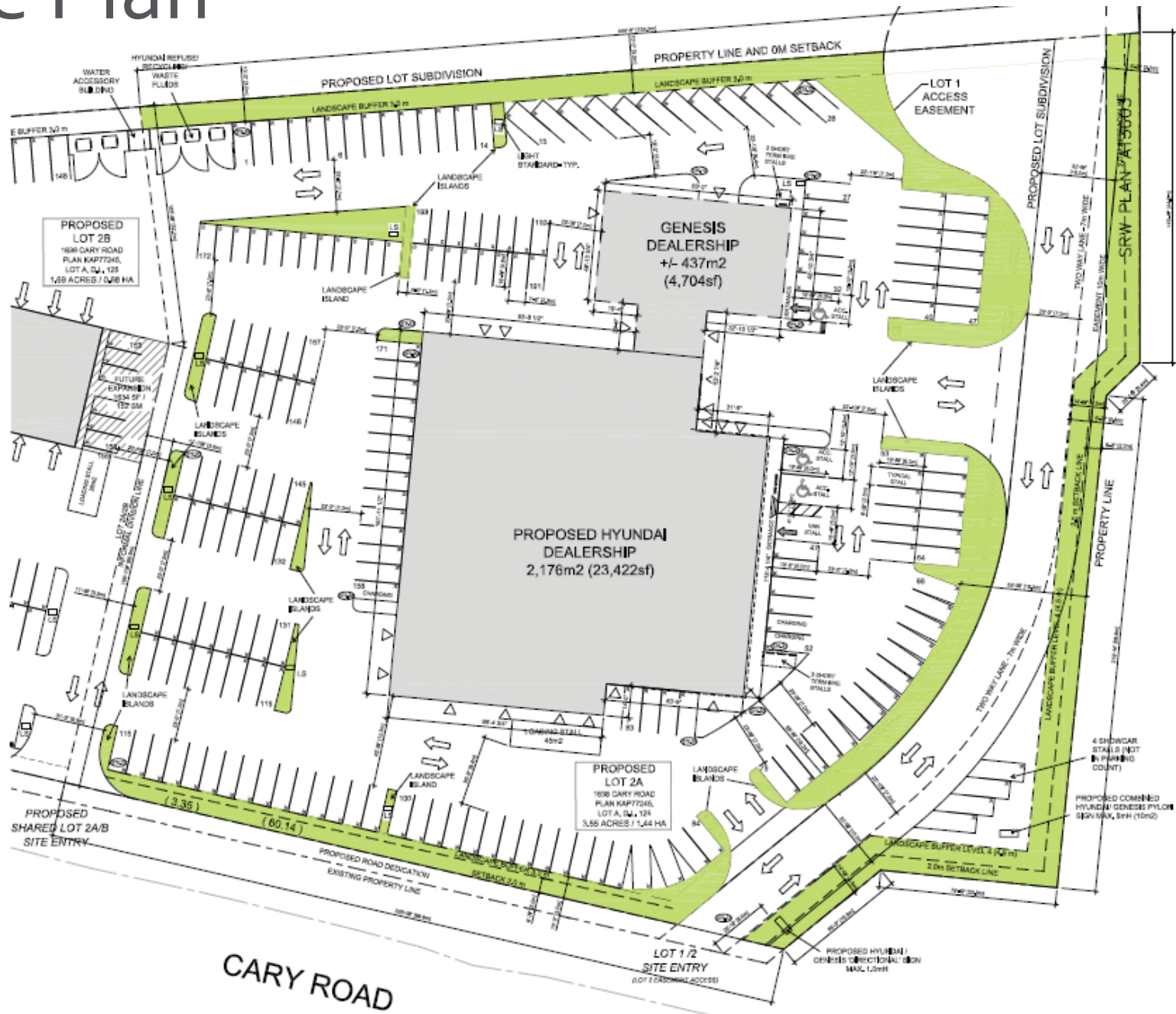


HIGHWAY 97, VIEW FROM INTERSECTION LOOKING NORTH

Project Details

- ▶ Existing dealership will be relocated on the newly created lot.
- ▶ The new site is 21,223.m² in size, while the project area is 14,367.4m² in size.
- ▶ The dealership will be a two-storey dwelling 2,176m² (23,422ft²) in size.
 - ▶ Mix of showroom, reception, office, service area and staff areas.
- ▶ The rest of the site will primarily be a mix of staff, customer and inventory parking.

Site Plan



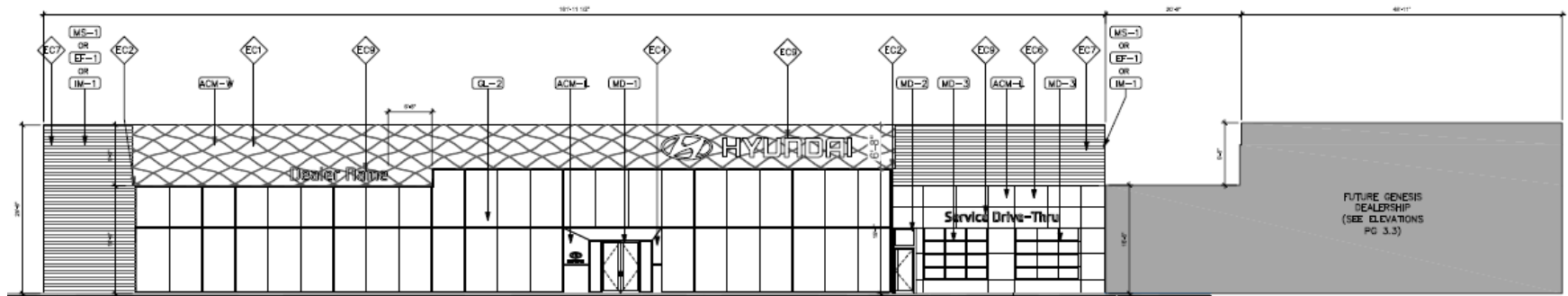
HIGHWAY 97 N.

CARY ROAD

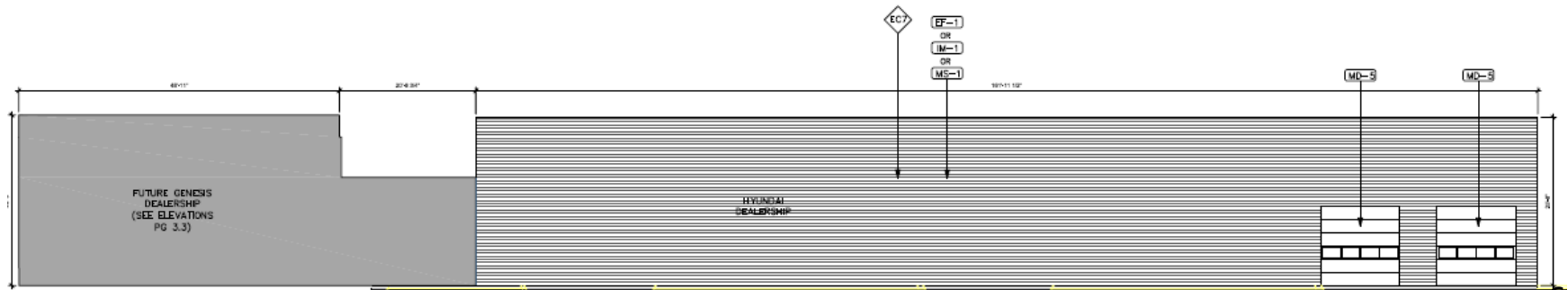
Elevations

[illegible]

EXTENSION COMPONENTS (ECI)	
E01	BROWN ACID KNOB
E02	BROWN SLIDING DRAWER
E03	BROWN ACID SHOWERDOOR WALLS
E04	BROWN ACID SHOWERDOOR WALLS
E05	BROWN ACID SHOWERDOOR SLIDING
E06	BROWN ACID SHOWERDOOR SLIDING
E07	DARK GREY SECONDARY ELEVATIONS
E08	DOOR AND MIRRILLANGLASS
E09	SHADE
EFX	
EFX01	BROWN SHOWER PATTERN ACID
EFX02	BROWN SHOWER PATTERN ACID
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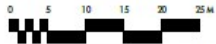
1 EAST ELEVATION (FRONT)



② WEST ELEVATION (REAR)



Landscaping



- NOTES**
1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED C.I.N.A. STANDARDS.
 2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIED UNDERGROUND IRRIGATION SYSTEM.
 3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm WOOD MULCH. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
 4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
 5. TURF AREAS FROM SOD SHALL BE NO. 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES (TYP.).
 6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON OR PRIVATE PROPERTIES.

PLANT LIST				
BOTANICAL NAME	COMMON NAME	QTY	SIZE / SPACING & REMARKS	
TREES				
ACER CINNABAL	ANGLER MAPLE	8	6cm CAL.	
CRATAEGUS X LAYALLEI	LAYALLEI HAWTHORN	11	6cm CAL.	
FRAXINUS PENNSYLVANICA 'SUGRY'	WEAVER SPIRE GREEN ASH	13	6cm CAL.	
KOENIGSETERIA PANICULATA 'FASTIGIATA'	COCKED BAIN TREE	6	6cm CAL.	
PRINUS KORATSI	LOGOPOD PINE	3	2.5m HT.	
PRINUS RESINUS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMID PINE	11	2.5m HT.	
QUERCUS FAULSTRII 'PRINCEGREEN'	GREEN PEARL OAK	7	6cm CAL.	
SHRUBS				
CORONIS ALBA 'SIBERICA'	ARCTIC SUN DOGWOOD	74	#02 CONT. / 1.5m O.C. SPACING	
EUCRYPHIA ALATA 'SELECT'	TREE BAIL BURNING BUSH	74	#02 CONT. / 1.5m O.C. SPACING	
ROSA X 'RADAZZ' 'PI 1834'	CHERRYBERRY SPRUCE	42	#02 CONT. / 2.0m O.C. SPACING	
SAMBUCUS CANNABENSIS 'AUREA'	WINDYBUSH RED ROSE	95	#02 CONT. / 1.5m O.C. SPACING	
ARTEMISA SCHULTZIANA 'SILVER MOUND'	GOLDEN ELDER	27	#02 CONT. / 2.5m O.C. SPACING	
YUCCA FILIFOLIA 'COTONNEAU'	SILVER MOUND ARTEMISA	116	#02 CONT. / 1.5m O.C. SPACING	
PERENNIALS & ORNAMENTAL GRASSES	EUROPEAN CRANBERRYBUSH	74	#02 CONT. / 1.5m O.C. SPACING	
ARCTOSTAPHYLOS UVA-URSI	RED-ROCK ROSE	141	#01 CONT. / 0.75m O.C. SPACING	
ADONIS AUREA	LADY TERN	218	#01 CONT. / 0.5m O.C. SPACING	
CAULOPHYLLIS ACUTIFOLIA 'NAIL FORGET'	NAIL FORGETTER REED GRASS	141	#01 CONT. / 0.75m O.C. SPACING	
HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DARTY	218	#01 CONT. / 0.5m O.C. SPACING	
RES. SIBERICA 'SNOW QUEEN'	SNOW QUEEN IRIS	218	#01 CONT. / 0.5m O.C. SPACING	
HEMEROCALLIS 'STELLA D'ORO'	HEMEROCALLIS MANDER GRASS	130	#01 CONT. / 1.5m O.C. SPACING	
PRAXINIA CANBY	CLIFF GREEN	220	#01 CONT. / 0.75m O.C. SPACING	
PERENNIALS & ORNAMENTAL GRASSES	FOUNTAIN GRASS	79	#01 CONT. / 1.5m O.C. SPACING	
POLYSTICHUM ALPINUM	RUSSET SAGE	79	#01 CONT. / 1.5m O.C. SPACING	
SCHIZANTHUS PECTINATUS 'THE BLUES'	LITTLE BLUESTEM	218	#01 CONT. / 0.5m O.C. SPACING	

Development Policy

- ▶ Chapter 14: Urban Design DP Guidelines
 - ▶ Convey a strong sense of authenticity through urban design that is distinctive for Kelowna;
 - ▶ Integrate new development with existing site conditions and preserve the character amenities of the surrounding area;
 - ▶ Provide for a scale and massing of commercial buildings that promotes a safe, enjoyable living, pedestrian, working, shopping and service experience;
 - ▶ Incorporate architectural features and detailing of buildings and landscapes that define an area's character.

Staff Recommendation

- ▶ Staff recommend **support** of the Development Permit
 - ▶ Consistent with OCP urban design guidelines



Conclusion of Staff Remarks



Date: November 23, 2020
To: Council
From: City Manager
Subject: Revitalization Tax Exemption Program Update 2020
Department: Policy & Planning

Recommendation:

THAT Council receives, for information, the report from the Policy & Planning Department, dated November 23, 2020, regarding the status of the Revitalization Tax Exemption Program;

AND THAT Council direct staff to bring forward amendments to the Revitalization Tax Exemption Program Bylaw 9561 as identified in the report from the Planner Specialist, dated November 23, 2020.

Purpose:

To provide Council with an update on the Revitalization Tax Exemption Program and to receive direction to bring forward updates in 2021 to the Revitalization Tax Exemption Program Bylaw 9561 to support Energy Step Code implementation.

Background:

The City provides several financial incentives to support development that aligns with Council priorities. One of the primary incentives is the Revitalization Tax Exemption (RTE) Program Bylaw which encourages investment in rental housing and development in the Downtown and Rutland urban centres. The RTE Program provides eligible developments a ten-year exemption from the municipal portion of property taxes on the incremental value of improvements (i.e. the difference between pre-development assessed value and post-development assessed value of improvements).

The Revitalization Tax Exemption Program Bylaw 9561 establishes the program objectives:

- To encourage new residential and commercial development to locate within urban centres in order to sustain and enhance the existing commercial centres, reduce greenhouse gas emissions associated with transportation, and promote healthy and pedestrian-oriented lifestyles,
- To promote a higher standard of urban design within urban centres in order to increase the attractiveness of these locations to existing and potential residents,
- To encourage a healthy supply of purpose-built rental housing within Kelowna's Core Area and identified Village Centres;
- And to generally reinforce the prominence and importance of urban centres within Kelowna;

This report provides an overview of the RTE program, describing the current exemptions available and the taxation impact for each of the tax incentive areas. The report provides a brief discussion of the costs and benefits of the different parts of the RTE program. Lastly, the report provides recommendations for how the program could be updated in 2021 to align with community and council priorities and remain responsive to local development market trends.

Tax Incentive Areas

The RTE program is comprised of the Downtown, Rutland and Rental Housing Tax Incentive Areas. In 2019, the Rental Housing Tax Incentive Area was updated to encourage the development of rental housing in the Core Area and designated Village Centres to align with the goals of the Healthy Housing Strategy. The revitalization amount for each tax incentive area is described in the table below.

Tax Incentive Area Revitalization Amount & Program Criteria	
Downtown Tax Incentive Areas	
Tax Incentive Area 1	100% of the Revitalization Amount on the parcel.
Tax Incentive Area 2	100% of the Revitalization Amount on the parcel, for a project with a minimum floor area of 3,716 m ² (40,000 sq. ft.); 75% of the Revitalization Amount on the parcel which can be attributed to a residential land use, and/or 50% of Revitalization Amount on the parcel which can be attributed to a commercial land use, for a project with a floor area of less than 3,716 m ² (40,000 sq. ft.)
No longer active Tax Incentive Area 3 (Downtown)	This Tax Incentive Area was capped at 200,000 sq. ft. and is no longer active for new applications. ¹
Rutland Tax Incentive Area	
Tax Incentive Area 3 (Rutland)	100% of the Revitalization Amount on the parcel in the Rutland Urban Centre.
Rental Housing Tax Incentive Area	
Rental Housing Tax Incentive Area	100% of the Revitalization Amount on the parcel in the Core Area, University South Village Centre and the Glenmore Valley Village Centre.

Downtown Tax Incentive Areas

In 2012, when the Downtown Tax Incentive Areas were established, there was limited investment occurring in Downtown Kelowna. However, over the last five years, the Downtown has seen a wave of development activity in the form of mixed-use residential development, rental housing, and several office projects. In 2017, Tax Incentive Area 3 in the downtown reached the 200,000 square foot cap as a result of developments on St. Paul St., Doyle Ave and Central Green applying for tax incentives in Tax Incentive Area 3. Over this time, there were very few applications received in Downtown Kelowna

¹ Tax Incentive Area 3 (Downtown) has several projects with active tax exemptions, but no new applications will be accepted moving forward.

within Tax Incentive Area 1 and Tax Incentive Area 2. But, in December 2019 two tax exemption agreements for major mixed-use strata residential projects in Tax Incentive Area 2 received council approval with exemptions expected to begin in 2022 and 2023.² The table below provides a high-level breakdown of the 2020 municipal tax impact for active tax exemptions in the Downtown Tax Incentive Areas.

Downtown Incentive Area	2020 Municipal Tax Impact	Gross Floor Area (Square Feet)
Downtown Tax Area 1	\$17,056	15,561
Downtown Tax Area 2	\$23,817	45,439
Downtown Tax Area 3 (no longer accepting applications)	\$127,403	195,000
Total Downtown Tax Exemption Impacts	\$168,276	256,000

Rutland Tax Incentive Area

Since the establishment of the Rutland Tax Incentive in 2012 only one application was received. Several rental housing projects were developed over the last five years in the Rutland Urban Centre and applied for a revitalization tax exemption under the rental housing component of the program.

Rutland Incentive Area	2020 Municipal Tax Impact	Gross Floor Area (Square Feet)
Rutland Tax Area 3	\$31,189	15,787

Rental Housing Tax Incentive Area

The Rental housing tax incentive area was established in 2012, initially offering exemptions anywhere in the City when a housing agreement was in place and the vacancy rate was below 3 per cent. The program began to receive greater interest in 2016 as Kelowna's vacancy rate dipped to 0.6 per cent and demand for rental housing increased. In 2019, to align with the Healthy Housing Strategy, staff removed the 3 per cent vacancy requirement and introduced a geographic requirement ensuring rental housing tax exemptions were only available for projects located in the Core Area and designated Village Centres. Over the last five years the rental housing tax exemption has become an important financial incentive to support rental housing builders in their efforts to increase rental housing supply. As of 2020, there are 23 projects with active tax exemptions associated with roughly 2,000 purpose-built rental housing units.³ As of 2020, rental housing projects are receiving an average annual tax exemption of approximately \$600 per unit or \$6,000 per unit over the 10-year exemption. A breakdown of the overall tax impact for rental housing tax exemptions in 2020 is provided in the table below.

Rental Incentive Area	2020 Municipal Tax Impact	Number of Rental Units
Rental Housing Tax Area	\$1,264,692	2,019

² The Ella and the Brooklyn projects received approval for RTE agreements in December 2019.

³ There are 10 projects (800 long-term rental units) with approved rental housing tax exemption agreements that are not currently receiving a tax exemption, staff expect occupancy for these projects to occur from 2021-2023.

Discussion:

In reviewing the City's financial incentives, staff consulted with several members of the development community to understand the importance of tax exemptions for different projects. The rental housing tax exemption program was identified as having the greatest impact on the financial viability of development projects by reducing operating costs for long-term rental housing. In contrast, the tax exemption has limited benefit for mixed-use strata residential projects. For strata projects, the tax exemption application is made by the developer, but the tax exemption is ultimately passed on to the purchaser of the strata unit and, therefore, does not have a material impact on the viability of these larger mixed-use strata residential projects. One developer did identify that the RTE program does assist with the financial viability of office commercial and retail units in larger mixed-use projects. These discussions reinforced that the rental housing incentive continues to be the most important financial incentive for the development community.

Since the Downtown Tax Incentive Areas were established in 2012 the market for strata residential (condo) units has improved markedly. The sale price for new residential units in concrete towers increased significantly over the last five years rising from \$450-\$500 per square foot to \$650 per square foot as of fall 2020.⁴ Based on the rising market for downtown development, staff see limited benefit in continuing to provide the same tax exemptions for future development in Tax Incentive Area 2 where a number of large projects are underway. However, Tax Incentive Area 1 (Leon and Lawrence area) of Downtown has not seen the same level of investment and would still benefit from incentives to attract development. Similarly, Tax Incentive Area 3 in Rutland has not attracted commercial or strata residential development and would also benefit from on-going incentives to attract investment. Therefore, staff recommend Downtown Tax Incentive Area 2 be adapted to better align with community and council priorities.

Staff recommend the following changes to Tax Incentive Area 2 in the Downtown

- Update Bylaw 9561 to change the conditions for residential, mixed-use or office developments in Tax Incentive Area 2 in the Downtown to receive a 10-year revitalization tax exemption.
- Provide 100% revitalization amount for projects of 40,000 square feet or greater where they achieve the highest level of the Energy Step Code for Part 3 Buildings (Step 4 - wood-frame residential; Step 4 - concrete residential; and Step 3 - commercial).

In the Downtown, exemptions within Tax Incentive Area 2 in the Downtown would continue to be available; however, amendments would mean conventional residential strata, office and mixed-use projects would no longer be eligible for tax exemptions without demonstrating leadership in high performance building via Energy Step Code. Through these updates to the RTE Bylaw Program the City could simultaneously incentivize Downtown development, green building, and climate action.

⁴ [The HM Commercial Report Fall 2020](#)

Conclusion:

Subject to council approval, staff would bring forward a report in 2021 with proposed amendments to the RTE Program bylaw for Downtown Tax Incentive Area 2. The amendments to the RTE Program bylaw would adjust the requirements for Downtown Tax Incentive Area 2, introducing Energy Step Code objectives. This approach would encourage greater uptake of green building in the City's Downtown, supporting the growth of Kelowna's green economy. In conclusion, the RTE Program continues to be an important tool to encourage rental housing development and offers potential to incentivize green building and support Energy Step Code implementation.

Internal Circulation:

Policy and Planning
Revenue
Development Planning
Real Estate

Legal/Statutory Authority:

Community Charter, Division, Section 226

Existing Policy:

Official Community Plan Bylaw No. 10500

Objective 5.9 – support the creation of affordable and safe rental, non-market and/or special needs housing.

Policy 5.1.3- Rutland & Downtown Revitalization Tax Exemption Program. Provide a revitalization tax exemption for the municipal portion of the annual taxes on improvements for development within the City Centre and Rutland Town Centre as per Revitalization Tax Exemption Bylaw No. 9561

Downtown Plan

Action Item 16 – Provide financial incentives for affordable housing

Kelowna Community Climate Action Plan

Action 2. The Energy We Use in Our Buildings – improving energy performance and reducing GHG emissions in new and existing buildings.

Submitted by:

R. Soward. Planner Specialist, Policy and Planning

Approved for inclusion:



J.M Long Range Policy Planning Manager



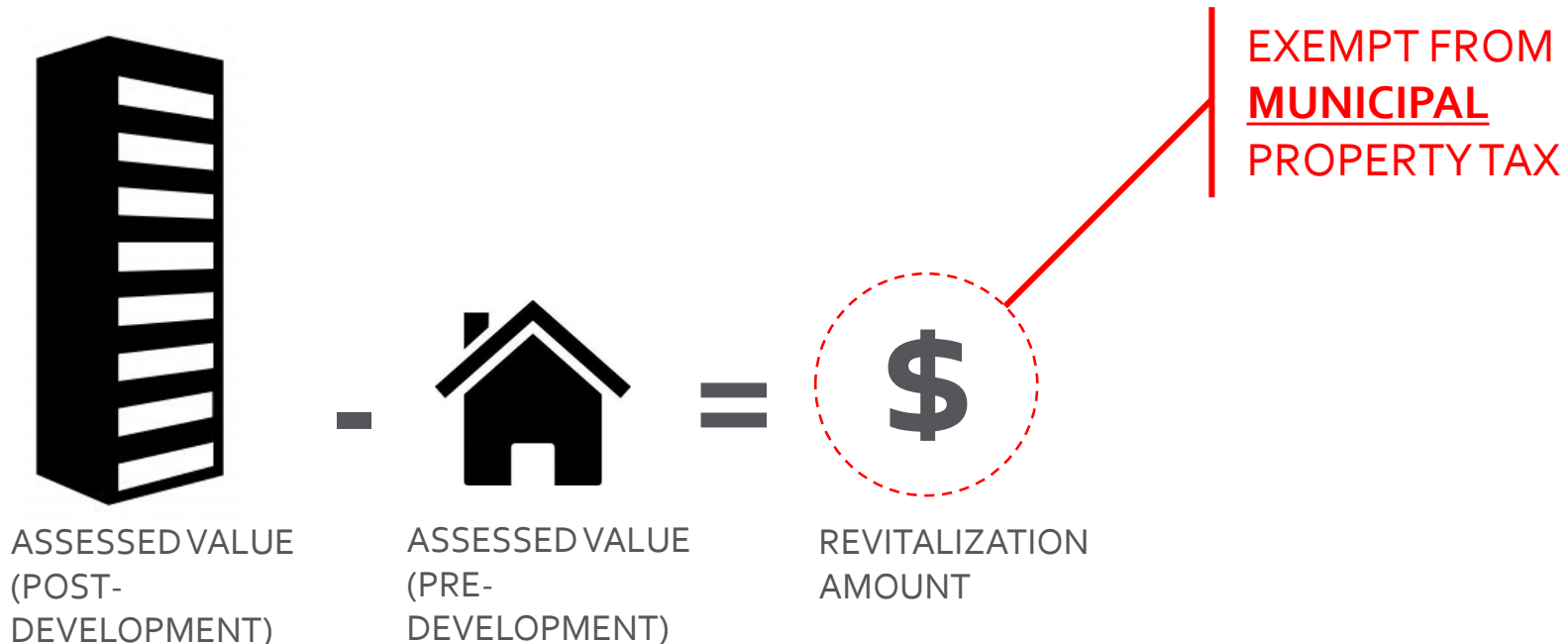
Revitalization Tax Exemption Program Update

November 23, 2020



Purpose of Report

- ▶ Current Revitalization Tax Exemption (RTE) program structure
- ▶ Recent activity & considerations
- ▶ Recommendations for RTE program



Current RTE Program Structure

► *Tax Incentive Areas*

- **Downtown Area 1:** flexible structure (100%)
- **Downtown Area 2:** large projects (100%), smaller projects (50-75%),
- **Rutland Area 3:** flexible structure (100%)
- **Purpose-built rental:** designated areas (100 %)



RTE Activity & Considerations

- ▶ Major investment in much of Downtown
- ▶ Activity in Rutland mostly related to rental
- ▶ Record level of investment in rental housing



Program Recommendations

- ▶ Maintain incentive for areas with less activity
- ▶ Acknowledge role of rental housing incentive
- ▶ Adapt criteria in Downtown Area 2



Impacts to Tax Incentive Areas

Active Tax Incentive Areas	Proposed Changes
Downtown Tax Area 1	No change
Downtown Tax Area 2	New criteria to support Energy Step Code implementation in 2021-22
Rutland Tax Area 3	No change
Rental Housing Area	No change



Conclusion

- ▶ Program delivering value
- ▶ Strong market for downtown development
- ▶ Opportunity to adapt bylaw to changing council priorities
- ▶ Rental Housing most impactful incentive area
- ▶ Staff will monitor impact of program



Report to Council



Date: November 23, 2020

To: Council

From: City Manager

Subject: Update on Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes

Department: Policy & Planning

Recommendation:

THAT Council receives, for information, the report from the Policy & Planning Department, dated November 23, 2020, with respect to an update on the development of a Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes;

AND THAT Council direct staff to initiate the community engagement process, as outlined in this report dated November 23, 2020;

AND FURTHER THAT Council directs staff to pursue the recommended approach for the Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes outlined in this report dated November 23, 2020.

Purpose:

To update Council on the development of a Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes, and for Council to direct staff to move forward with community engagement and the recommended approach.

Background:

Transportation accounts for the majority (53%) of greenhouse gas (GHG) emissions in Kelowna, and a large portion of this can be attributed to tailpipe emissions from light-duty vehicles. Recognizing this, the most impactful actions in the City of Kelowna's (the City) Community Climate Action Plan (CCAP) are from the transportation sector.¹

While the priority remains on getting people out of their automobiles through effective planning (i.e., trip distance reduction), mode shifting to active transportation (e.g., walking, biking), and public transit, Kelowna residents will continue to rely on the automobile in some capacity for the foreseeable future. With that, the challenge then is to de-carbonize kilometres travelled by automobiles in the

¹ City of Kelowna (COK). 2018. Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan. Retrieved from: https://www.kelowna.ca/sites/files/1/docs/community/community_climate_action_plan_june_2018_final.pdf.

community by shifting away from fossil fuels (i.e., internal combustion engine) to those that emit zero or low amounts of GHG emissions. These systems include electric vehicles (EVs), hydrogen fuel-cell technology, and renewable fuels (e.g., biofuels).

Currently, EVs are the only low-carbon option at the point of market transformation that can make significant impact on GHG emissions reduction over the next decade. EVs also have other benefits relative to traditional gasoline and diesel vehicles that add to their value (e.g., lower operating/fuel costs, lower maintenance costs, reduced noise pollution, and improved air quality in urban centres). Therefore, the City needs to think strategically about how to support and expand the growing EV market. Doing so will deliver on two key Council priorities: transportation and mobility; and environmental protection.

Electric bicycles (e-bikes²) have also emerged as a popular low-carbon technology with multiple benefits: GHG emissions reduction, support active transportation and reduced road congestion, and promoting health and well-being. This option is also more affordable for people that want to switch to low-carbon transportation but cannot afford an EV. The City can, therefore, think strategically about how to support and expand the growing e-bike market as well.

EV and E-bike Growth Trends

The market growth and environmental benefits for EVs is particularly strong in BC where close to 97 per cent of the electricity is generated from renewable energy.³ Data from 2019 indicates EVs represent 8-10 per cent of overall automobile sales, depending on the quarter (Figure 1)⁴. In Kelowna the EV growth trend has been similar. There were **370 registered EVs in the city in 2019, compared to only 180 in 2018, and 110 in 2017**. The number of registered hybrids, however, has seen significantly less growth with 1,400 in 2019, 1,200 in 2018, and 1,100 in 2017.⁵

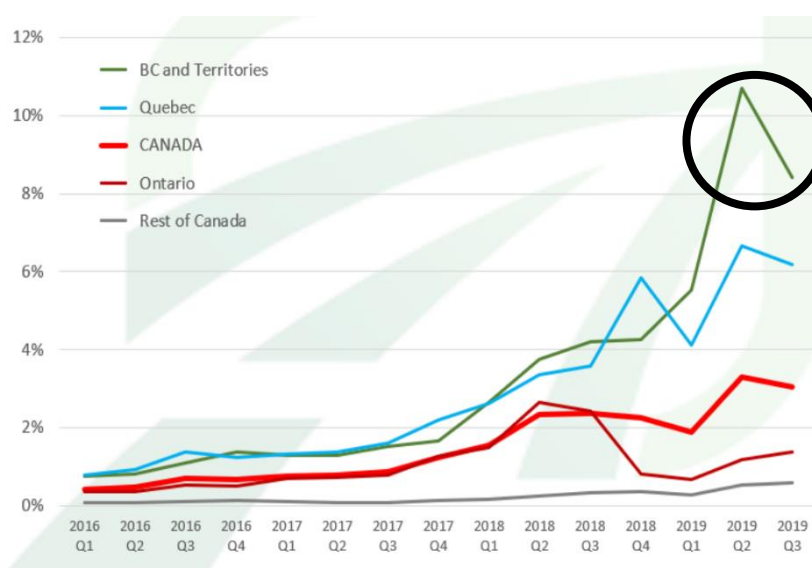


Figure 1: Market-share of zero-emission vehicles (ZEVs) across Canada

While sales of new vehicles overall were down 45 per cent in the second quarter of 2020 compared to 2019 as a result of COVID-19, sales of new EVs relative to total vehicle sales remains strong. It is

² An e-bike is defined as an electric bicycle with an electric motor of 500 watts or less and functioning pedals that are limited to a top speed of 32 km/h without pedaling.

³ BC Hydro. 2020. Why BC is such a great place to drive an electric vehicle. Retrieved from: <https://electricvehicles.bchydro.com/about/what-does-97-clean-mean>.

⁴ Electric Mobility Canada. 2019. Electric vehicle sales in Canada – Q3 2019. Retrieved from: https://emc-mec.ca/wp-content/uploads/EMC-Sales-Report-2019-Q3_EN_v2.pdf.

⁵ Insurance Corporation of BC (ICBC). 2020. Active BC driver's licenses. Retrieved from: <https://public.tableau.com/profile/icbc#!/vizhome/QuickStatistics-ActiveDrivers/ActiveBCDriversLicencesbyRegion>.

projected that sales of EVs will outpace sales of diesel and gasoline powered vehicles by the mid-2030s, a trend that will be even more noticeable in BC as the provincial government scales up requirements to ensure all new vehicles sold in the province will be fully electric by 2040.⁶

The growing popularity of EVs can be attributed to a number of factors: the falling cost of EVs and EV battery packs; a growing number of EV models; a growing network of supportive charging infrastructure; supportive government policies and incentives; and more consumer confidence because of familiarity with EV technology.

While local, provincial, and national e-bike sales data is not readily available, bicycle distributors are struggling to match supply with growing demand. In the United States, e-bike sales increased by 85 per cent in March 2020 compared to 2019.⁷ Locally, observations from the City's Integrated Transportation department indicate 8-10 per cent of current bike traffic across Kelowna's bike network is occurring on e-bikes.

Despite the multitude of benefits of EVs and e-bikes, many consumers continue to buy diesel or gasoline vehicles. Some of the most common barriers to EV and e-bike adoption, real or perceived, include:

- EVs:
 - Higher purchase cost than a traditional ICE vehicle
 - Lack of charging options ("range anxiety")
 - Limited availability of desired vehicles class
 - Limited availability of desired make and model
 - Lack of familiarity with EVs
- E-bikes:
 - Higher purchase cost than a regular bike
 - Lack of secure parking
 - Safety concerns
 - Limited availability

Scope of the Strategy

In general, local governments main role with EVs is to expand charging infrastructure; thus, the Community Low-Carbon Mobility Strategy will focus on supporting adoption of plug-in EVs only. Plug-in EVs include **battery electric vehicles (BEVs)**, **extended-range electric vehicles (EREVs)**, and **plug-in hybrid electric vehicles (PHEVs)**. Appendix A describes the various types of vehicles and which are in/out of scope of the strategy. Appendix B describes the different types of EV chargers.

Due to the growing popularity of **e-bikes** and their potential to address several of the City's transportation priorities (i.e., reduce GHG emissions and promote active transportation), e-bikes are also in-scope of the strategy. The scope of the Community Low-Carbon Mobility Strategy is summarized in Table 1.

⁶ Province of BC, Zero-Emission Vehicles Act, <https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/clean-transportation-policies-programs/zero-emission-vehicles-act>.

⁷ Goldbaum, C. 2020. Thinking of Buying a Bike? Get ready for a very long wait. NY Times. Retrieved from: <https://www.nytimes.com/2020/05/18/nyregion/bike-shortage-coronavirus.html>.

Table 1: Scope of the Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes



In-Scope for Community Low-Carbon Mobility Strategy	Out-of-Scope of Community Low-Carbon Mobility Strategy		
	COK Fleet Low-Carbon Mobility Strategy	Provincial or Federal Government	Technology/Sector not Within Scope
<ul style="list-style-type: none"> • Plug-in EVs: BEVs, EREVs, and PHEVs • E-bikes • Charging Infrastructure <ul style="list-style-type: none"> • At home • At work • Public • EV charger incentive top-ups • Parking pricing • Education and awareness 	<ul style="list-style-type: none"> • Charging Infrastructure for City Fleet • EV and e-bike purchasing for City Fleet 	<ul style="list-style-type: none"> • New EV purchase incentives • EV charger incentives • Fuel pricing • Fuel standards • Utility pricing and regulation • EV supply 	<ul style="list-style-type: none"> • Electrification of public transit or heavy-duty vehicles • Hydrogen fuel cell • Biofuels • Conventional Hybrid electric vehicles (HEVs)









The Community Low-Carbon Mobility Strategy is expected to be an evolving document. Therefore, as technology demonstrates strong local demand (e.g. hydrogen fuel-cell) and/or there is an increased role for local government, staff will consider updating the strategy as required.

Recommended Approach:

Local governments have six tools for action to support the transition to EVs: policy & regulation, infrastructure, collaboration & partnerships, incentives, education & awareness, and advocacy to other levels of government. In consideration of these tools, it is recommended that the strategy incorporate the recommended EV and e-bike initiatives presented in Table 2 below. See Appendix C for a more detailed description of each proposed initiative. Community engagement with stakeholders, scheduled for this Fall, will provide further guidance on action in the draft strategy.

Table 2: Recommended EV and E-bike actions

Category	Item	Timeframe*
Electric Vehicles (i.e., light-duty passenger vehicles)		
 Policy & Regulation	EV-Readiness requirements for new residential developments. See Appendix D for a description of readiness options.	Short
	EV-Readiness requirements for new commercial developments.	Short
	Continue to offer and investigate option for the Eco-Pass parking permit program.	Ongoing
	Investigate a fee structure for City-owned public chargers.	Medium
 Infrastructure	Expand the off-street public level 2 charging network.	Ongoing

	Explore on-street charging.	Ongoing
 Collaboration & Partnerships	Partner with FortisBC on an EV streetlamp charging pilot.	Short
	Partner with FortisBC to expand the Level 3 charging network.	Ongoing
	Work with Modo carshare to advance electrification of shared mobility.	Short-medium
	Establish a Regional Local Government EV Peer Network.	Short
 Incentives	Municipal top-up to provincial residential charging incentives.	Short
 Education & Awareness	Community engagement on strategy development (i.e., survey and focus groups).	Short
	Educate owners and managers of existing apartments and workplaces.	Short
	Create an EV Readiness best practices guide for new residential buildings.	Medium
	Use City channels to create awareness of EV benefits and programs.	Ongoing
 Advocacy	Advocate for “Right to Charge” legislation.	Short-Medium
E-bikes		
 Policy & Regulation	Assess the feasibility of e-bike charging requirements for new residential developments	Short
	Update local regulations to be more permissive of e-bikes	Short
 Infrastructure	Expedite the build-out of cycling infrastructure	Ongoing
	Pilot e-bike public chargers at strategic locations	Ongoing
	Explore secure public storage options for e-bikes	Short-Medium
 Incentives	Consider e-bike incentives for certain demographics	Short
	Implement an e-bike Purchase Loan Program for City of Kelowna employees	Short
 	Community engagement on strategy development	Short
	Use City channels to create awareness of e-bike benefits and programs	Ongoing

Education & Awareness		
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* Short = 0-2 years; Medium = 3-5 years; Ongoing = start time may vary but will continue on an annual basis for the foreseeable future.

Conclusion and Next Steps:

If Kelowna is to reduce GHG emissions, de-carbonizing the transportation sector is paramount. While the priority is getting people out of their automobiles, passenger vehicles will remain a dominant transportation mode for at least the next several decades. Electric vehicles can significantly reduce GHG emissions from the passenger vehicle sector in BC while providing many other benefits when compared to their gasoline and diesel-powered counterparts. Similarly, e-bikes have grown in popularity and have the additional benefit of promoting active transportation. These benefits along with a supportive policy landscape in BC have resulted in exponential growth in the EV sales market; a trend that is expected to continue. Thus, the City needs to think strategically about EV/e-bike expansion to help meet GHG emissions reduction targets, but also to support an already growing consumer base.

As summarized in Figure 2, **the next steps in the development of the Community Low-Carbon Mobility Strategy for EVs and e-bikes is to first engage with the community to identify barriers and solutions to EV and e-bike adoption.** Staff are planning a series of engagement activities (survey and focus groups) with relevant stakeholders this Fall. Once priority areas are identified and agreed upon, the Strategy will be finalized which will help support the shift to EVs and e-bikes in Kelowna. The Strategy is expected to be completed by Spring 2021.

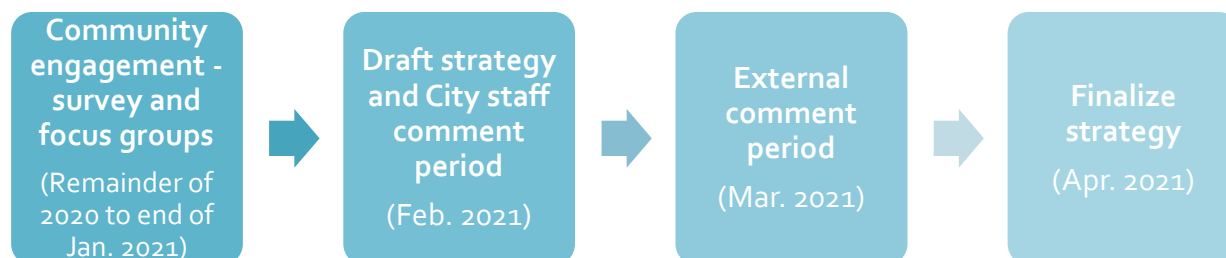


Figure 2: Next steps for completion of the Community Low-Carbon Mobility Strategy: Electric Vehicles and e-bikes

Internal Circulation:

Communications
Development Planning
Development Services
Infrastructure Operations
Integrated Transportation

Existing Policy:

- OCP 2030⁸
 - OCP Objective 6.2 - Improve energy efficiency and reduce community greenhouse gas emissions
 - 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 absolute community greenhouse gas emissions by:
 - 4% below 2007 levels by 2023;
 - 25% below 2007 levels by 2033;
 - 80% below 2007 levels by 2050.
- Our Kelowna as We Take Action: Kelowna's Community Climate Action Plan⁹
 - Action T6: Develop an electric vehicle strategy
- Imagine Kelowna¹⁰
 - Take action in the face of climate change
- Council Priorities¹¹
 - Greenhouse gas emissions are decreasing

Financial/Budgetary Considerations:

The community engagement scheduled for this Fall is being facilitated by a third party, the Community Energy Association. FortisBC has contributed \$10,000, and the remainder is funded equally through the existing Policy & Planning's research budget (\$6,250) and Fleet Services sustainability initiatives reserve (\$6,250) for 2020.

Submitted by:

C. Ray, Community Energy Specialist

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

cc:

Divisional Director, Planning & Development Services
 Development Services Director
 Development Planning Department Manager
 Planner Specialist
 Strategic Transportation Planning Manager

⁸ City of Kelowna. 2011. Kelowna 2030 – Official Community Plan: Chapter 6 – Environment. Retrieved from: <https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Official%20Community%20Plan%202030%20Bylaw%20No.%2010500/Chapter%2006%20-%20Environment.pdf>.

⁹ City of Kelowna. 2018. Our Kelowna as we take action: Kelowna's Community Climate Action Plan. Retrieved from: https://www.kelowna.ca/sites/files/1/docs/community/community_climate_action_plan_june_2018_final.pdf.

¹⁰ City of Kelowna. 2018. Imagine Kelowna: the Visions to 2040. Retrieved from: https://www.kelowna.ca/sites/files/1/docs/related/imagine_kelowna_short_report_digital.pdf.

¹¹ City of Kelowna. 2019. Council Priorities 2019-2022. Retrieved from: https://www.kelowna.ca/sites/files/1/docs/council_priorities_2019-2022_summary.pdf.

Mobility Specialist
Infrastructure Operations Department Manager
Fleet Services Manager
Energy Program Manager
Sustainability Coordinator
Community Communications Manager



Appendix A: Types of Vehicles and What types are Included in the Community Low-Carbon Mobility Strategy



Vehicle Type	Description	Tailpipe Emissions?
<u>Included</u> in the Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes		
Battery electric vehicle (BEV)	A BEV relies completely on the electric battery and motor to propel the car. These vehicles store electricity onboard with battery packs and are powered by electricity from an external source by plugging into an outlet or charging station (or, in some cases, wirelessly) (e.g., Tesla Model 3, Chevy Bolt).	Zero
Extended range electric vehicle (EREV)	These are a form of plug-in hybrid electric vehicle (PHEV), but the gas engine functions as a generator (alternator) to charge the battery rather than propelling the vehicle. Generally, EREVs will drive exclusively in electric mode until the battery is depleted; at that point, the gas generator will kick in to keep the battery charged until the car plugs in. (e.g., Chevy Volt, BMW i3)	Partial-Zero
Plug-in hybrid electric vehicle (PHEV)	Similar to hybrid electric vehicles (HEVs), PHEVs have a two-part drive system, and are equipped with an electrical drive and battery storage capacity, in addition to an internal combustion engine (generally with larger battery storage and a smaller engine than HEVs). The batteries can be recharged by plugging into an electrical outlet, as well as via a gas-powered alternator and/or by regenerative braking (e.g., Mitsubishi Outlander, Toyota Prius Prime).	Partial-Zero
<u>Not included</u> in the Community Low-Carbon Mobility Strategy: Electric Vehicles and E-bikes		
Hybrid electric vehicle (HEV)	An HEV is a “traditional” or “conventional” hybrid and has a two-part drive system: a conventional fuel engine and an electric drive. These vehicles do not plug in; electrical energy is generated via an alternator or regenerative braking (e.g., Toyota Prius).	Partial
Hydrogen fuel cell vehicle (HFCV)	A HFCV is an electric vehicle that uses a fuel cell instead of a battery to power its on-board electric motor. These vehicles are fueled with hydrogen. (e.g., Toyota Mirai).	Zero
Internal Combustion Engine (ICE)	Traditional engines, powered by burning gasoline, diesel, biofuels or even natural gas.	High



Appendix B: Types of Electric Vehicle Chargers




Common Name	Speed of charge	Supply Voltage	Current Output	Power Output	Typical Applications
Level 1	Slow (full charge a BEV in 8-20 hours)	120 V, 1PH	12-16 A	1.44 -1.92 kW	Home, workplace
Level 2	Medium (full charge a BEV in 4-6 hours)	208-240 V, 1PH	12-80 A	2.5 – 19.2 kW	Home, workplace, public
Direct Current Fast Charger (Level 3)	Fast (full charge a BEV in under an hour)	208-600 V, 3 PH	Up to 400 A	Up to 400 kW	Public (especially near highways)


Appendix C: Detailed Summary of Recommended Actions

Category	Item	Description	Timeframe*
Electric Vehicles (i.e., Light-duty passenger vehicles)			
 Policy & Regulation	EV-Readiness requirements for new residential developments	Require a certain percentage of parking stalls in new residential buildings (e.g., single-family dwellings, duplexes, fourplexes, townhomes, multi-unit residential buildings) to include an energized electrical outlet capable of minimum Level 2 charging.	Short
	EV-Readiness requirements for new commercial developments	Require a certain percentage of parking stalls in new commercial developments (e.g., parking lots) to include an energized outlet capable of minimum Level 2 charging.	Short
	Continue to offer and investigate options for the Eco-Pass parking permit program	This permit gives plug-in EV (PHEVs and BEVs) owners up to two hours per day of no-charge, on-street parking in Kelowna. The permit is valid for a period of one-year and cannot be renewed.	Ongoing
	Investigate a fee structure for City-owned public chargers	Implement user fees for EV charging to support cost recovery of EV charging infrastructure and increase turnover. This needs to be considered in concert with parking costs for stalls where EV charging infrastructure is provided.	Medium
 Infrastructure	Expand the off-street public level 2 charging network	Continue to use off-street City-owned parking lots and parkades to strategically expand the Level 2 charging network. This includes approved budget for 2020-2021 for up to eight chargers (\$135,000), which could be expanded if a federal grant through the Zero-Emission Vehicle Infrastructure Program (ZEVIP) is successful. This level of investment would be required annually to support EV expansion.	Ongoing
	Explore on-street charging	Explore options to provide on-street charging infrastructure where on street parking is provided (e.g., parallel and diagonal parking stalls along city streets).	Ongoing

 Collaboration & Partnerships	Partner with FortisBC on an EV streetlamp charging pilot	Identify use cases (e.g., garage orphans, public parking) for on-street charging and determine if the City can utilize available electricity capacity from LED streetlamp conversion for EV charging. A pilot program, in partnership with FortisBC, is the first step in determining if this is a feasible and worthwhile venture.	Short
	Partner with FortisBC to expand the Level 3 charging network	FortisBC has been actively expanding the Level 3 DCFC charging network in its regional electricity service territory over the past few years. These locations are particularly valuable to visiting EV owners who need a fast charge. Existing partnerships between FortisBC and the City have resulted in chargers at the airport, Rutland Centennial Park, and Museum parking lot. The City will explore additional partnership opportunities with FortisBC to expand the fast charging network.	Ongoing
	Work with Modo carshare to advance electrification of shared mobility	Modo has a strategic priority to electrify its carsharing fleet, but access to adequate charging infrastructure remains a barrier. The City will look for opportunities to leverage expansion of the public EV charging network with providing access to charging for Modo's fleet.	Short-medium
	Establish a Regional Local Government EV Peer Network	Recognizing that a regional network of EV infrastructure is more likely to create consumer confidence in the technology, and EV drivers do not stay within City of Kelowna boundaries, staff will look to establish a network of local government representatives that considers regional approaches to expand EVs and associated charging infrastructure.	Short
 Incentives	Municipal top-up to provincial residential charging incentives	Municipalities can "top up" Provincial and Fortis charger rebate offers for single family-home and/or multi-unit residential building (MURB) chargers.	Short

 Education & Awareness	Community engagement on strategy development	In Fall 2020 the City will be issuing a survey and conducting focus group with EV and E-bike stakeholders to understand local barriers to EV/E-bike adoption and to understand how the City can support EV and E-bike expansion in the community.	Short
	Educate owners and managers of existing apartments and workplaces	Work with the provincial government, FortisBC, EV charging service providers, and/or other entities to educate owners and managers of existing apartments and workplaces on the benefits of retrofitting existing buildings to have EV-ready parking available for tenants and employees.	Short
	Create an EV Readiness best practices guide for new residential buildings	To support builders and developers in providing appropriate/adequate EV charging infrastructure, the City will look to provide a best practices guide. This could support "EV-Readiness" policy shifts if endorsed by Council.	Medium
	Use City channels to create awareness of EV benefits and programs	Many residents still do not know the benefits and opportunities around EVs and E-bikes. In addition, many of the recommended policies and programs will only be successful if there is widespread awareness throughout the community. The City can use its own marketing channels to distribute EV and E-bike information to the public.	Ongoing
 Advocacy	Advocate for "Right to Charge" legislation	Currently, EV owners in MURBs with strata corporations struggle to convince strata councils to install appropriate EV charging infrastructure. "Right to charge" legislation at the Provincial level could address this barrier by amending the <i>BC Strata Property Act</i> with language that requires strata councils and strata corporations to accommodate reasonable requests from residents for EV charging infrastructure.	Short-Medium

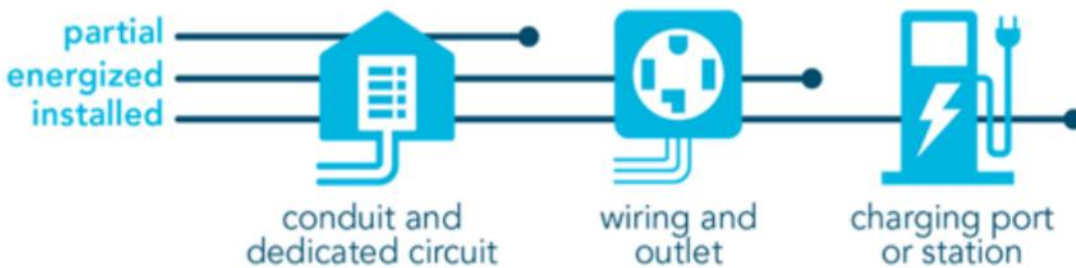
E-bikes			
 Policy & Regulation	Assess the feasibility of e-bike charging requirements for new residential developments	Require a certain percentage of long-term bicycle storage spaces in new residential buildings (e.g., single-family dwellings, duplexes, fourplexes, townhomes, multi-unit residential buildings) to have an electrical outlet capable of providing e-bike charging.	Short
	Update local regulations to be more permissive of e-bikes	Local traffic and parks bylaws often unintentionally ban new modes by not explicitly mentioning them. E-bikes should be considered as candidates for inclusion in local bylaws that govern active transportation facilities to broaden the potential and appeal for active and space-efficient transportation.	Short
 Infrastructure	Expedite the build-out of cycling infrastructure	Prioritize cycling infrastructure development, as indicated in the Pedestrian and Bicycle Master Plan and draft Transportation Master Plan and increase the annual level of investment to expedite the development of a safe and connected bicycle network. This investment will help reduce barriers to cycling and accommodate the greater potential use of bicycle infrastructure that e-bikes enable (e.g., continue to pursue separation on busy shared pathways to accommodate higher volumes of e-bikes expected in the future).	Ongoing
	Pilot e-bike public chargers at strategic locations	Because many e-bikes have removable batteries that can be recharged indoors, public charging infrastructure is less important for e-bike adoption than for EVs. However, public e-bike charging at strategic locations could support longer e-bike trips.	Ongoing
	Explore secure public storage options for e-bikes	One of the main challenges with e-bikes compared to regular bikes is owners' comfort with using public bike locks/storage because e-bikes are typically a higher value. Thus, staff will explore what public lock/storage options are could help overcome this barrier.	Short-Medium
 Incentives	Consider e-bike incentives for certain demographics	E-bikes are still more expensive than most non-electric bicycles but allow users to travel further distances with minimal effort and are much cheaper than EVs. To help e-bikes become more affordable for low-income and seniors, the City could consider offering a limited number of e-bike financial rebates.	Short

	Implement an e-bike Purchase Loan Program for City of Kelowna employees	To help promote low-carbon and active transportation amongst City employees, the City could offer an e-bike/bike Purchase Loan Program. Under the program, the City would borrow the full cost for City employees of a new e-bike or regular bicycle, and the cost would be payroll deducted for up to 24-month period. If successful, the program could be replicated by other employers in the community,	Short
 Education & Awareness	Community engagement on strategy development	In Fall 2020 the City will be issuing a survey and conducting focus group with EV and e-bike stakeholders to understand local barriers to EV/E-bike adoption and to understand how the City can support EV and E-bike expansion in the community.	Short
	Use City channels to create awareness of E-bike benefits and programs	Many residents still do not know the benefits and opportunities around EVs and E-bikes. In addition, many of the recommended policies and programs will only be successful if there is widespread awareness throughout the community. The City can use its own marketing channels to distribute EV and E-bike information to the public.	Ongoing

* Short = 0-2 years; Medium = 3-5 years; Ongoing = start time may vary but will continue on an annual basis for the foreseeable future.

Appendix D: EV Charging Readiness Options

Electric vehicle infrastructure in residential development and construction may be installed with a variety of readiness options:



Readiness options for electric vehicle supply equipment (i.e., charging infrastructure)¹

- **Partial:** All infrastructure required for charging of an EV, including all electrical equipment (including metering), cabling and associated raceways, and connections, up to the provisional branch panelboard locations, minus the feeder cabling to the panelboards. Raceways for the feeder cabling to the provisional panelboard locations would be included; the branch panelboards and associated feeder cabling, branch cabling and associated raceways, and connections to EVSE's would be installed later.² Partial EVSE is the least costly option at the time of development; however, it is more costly overall because additional electrical infrastructure must be added at a later date. In addition, the partial infrastructure cannot be verified to function at the time of electrical inspection because it is not energized.
- **Energized:** All the infrastructure required for charging an EV, apart from the Level 2 EVSE equipment, is included; i.e., all electrical equipment (including metering, transformers, subpanels as needed), cabling and associated raceways, and connections (energized outlets). The EV owner would purchase their own EVSE and have it installed. The development costs are variable, depending on the system configuration (see more on costing scenarios in section 2.5 costs below). Load sharing using an EVEMS can significantly reduce the costs of providing EV-ready or fully energized outlets.
- **Electric vehicle supply equipment installed:** All the infrastructure required for charging an EV is at the parking stall, including all electrical equipment (including metering, transformers, subpanels as needed), cabling and associated raceways, and connections. In addition, Level 2 EVSE equipment is permanently installed. This is the easiest option for EV owners, and the costliest to install during development.

¹ C2MP & Fraser Basin Council. 2018. Residential Electric Vehicle Charging: A Guide for Local Governments. Retrieved from: https://www.richmond.ca/_shared/assets/Residential_EV_Charging_Local_Government_Guides1732.pdf.

Based on the aforementioned “Readiness” options for EV charging, local governments can choose various coverage options that prescribe the percentage of parking that should have access to EV infrastructure, or how many stalls should be equipped with EV infrastructure per residential unit. Various coverage and readiness options are evaluated in the Table below.

Comparison of Electric Vehicle Charging Options for New Residential Developments²

Example option evaluation	Minimize upfront costs*	Minimize retrofit costs	Simple for strata	Simple for City	Equitable for residents	Future-proof
Percentage-based (e.g. 20%)	Green	Red	Red	Yellow	Red	Red
Partial (pre-serviced low, all stalls)	Green	Red	Red	Red	Red	Yellow
Partial (pre-serviced high, all stalls)	Yellow	Yellow	Yellow	Yellow	Yellow	Green
Energized (EVSE-ready, all stalls)	Yellow	Green	Green	Green	Green	Green
EVSE Installed (all stalls)	Red	Yellow	Green	Green	Green	Yellow

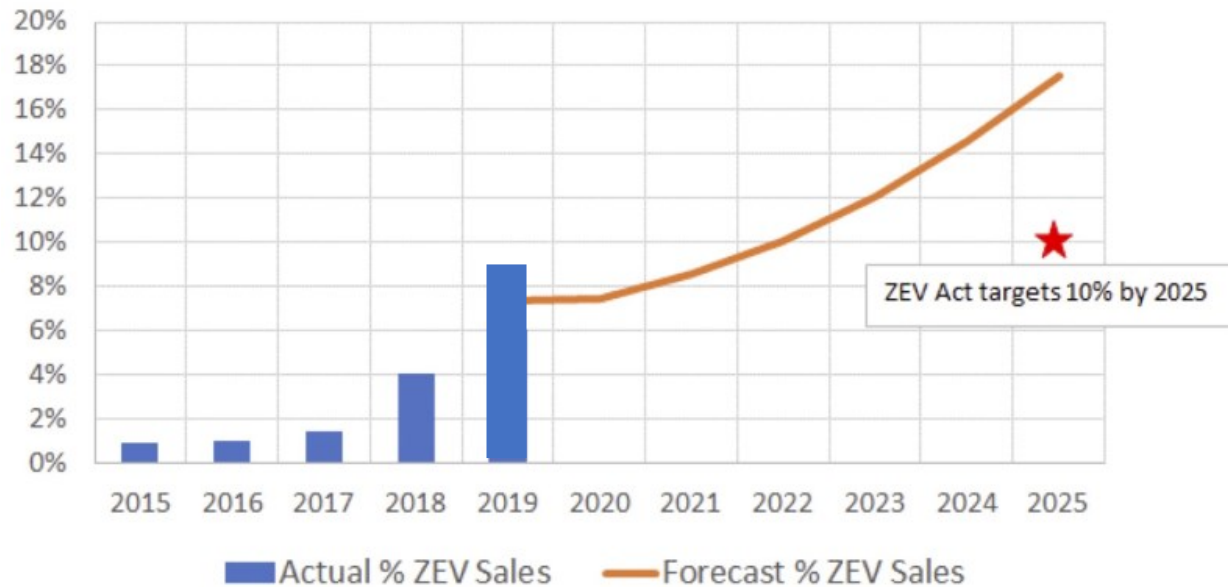
How well does an option perform for a specific metric: Green = Good; Yellow = Average; Red = Poor

² C2MP, 2018.

Update on Community Low- Carbon Mobility Strategy: EVs and E-bikes

The Growth of EVs

British Columbia Light-Duty Vehicle ZEV Sales Rates

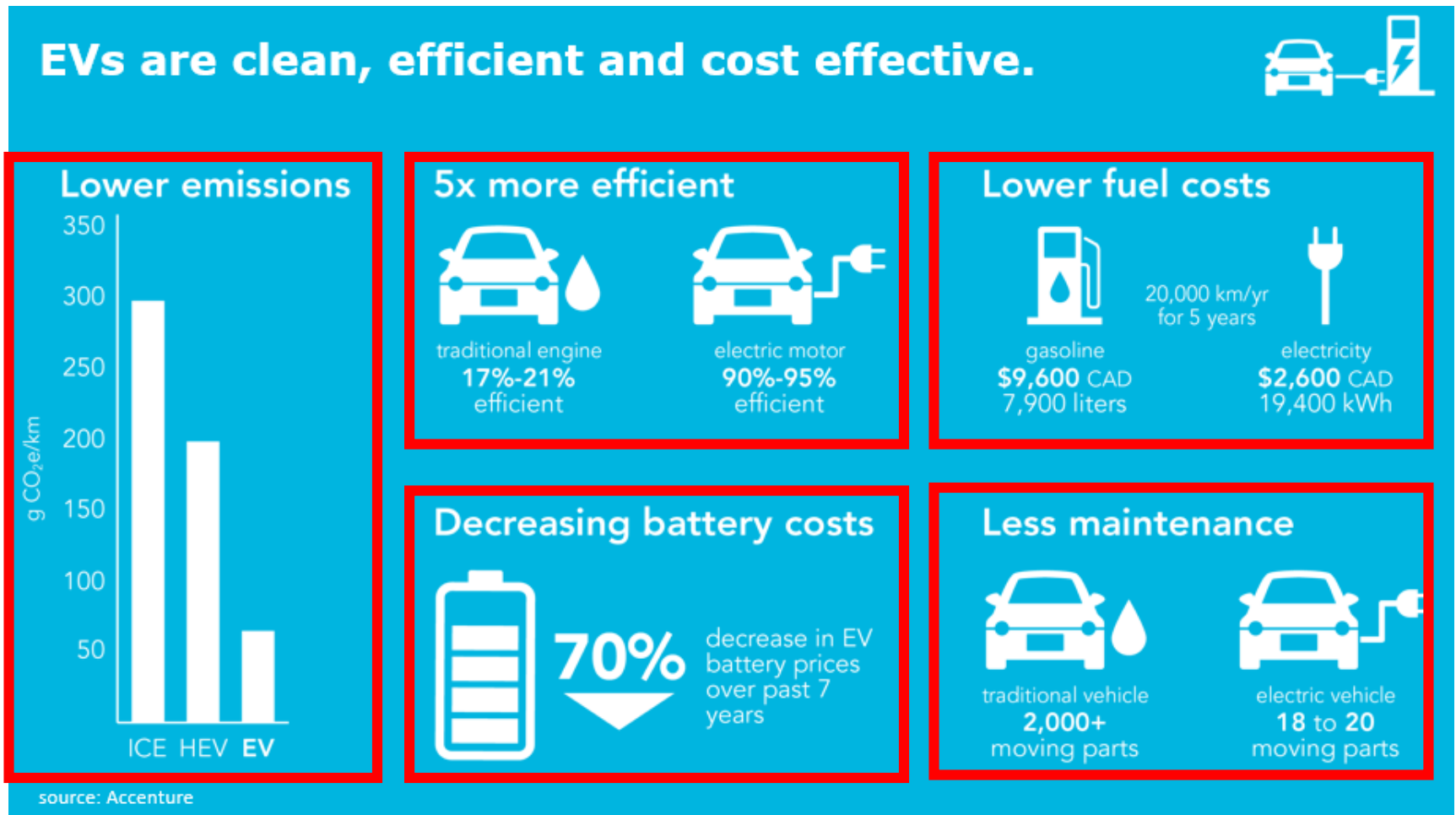


<https://www.greencarcongress.com/2019/06/20190603-bc.html>

Vehicle Type	2015	2016	2017	2018	2019
Passenger	70,000	73,000	73,000	74,000	75,000
Commercial	25,000	27,000	27,000	27,000	28,000
Motor Home	1,600	1,600	1,600	1,500	1,500
Motorcycle / Moped	4,300	4,600	4,600	4,700	4,500
Hybrid	840	950	1,100	1,200	1,400
Electric	42	67	110	180	370
Total	100,000	105,000	105,000	110,000	110,000

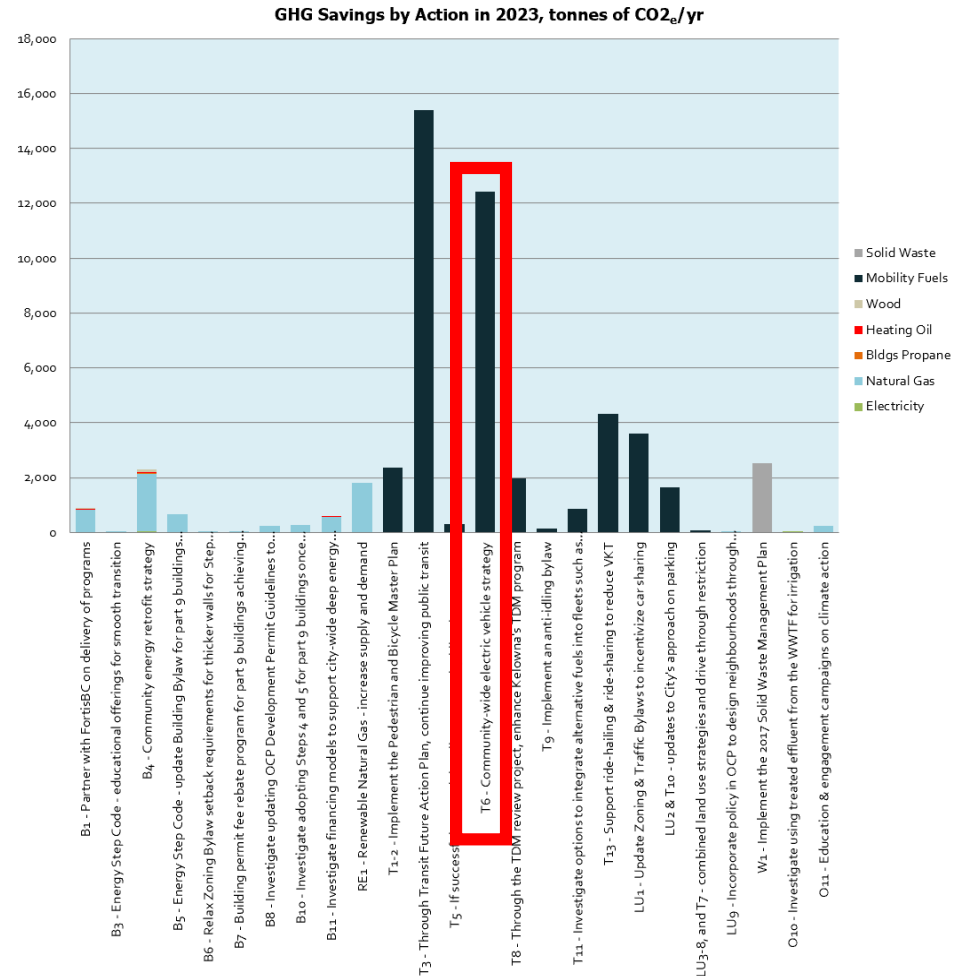
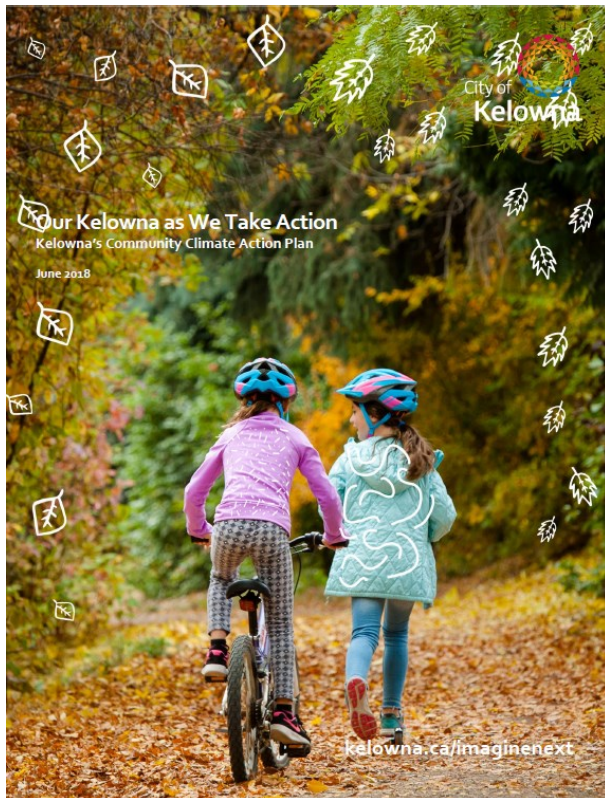
<https://public.tableau.com/profile/icbc#!/vizhome/QuickStatistics-Policiesinforce/VehicleInsurancePoliciesinForce>

What is driving the shift to EVs?



C2MP & Fraser Basin Council. (2018). Residential Electric Vehicle Charging: A Guide for Local Governments. Prepared for the City of Richmond. Retrieved from <https://pluginbc.ca/resource/residential-electric-vehicle-charging-a-guide-for-local-governments/>.

What is driving the shift? LOCAL CLIMATE ACTION



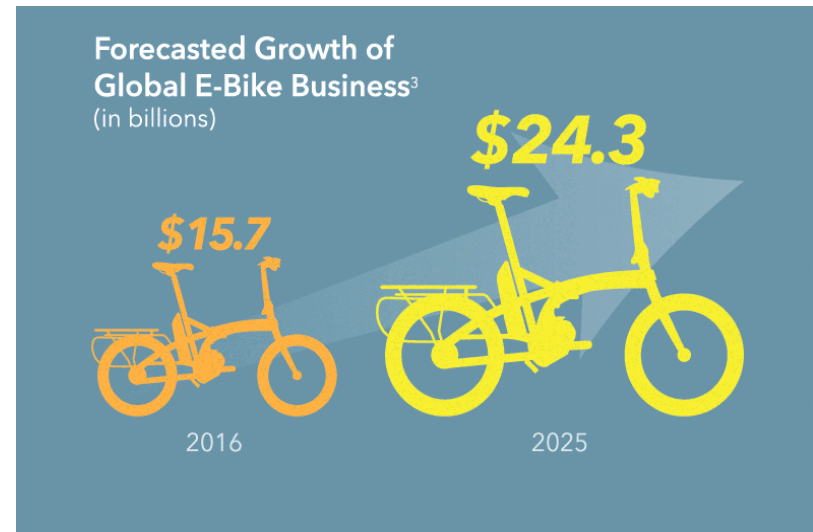
Barriers to EV Adoption

- ▶ Purchase cost
- ▶ Lack of charging (“Range Anxiety”)
- ▶ Limited availability of desired vehicle class
- ▶ Limited availability of desired make and model
- ▶ Lack of familiarity with electric vehicle.



What is driving the shift to e-bikes?

- ▶ GHG emissions reduction
- ▶ Support active transportation
- ▶ Reduce road congestion
- ▶ Promote health and well-being
- ▶ More affordable for people that want to switch to low-carbon transportation but cannot afford an EV



<https://www.e-bikeshop.co.uk/Commercial-Electric-Bikes>

Barriers to E-Bike Adoption

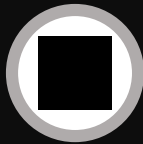
- Higher purchase cost than a regular bike
- Lack of secure parking
- Safety concerns
- Limited availability



Recommended Approach for the Community Low- Carbon Mobility Strategy



POLICY &
REGULATION



INFRASTRUCTURE



EDUCATION &
AWARENESS



PARTNERSHIPS



INCENTIVES



ADVOCACY

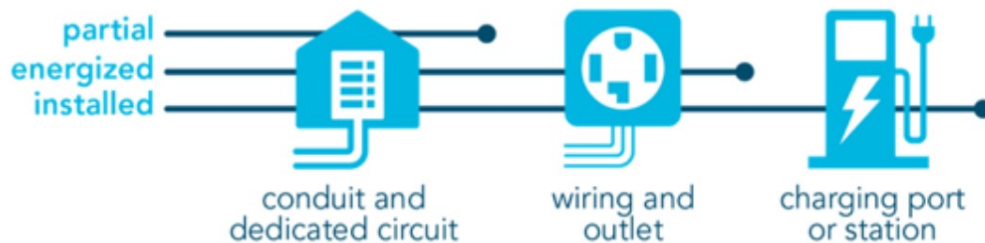
Scope of the Strategy

In-Scope for Community Low-Carbon Mobility Strategy	Out-of-Scope of Community Low-Carbon Mobility Strategy		
	COK Fleet Low-Carbon Mobility Strategy	Provincial or Federal Government	Technology/Sector not Within Scope
<ul style="list-style-type: none"> • Plug-in EVs: BEVs, EREVs, and PHEVs • E-bikes • Charging Infrastructure <ul style="list-style-type: none"> • At home • At work • Public • EV charger incentive top-ups • Parking pricing • Education and awareness 	<ul style="list-style-type: none"> • Charging Infrastructure for City Fleet • EV and e-bike purchasing for City Fleet 	<ul style="list-style-type: none"> • New EV purchase incentives • EV charger incentives • Fuel pricing • Fuel standards • Utility pricing and regulation • EV supply 	<ul style="list-style-type: none"> • Electrification of public transit or heavy-duty vehicles • Hydrogen fuel cell • Biofuels • Conventional Hybrid electric vehicles (HEVs) (i.e., not plug-in)



Recommended Actions: EV Readiness Policy

- Require a certain percentage of parking stalls in new residential and commercial developments to include an energized electrical outlet capable of minimum Level 2 charging



<https://pluginbc.ca/resource/residential-electric-vehicle-charging-a-guide-for-local-governments/>



Recommended Actions: Other EV Policy



Continue to offer and investigate options for the Eco-Pass parking permit program

Gives plug-in EV owners up to two hours per day of no-charge, on-street parking in Kelowna. The permit is currently valid for a period of one-year and cannot be renewed.



Investigate a fee structure for City-owned public chargers

Implement user fees for EV charging to support cost recovery of EV charging infrastructure and increase turnover.



Recommended Actions: Infrastructure + Partnerships



Expand the off-street public
level 2 charging network



Explore on-street
charging

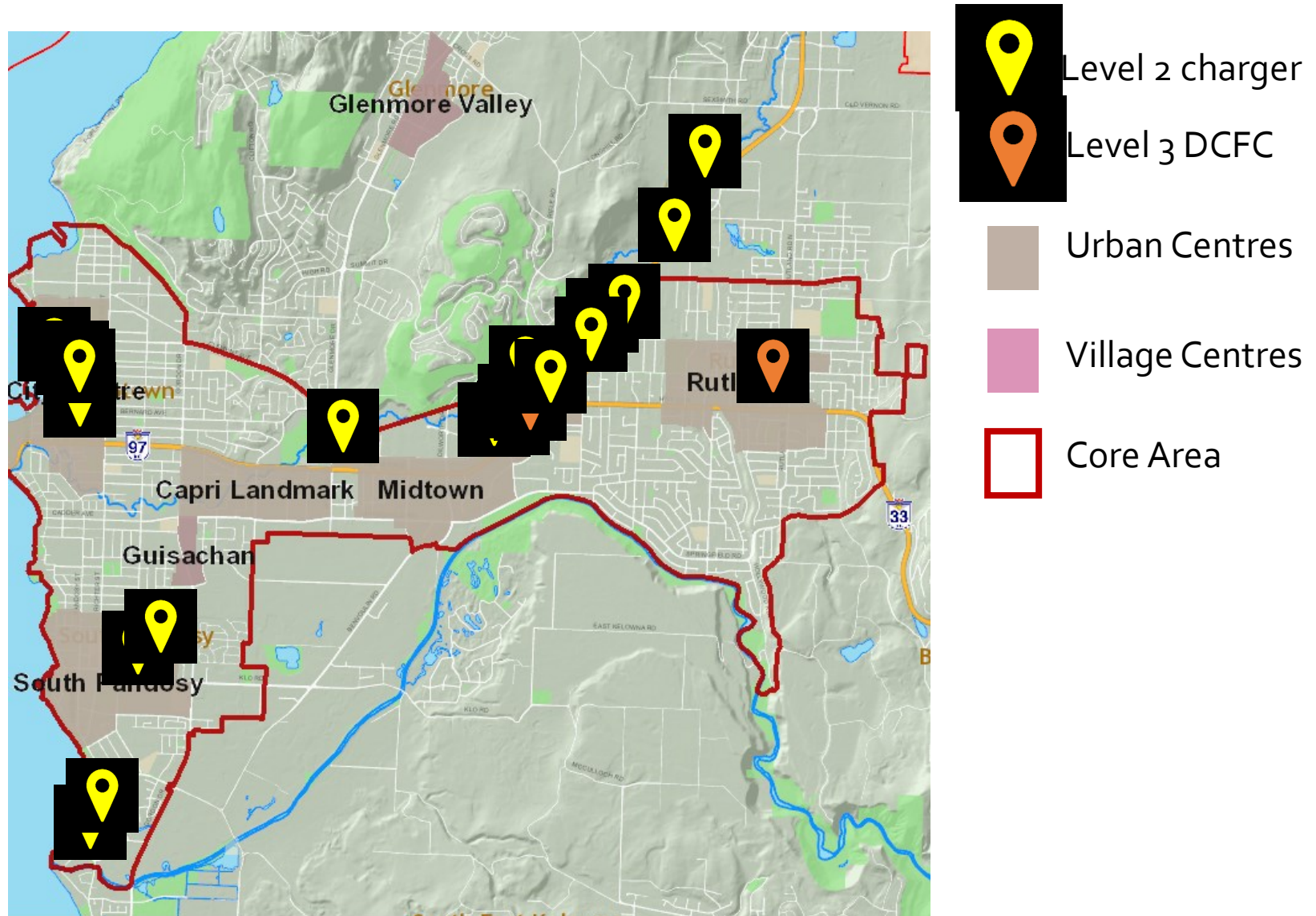


Partner with FortisBC on an
EV streetlamp charging pilot



Partner with FortisBC to expand
the Level 3 DCFC charging network

Gaps in the Current Public Charging Network



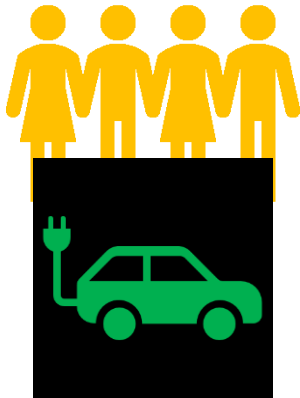


Recommended Actions: Partnerships



Work with Modo carshare to advance electrification of shared mobility

Look for opportunities to leverage expansion of the public EV charging network with providing access to charging for Modo's fleet.



Establish a Regional Local Government EV Peer Network

Establish a network of local government representatives that considers regional approaches to expand EVs and associated charging infrastructure.



Recommended Actions: Incentives

Municipal top-up to provincial residential charging incentives

Municipalities can “top up” Provincial and Fortis charger rebate offers for single family-home and/or multi-unit residential building chargers.





Recommended Actions: Advocacy



Advocate for “Right to Charge” legislation at the Provincial level

Amend the *BC Strata Property Act* with language that requires strata councils and corporations to accommodate reasonable requests from residents for EV charging infrastructure.



Recommended Actions: **E-Bike Policy**



Assess the feasibility
of e-bike charging
requirements for new
residential
developments



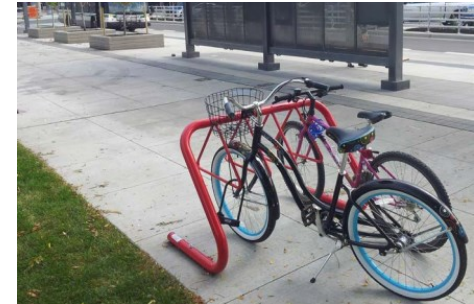
Update local
regulations to be more
permissive of e-bikes



Recommended Actions: Infrastructure



Expedite the build-out of cycling infrastructure



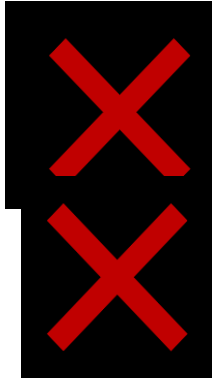
Explore secure public storage options for e-bikes



Pilot e-bike public chargers at strategic locations



Recommended Actions: Incentives



Consider e-bike incentives for certain demographics (e.g., low-income and seniors)



Implement an e-bike Purchase Loan Program for City of Kelowna employees



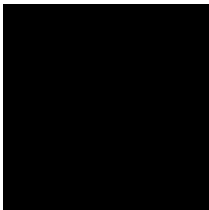
Recommended Actions: Education & Awareness



Educate owners and managers of existing apartments and workplaces on the benefits of retrofitting existing buildings to have EV-ready parking.

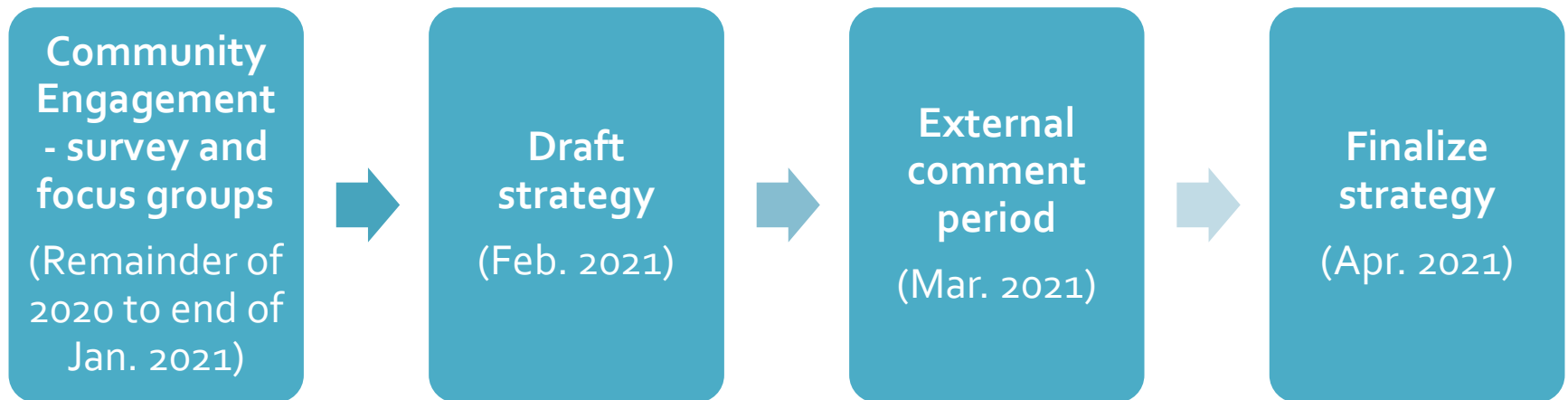


Create an EV Readiness best practices guide for new residential buildings



Use City channels to create awareness of EV and e-bike benefits and programs

Next Steps





Questions?

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: Amendment No. 11 to Solid Waste Management Bylaw 10106 (BL12113)
Department: Utility Services

Recommendation:

THAT Council receives, for information, the Report from the Utility Services Department, dated November 23, 2020, regarding the amendment to the Solid Waste Management Regulation Bylaw No. 10106;

AND THAT Bylaw No. 12113, Amendment No. 11 to the Solid Waste Management Regulation Bylaw No. 10106, be forwarded for reading consideration;

Purpose:

To seek Council's approval to amend the Solid Waste Management Regulation Bylaw to align with Regional Waste Management initiatives, current Landfill practices, and amend the fee schedules for selected wastes.

Background:

The Solid Waste Management Regulation Bylaw No. 10106 was last updated in February 2018.

The proposed amendments fall into two categories: alignment to Regional initiatives and rate adjustments.

As part of the City's commitment in the Regional Solid Waste Management Plan, Civic Operations works closely with the Central Okanagan Regional District Waste Reduction Office to ensure consistent Solid Waste Management across the entire Region. This includes efforts on common issues such as the Curbside Cart Collection program, waste reduction and responses to Provincial programs.

Discussion:

Alignment to Regional Waste Management Initiatives

Many of the proposed amendments reflect changes in the curbside collection contract, clarification of wastes and waste management initiatives. Examples are the inclusion of scrap metal as a mandatory recyclable, increasing the maximum number of additional yard waste bins from one to two for the curbside collection system, updating services to match the curbside cart collection program and standardizing the application of curbside cart change out fees.

A new Section has been added to address Wildlife Attractants. As the City continues to grow, the interface between residents and nature continue to narrow. The Regional District is pilot testing wildlife resistant carts which may be used in the future, and the addition of this Section will provide education and enforcement opportunities in areas that have potential for wildlife/human conflicts.

Rate adjustments

In consideration of the Solid Waste Financial Model, this bylaw amendment includes rate adjustments for a small list of selected materials. Proposed rate adjustments include:

- New rates for shingles as a mandatory recyclable and biosolids received for composting at the Regional Composting Facility;
- Revised prices for tires, mattresses, and additional yard waste carts to reflect cost recovery;
- Simplified taxation table to address future curbside cart replacement and increased curbside collection contractor rates (amounting to a 0.6% increase); and
- Increasing the per vehicle tipping fees used in the unlikely event that the landfill scales are inoperable. The rates in this table had not been updated to reflect previous tipping fee increases.

Hosting a landfill for the Region

The City owns and operates the landfill that services the entire Regional District. As landfill owner the City takes on significant risk with the Landfill assets and long-term liabilities that need to be managed after the landfill is closed. These are funded from landfill tipping fees as the landfill is self-funded.

In addition to direct risks of owning and operating the landfill there are offsite impacts to the City. There is added stress put on City infrastructure that include additional road maintenance, repair and reduced roadway life expectancy due to heavy truck traffic and addressing roadside litter control along the Glenmore and John Hindle corridors. The landfill also can generate nuisances; impacting a local area land base and ultimately limiting certain types of development around the landfill.

The City has not reviewed and summarized the offsite impacts of owning the landfill nor how they might best be addressed. Given the recent approval of the updated Design, Operating and Closure Plan as well as the current Official Community Plan update, staff will evaluate the size and scope of these offsite impacts and report back to Council in 2021 with appropriate methods to manage the issues.

Conclusion:

The Solid Waste Management bylaw requires minor amendments for 2021 to ensure that it remains consistent with Regional and our current landfill waste management practices and costs. The per tonne tipping fee is recommended to stay the same for 2021 as it was in 2020.

Internal Circulation:

Divisional Director, Infrastructure
Manager, Utility Planning
Manager, Financial Planning
Supervisor, Revenue

Considerations applicable to this report:***Financial/Budgetary Considerations:***

Most landfill revenues are from garbage and yard waste tipping fees which remain the same in 2021 as in 2020. This level of projected revenues is consistent with the City's Solid Waste Financial Model to ensure sustainable solid waste funding.

Considerations not applicable to this report:***Legal/Statutory Authority:******Legal/Statutory Procedural Requirements:******Existing Policy:******External Agency/Public Comments:******Communications Comments:***

Submitted by: S. Hoekstra, Manager – Landfill and Composting Operations

Approved for inclusion:

A square box containing a handwritten signature in blue ink, which appears to be 'J. Creron'.

J. Creron, Deputy City Manager

CC:

Bylaw 12113 Schedule A – Proposed Amendments

Amendments to the Solid Waste Management Regulation Bylaw No. 10106

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 1 Introduction 1.2 Interpretation	Not Applicable	“Asphalt shingles” means source separated asphalt and fiberglass shingles.	Define materials as a mandatory recyclable
2.	Section 1 Introduction 1.2 Interpretation	Not Applicable	“ Animal Attractant” means any substance which could reasonably be expected to attract wildlife or does attract wildlife including but not limited to household refuse, kitchen waste, food products, beverage containers, barbecue grills, pet food, bird feed, diapers, grease barrels, fruit, salt, oil and other petroleum products and chemical products.	New definition to allow for better Wildlife Management
3.	Section 1 Introduction 1.2 Interpretation	<i>“Co-mingled Containers”</i> means metal food and beverage containers, and all household plastic containers displaying #1-7 recycling symbols and including plastic film, but does not include beverage containers under deposit as part of the Provincial container deposit and refund system.	<i>“Co-mingled Containers”</i> means metal food and beverage containers, and all household plastic containers but does not include beverage containers under deposit as part of the Provincial container deposit and refund system.	Align definition with Provincial Stewardship program

4.	Section 1 Introduction 1.2 Interpretation	"Mandatory Landfill or Recycling Depot Recyclable Material" , being all <i>Mandatory Residential Recyclable Material</i> , plus lead-acid batteries, <i>White Goods</i> , tires, asphalt, concrete, asphalt shingles, <i>Recyclable Gypsum</i> and includes all products listed in the Provincial Environmental Management Act's Recycling Regulation (Product Stewardship Program).	"Mandatory Landfill or Recycling Depot Recyclable Material" , being all <i>Mandatory Residential Recyclable Material</i> , plus lead-acid batteries, <i>White Goods</i> , scrap metal, tires, asphalt, concrete, asphalt shingles, <i>Recyclable Gypsum</i> and includes all products listed in the Provincial Environmental Management Act's Recycling Regulation (Product Stewardship Program).	Addition of scrap metal to mandatory recyclable list
5.	Section 1 Introduction 1.2 Interpretation	Not Applicable	"Wildlife" any mammals not normally domesticated, including but not limited to bears, cougars, coyotes, wolves, foxes, raccoons, feral rabbits and skunks;	New definition
6.	Section 1 Introduction 1.2 Interpretation	"Wood Waste" means clean, organic, source-separated material including, but not necessarily limited to: <ul style="list-style-type: none"> • Branches greater than 5 centimetres in circumference; 	"Wood Waste" means clean, organic, source-separated material including, but not necessarily limited to: <ul style="list-style-type: none"> • Branches greater than 5 centimetres in diameter; 	Change dimension from circumference to diameter for consistency with Regional District. Improves customer service.
7.	Section 1 Introduction 1.2 Interpretation	"Yard Waste" means green waste including but not necessarily limited to grass, hedge clippings, leaves, flowers, vegetable stalks, woody or herbaceous waste, and prunings up to 5 centimetres in circumference.	"Yard Waste" means green waste including but not necessarily limited to grass, hedge clippings, leaves, flowers, vegetable stalks, woody or herbaceous waste, and prunings up to 5 centimetres in diameter.	Change dimension from circumference to diameter for consistency with Regional District. Improves customer service.

8.	Section 2. COLLECTION SYSTEMS 2.2.13 – CONTAINER REQUIREMENTS - RESIDENTIAL	From the beginning of March to the end of November on designated collection days each <i>Residential Dwelling Premise</i> shall be permitted to place a <i>Yard Waste Cart</i> at the curb for collection.	From the beginning of March to the end of December on designated collection days each <i>Residential Dwelling Premise</i> shall be permitted to place a <i>Yard Waste Cart</i> at the curb for collection.	Adjust dates to reflect increased service levels
9.	Section 2. COLLECTION SYSTEMS 2.5 MANAGING ATTRACTANTS	Not Applicable	<p>2.5.1 A person must not feed Wildlife and must not feed animals in a manner that is likely to attract Wildlife. Every owner or occupier of a residential dwelling premise must ensure that:</p> <p>2.5.1.1 any fruit that has fallen from a tree is removed from the ground within 3 days and if stored outdoors, only in a Wildlife resistant container or Wildlife resistant enclosure;</p> <p>2.5.1.2 any bird feeder containing bird feed, suet or nectar is suspended on a cable or other device in such a manner that it is inaccessible to Wildlife; and the area below any bird feeding devices or activity is kept free of accumulations of seeds and similar Animal Attractants;</p>	New section being added to all Municipal bylaws in the Central Okanagan. Clarifies wildlife interaction concerns and allow for enforcement in problematic areas.

			<p>2.5.1.3 any composting activity is carried out and any composting device or equipment is maintained in such a manner that it is inaccessible to Wildlife;</p> <p>2.5.1.4 barbecue equipment and tools that remain out of doors must be clean and free of residual food or grease;</p> <p>2.5.1.5 any refrigerator, freezer, storage container or similar appliance, device or apparatus that contains animal attractants of any type, if placed or located outdoors, is located and equipped in such a manner that it is inaccessible to Wildlife; and</p> <p>2.5.1.6 any grease, antifreeze, paint or petroleum product is stored in such a manner that it is inaccessible to Wildlife.</p> <p>2.5.1.7 Except as permitted in this bylaw, a person must not store any refuse that is an Animal Attractant in such a manner that it is accessible to wildlife.</p>	
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10.	SCHEDULE B Section 2.0	See table 1 below	See table 1A below	Simplify taxation table and adjust rates for collection fee increases.
11.	SCHEDULE B Section 2.0	Each <i>Residential Dwelling Premise</i> using a 240L cart for garbage collection will pay an additional annual fee outlined in the table below. Also, each <i>Residential Dwelling Premise</i> may request and obtain a second Yard Waste Cart for a one-time cost of \$55.00 plus an annual fee of \$30.00.	Each <i>Residential Dwelling Premise</i> using a 240L cart for garbage collection will pay an additional annual fee outlined in the table below. Also, each <i>Residential Dwelling Premise</i> may request and obtain up to two additional Yard Waste Carts for a one-time cost of \$60.00 per cart plus an annual fee of \$30.00 per cart.	Align Kelowna bylaw with the other CORD municipalities that allow two additional Yard Waste carts and change rate to reflect current cost of carts.
12.	SCHEDULE B Section 2.2	Cart size Change Outs will be assessed a Change Out Fee of \$25.00 plus applicable taxes per Change Out exchange and will be invoiced to the Owner of the Residential Dwelling Premise.	Cart size Change Outs will be assessed a Change Out Fee of \$25.00 plus applicable taxes per Change Out exchange when upsizing or for additional carts and will be invoiced to the Owner of the Residential Dwelling Premise. Downsizing or removal of carts will not be charged the Change Out Fee.	Clarify when Change Out Fees will apply
13.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(e)ii	Stumps \$90.00 per metric tone	Stumps \$90.00 per metric tonne	Correct typographical error
14.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(f)	Tires (with or without rim, as indicated): (i) up to 40.64 cm (16 in) diameter, with or without rim \$3.00 per tire	Tires – Passenger vehicle, light and medium duty tires (i) Up to 22.5" with no rims free (ii) Up to 22.5" on rims \$20.00 per tire	Align pricing to the Tire Stewardship program

		(ii) 40.64 to 64.77 cm (16 to 25.5 in) diameter, without rim \$5.00 per tire (iii) 40.64 to 64.77 cm (16 to 25.5 in) diameter, with rim \$10.00 per tire	(iii) Heavy duty and tires larger than 22.5" Not accepted	
15.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(i)	Recyclable corrugated cardboard larger than 1m ³	Subsection deleted	Item deleted as cardboard is managed by Regional District Depots
16.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(m)	All other residential Garbage not included above: "\$85.00 per metric tonne" Effective January 1, 2018 "\$95.00 per metric tonne" Effective January 1, 2019 "\$100.00 per metric tonne" Effective January 1, 2020	All other residential Garbage not included above: "\$100.00 per metric tonne" Effective January 1, 2020	Delete historical prices from table while maintaining 2020 rate through 2021.
17.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(u)	Mattresses \$12.50 each or \$12.50 each plus weight (as Garbage) when in a co-mingled load	Mattresses \$15.00 each or \$15.00 each plus weight (as Garbage) when in a co-mingled load	Update mattress fee to reflect costs
18.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 1(w)	Not Applicable	Asphalt shingles for recycling \$85.00 per metric tonne	Add subsection to reflect rate for cost of managing this mandatory recyclable
19.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 2	At all times when the scales are not operating, all material delivered to the Landfill shall be subject to the following charges, according to the type of vehicle	At all times when the scales are not operating, all material delivered to the Landfill shall be subject to the following charges, according to the type	Update tipping fees to adjust for previous rate increases. These rates are volume based and used only in the event

		delivering the material. and without taking into consideration the volume or weight of the material contained in the vehicle:	of vehicle delivering the material SEE TABLE 2 BELOW	that the scales are inoperable
		AND DELETE TABLE		
20.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 3	\$11 per load Effective January 1, 2018 \$12 per load Effective January 1, 2019 \$85.00 per metric tonne Effective January 1, 2018 \$95.00 per metric tonne Effective January 1, 2019 \$100.00 per metric tonne Effective January 1, 2020	\$12 per load Effective January 1, 2019 \$100.00 per metric tonne Effective January 1, 2020	
21.	Schedule "E" SANITARY LANDFILL/RECYCLING FEES SECTION 5. c	Not Applicable	The City of Kelowna and City of Vernon may accept biosolids for composting at Regional Composting Facility located at 551 Commonage Road in Vernon. This Facility manages the biosolids from the two Municipalities and is funded on a pro-rated basis based on the volumes of biosolids produced by each City. At the discretion of the Director of Civic Operations or designate, the Facility may accept biosolids from other Wastewater Treatment Plants at the	Add subsection to allow for tipping fees to be charged at the Regional Composting Facility for WWTPs other than Kelowna and Vernon

			<p>following rate, plus applicable tax:</p> <p>\$110 per tonne Effective January 1, 2021</p> <p>\$125 per tonne Effective January 1, 2022</p>	
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No. 10 from SCHEUDLE A above

TABLE 1 (To Be Deleted)

	2018	2019	2020
Garbage Collection fee	\$84.96	\$84.96	\$84.96
Finance Administration fee	\$4.21	\$4.21	\$4.21
Landfill Disposal	\$50.68	\$56.68	\$56.68
WRO Programming	\$17.56	\$17.56	\$17.56
Cart Borrowing Costs	\$16.89	\$16.89	\$16.89
TOTAL	\$174.30	\$180.30	\$180.30

TABLE 1A (To replace Table 1)

	2020	2021
Garbage, Yard Waste, Recycling and Curbside Collection fee	\$162.74	\$163.87
CORD Waste Reduction Office Programming	\$17.56	\$17.56
TOTAL	\$180.30	\$181.43

No.19 from Schedule A above

TABLE 2 – Delete existing from bylaw to add section for Yardwaste and Woodwaste and update Fees to be used only when the scale is inoperable

Vehicle Type – Yardwaste and Wood waste

	Fee
Utility Trailer, car or pick up trucks (<2 yards)	Free
Two to five yard container	\$10.00
Container greater than five yards	\$25.00

Vehicle Type – All other wastes

	Fee
Utility Trailer, car or pick up trucks	\$10.00
Tandem Axle Trailer	\$60.00
Side Dump Collector Truck, less than 50m ³	\$150.00
Side Dump Collector Truck, equal to or greater than 50m ³	\$200.00
Curbster	\$300.00
Roll-off Open Container, 15 yard bin	\$100.00
Roll-off Open Container, 20 yard bin	\$150.00
Roll-off Open Container, 30 yard bin	\$200.00
Roll-off Open Container, 40 yard bin	\$300.00
Roll-off Closed Compactor Unit, up to 40 yard	\$400.00
Large Compactor, greater than 40 yard	\$450.00
Single Axle Truck (1 ton)	\$75.00
Single Axle Truck (2 ton)	\$125.00
Single Axle Truck (3 ton)	\$150.00
Single Axle Truck (5 ton)	\$225.00
Single Axle Truck (dump)	\$250.00
Tandem Axle Truck (dump)	\$350.00
Tractor Trailer Unit	\$400.00



Bylaw 12113 – Amendment to Solid Waste Regulation Bylaw No. 10106

Utility Services | November 23, 2020

Agenda

- ▶ Overview
- ▶ Waste Initiatives
- ▶ Rate Adjustments
- ▶ Further Discussion

Waste Initiatives

▶ Regional Consistency

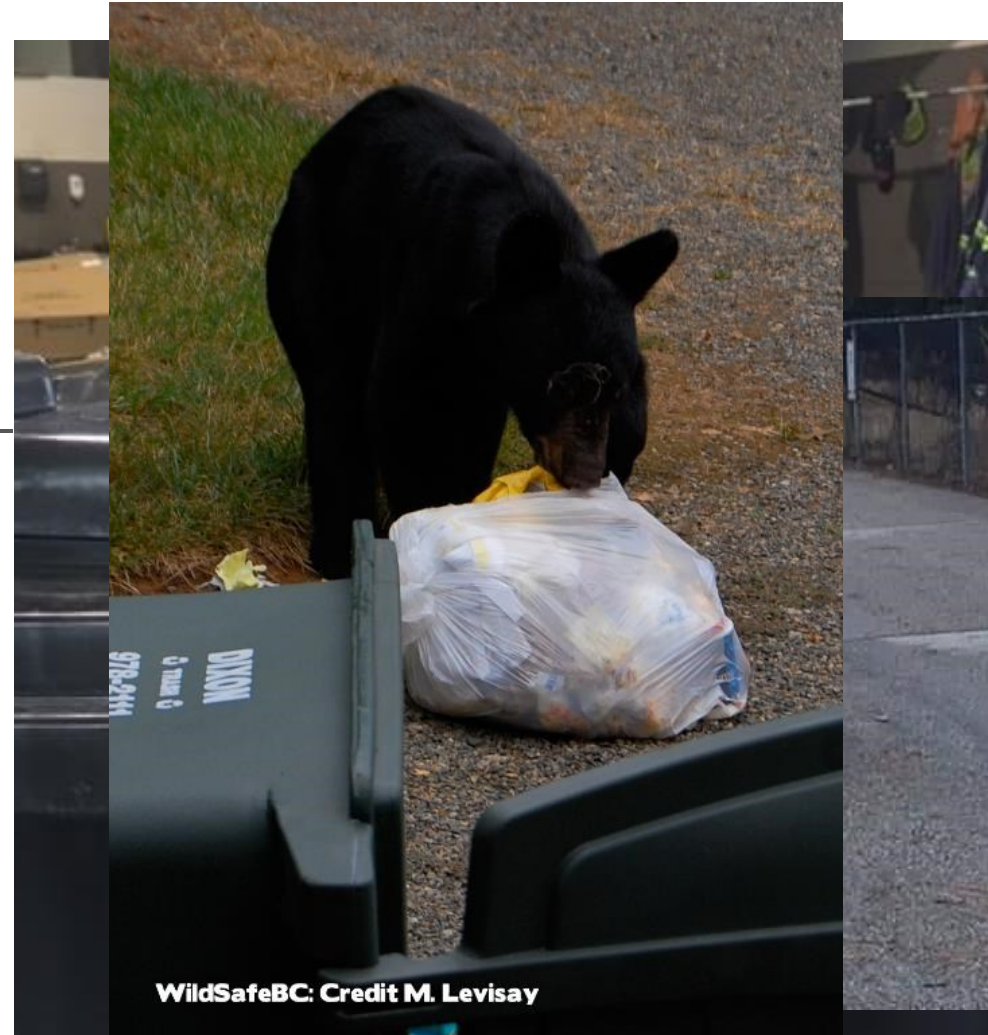
- ▶ Update bylaw to reflect current practices and contracts
 - ▶ Reflect increased service levels
 - ▶ Options for additional yard waste carts
 - ▶ Standardized in all Regional Municipal Bylaws

▶ Waste Reduction

- ▶ Align Bylaw to Provincial and Regional Definitions
 - ▶ Add to or clarify mandatory recyclables
 - ▶ Align definitions to Provincial Requirements

Waste Initiatives

- ▶ **Wildlife Management**
 - ▶ Increasing interaction at development/nature interface
 - ▶ Wildlife Resistant Carts – Pilot Program
 - ▶ Education and Enforcement Opportunities
 - ▶ Photos courtesy of Rae Stewart - CORD



WildSafeBC: Credit M. Levisay

Rate Adjustments

- ▶ Reflects current Solid Waste Financial Model
 - ▶ Include or update selected rates to ensure cost recovery on selected materials
 - ▶ Shingles
 - ▶ Biosolids composted
 - ▶ Tires
 - ▶ Mattresses



Rate Adjustments

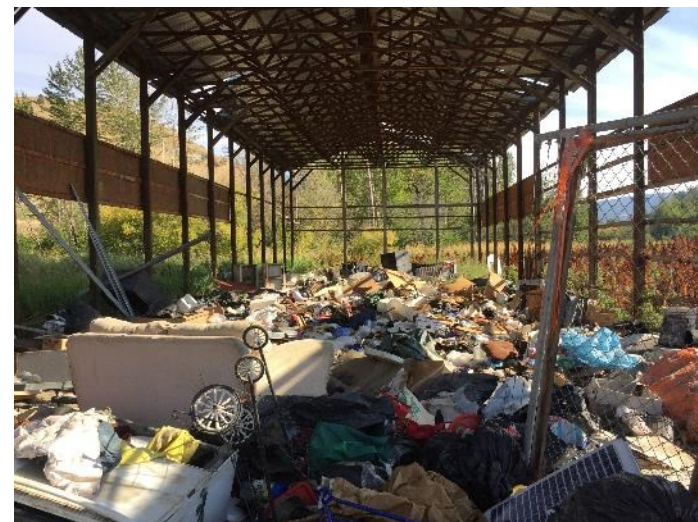
- ▶ Simplify and update Taxation Rate table to reflect increases in curbside cart collection program
 - ▶ Increase of 0.6% in 2021
 - ▶ Increased service with extended yard waste pick up
- ▶ Update per vehicle transaction rates
 - ▶ Used only if scale breaks down
 - ▶ Has not been updated with previous rate changes

Further Discussion

- ▶ Tipping fees consider Capital and Operating and Closure costs
- ▶ There are additional indirect costs and liabilities to the City
- ▶ Examples of liabilities include:
 - ▶ Increased road wear and maintenance
 - ▶ Litter picking on public roads
 - ▶ Lower property tax revenues due to limitations on development
 - ▶ Nuisance on adjacent properties

Further Discussion

- ▶ Some added benefits of landfill ownership to the City include
 - ▶ Local economic benefits for jobs and service industries
 - ▶ Lower hauling fees for wastes
 - ▶ Decreased GHG emissions



Further Discussion

- ▶ Staff will evaluate the magnitude of these indirect costs and how these costs to Kelowna taxpayers could be mitigated
- ▶ The cost and benefits would be assessed to ensure that Landfill Operations are not a net burden to the City
- ▶ Potential offsets if required could include
 - ▶ Adjusting tipping fees
 - ▶ Host fees
 - ▶ Waived tipping fees for City projects
 - ▶ Road improvement/infrastructure fees
- ▶ Staff will report back to Council (Summer 2021)



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA

BYLAW NO. 12113

Amendment No.11 to the Solid Waste Management Regulation Bylaw No. 10106

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Solid Waste Management Regulation Bylaw No. 10106 be amended as follows:

1. THAT Section **1 INTRODUCTION, 1.2 INTERPRETATION**, be amended as follows:

- a) adding the definition "**Asphalt shingles**" in its appropriate location that reads:

"Asphalt shingles" means source separated asphalt and fiberglass shingles.

- b) adding the definition "**Animal Attractant**" in its appropriate location that reads:

"Animal Attractant" means any substance which could reasonably be expected to attract wildlife or does attract wildlife including but not limited to household refuse, kitchen waste, food products, beverage containers, barbecue grills, pet food, bird feed, diapers, grease barrels, fruit, salt, oil and other petroleum products and chemical products.

- c) deleting the definition for "**Co-mingled Containers**" that reads:

"Co-mingled Containers" means metal food and beverage containers, and all household plastic containers displaying #1 - 7 recycling symbols and including plastic film, but does not include beverage containers under deposit as part of the Provincial container deposit and refund system.

and replacing it with:

"Co-mingled Containers" means metal food and beverage containers, and all household plastic containers but does not include beverage containers under deposit as part of the Provincial container deposit and refund system.

- d) deleting the definition for "(b) **Mandatory Landfill or Recycling Depot Recyclable Material**" that reads:

- (b) **"Mandatory Landfill or Recycling Depot Recyclable Material"**, being all Mandatory Residential Recyclable Material, plus lead-acid batteries, White Goods, tires, asphalt, concrete, asphalt shingles, Recyclable Gypsum and includes all products listed in the Provincial Environmental Management Act's Recycling Regulation (Product Stewardship Program).

and replacing it with:

(b) "**Mandatory Landfill or Recycling Depot Recyclable Material**", being all Mandatory Residential Recyclable Material, plus lead-acid batteries, White Goods, scrap metal, tires, asphalt, concrete, asphalt shingles, Recyclable Gypsum and includes all products listed in the Provincial Environmental Management Act's Recycling Regulation (Product Stewardship Program).

e) adding the definition "**Wildlife**" in its appropriate location that reads:

"Wildlife" any mammals not normally domesticated, including but not limited to bears, cougars, coyotes, wolves, foxes, raccoons, feral rabbits and skunks.

f) deleting the definition for "**Wood Waste**" that reads:

"Wood Waste" means clean, organic, source-separated material including, but not necessarily limited to:

- Branches greater than 5 centimetres in circumference;
- kiln-dried dimensional lumber (such as wood pallets, board ends and demolition wood waste);
- plywood;
- particle board; and
- pressed board.

provided such material is free of chemical treatments, creosote, rocks, metals (other than nails and screws), paint, wire, fibreglass, asphalt materials, and other non-wood materials.

and replacing it with:

"Wood Waste" means clean, organic, source-separated material including, but not necessarily limited to:

- Branches greater than 5 centimetres in diameter;
- kiln-dried dimensional lumber (such as wood pallets, board ends and demolition wood waste);
- plywood;
- particle board; and
- pressed board.

provided such material is free of chemical treatments, creosote, rocks, metals (other than nails and screws), paint, wire, fibreglass, asphalt materials, and other non-wood materials.

g) deleting the definition for "**Yard Waste**" that reads:

"Yard Waste" means green waste including but not necessarily limited to grass, hedge clippings, leaves, flowers, vegetable stalks, woody or herbaceous waste, and prunings up to 5 centimetres in circumference.

and replacing it with:

"Yard Waste" means green waste including but not necessarily limited to grass, hedge clippings, leaves, flowers, vegetable stalks, woody or herbaceous waste, and prunings up to 5 centimetres in diameter.

2. AND THAT Section 2 **COLLECTION SYSTEMS**, Section 2.2 Container Requirements – Residential, be amended by deleting sub-section 2.2.13 that reads:

“From the beginning of March to the end of November on designated collection days each Residential Dwelling Premise shall be permitted to place a Yard Waste Cart at the curb for collection.”

And replacing it with:

“From the beginning of March to the end of December on designated collection days each Residential Dwelling Premise shall be permitted to place a Yard Waste Cart at the curb for collection.”

3. AND THAT **Schedule “B” CURBSIDE PICK UP LIMITS AND COLLECTION FEES, Section 2.0** be amended by deleting the following:

	2018	2019	2020
Garbage Collection fee	\$84.96	\$84.96	\$84.96
Finance Administration fee	\$4.21	\$4.21	\$4.21
Landfill Disposal	\$50.68	\$56.68	\$56.68
WRO Programming	\$17.56	\$17.56	\$17.56
Cart Borrowing Costs	\$16.89	\$16.89	\$16.89
TOTAL	\$174.30	\$180.30	\$180.30

Each *Residential Dwelling Premise* using a 240L cart for garbage collection will pay an additional annual fee outlined in the table below. Also, each *Residential Dwelling Premise* may request and obtain a second Yard Waste Cart for a one-time cost of \$55.00 plus an annual fee of \$30.00

and replacing it with:

	2020	2021
Garbage, Yard Waste, Recycling and Curbside Collection fee	\$162.74	\$163.87
CORD Waste Reduction Office Programming	\$17.56	\$17.56
TOTAL	\$180.30	\$181.43

Each *Residential Dwelling Premise* using a 240L cart for garbage collection will pay an additional annual fee outlined in the table below. Also, each *Residential Dwelling Premise* may request and obtain up to two additional Yard Waste Carts for a one-time cost of \$60.00 per cart plus an annual fee of \$30.00 per cart.

4. AND THAT **Schedule “B” CURBSIDE PICK UP LIMITS AND COLLECTION FEES, Section 2.2** be amended by deleting in its entirety the following:

“Cart size Change Outs will be assessed a Change Out Fee of \$25.00 plus applicable taxes per Change Out exchange and will be invoiced to the Owner of the Residential Dwelling Premise.”

And replacing it with:

"Cart size Change Outs will be assessed a Change Out Fee of \$25.00 plus applicable taxes per Change Out exchange when upsizing or for additional carts and will be invoiced to the Owner of the Residential Dwelling Premise. Downsizing or removal of carts will not be charged the Change Out Fee."

5. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 1(e)**ii be amended by deleting tone and replacing it with tonne.
6. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 1(f)** be amended by deleting the following:

"Tires (with or without rim, as indicated):

- | | | |
|-------|---|-------------------|
| (i) | up to 40.64 cm (16 in) diameter, with or without rim | \$3.00 per tire |
| (ii) | 40.64 to 64.77 cm (16 to 25.5 in) diameter, without rim | \$5.00 per tire |
| (iii) | 40.64 to 64.77 cm (16 to 25.5 in) diameter, with rim | \$10.00 per tire" |

And replacing it with:

"Tires – Passenger vehicle, light and medium duty tires

- | | | |
|-------|--|------------------|
| (i) | Up to 22.5" with no rims | free |
| (ii) | Up to 22.5" on rims | \$20.00 per tire |
| (iii) | Heavy duty and tires larger than 22.5" | Not accepted" |

7. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES** be amended by deleting sub-section (i) in its entirety.
8. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 1(m)** be amended by deleting the following:

All other residential *Garbage* not included above:

"\$85.00 per metric tonne"	Effective January 1, 2018
"\$95.00 per metric tonne"	Effective January 1, 2019
"\$100.00 per metric tonne"	Effective January 1, 2020

And replacing it with:

All other residential *Garbage* not included above:

"\$100.00 per metric tonne"	Effective January 1, 2020
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9. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 1(u)** be amended by deleting the following:

"Mattresses	\$12.50 each or \$12.50 each plus weight (as Garbage) when in a co-mingled load"
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and replacing it with:

"Mattresses	\$15.00 each or \$15.00 each plus weight (as Garbage) when in a co-mingled load"
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10. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 1** be amended by adding in its appropriate location a new sub-section (w) that reads:

"Asphalt shingles for recycling	\$85.00 per metric tonne"
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11. AND THAT **Schedule "E" SANITARY LANDFILL / RECYCLING FEES, Section 2** be amended by deleting the following:

"At all times when the scales are not operating, all material delivered to the *Landfill* shall be subject to the following charges, according to the type of vehicle delivering the material. and without taking into consideration the volume or weight of the material contained in the vehicle:

Vehicle Type	Fee
Utility Trailer, or Vehicles up to 3/4 ton	\$8.00 for January 1, 2012
Utility Trailer, or Vehicles up to 3/4 ton	\$10.00 for January 1, 2013
Tandem Axle Trailer	\$50.00
Side Dump Collector Truck, less than 50m ³	\$100.00
Side Dump Collector Truck, equal to or greater than 50m ³	\$150.00
Curbster	\$250.00
Roll-off Open Container, 15 yard bin	\$80.00
Roll-off Open Container, 20 yard bin	\$95.00
Roll-off Open Container, 30 yard bin	\$155.00
Roll-off Open Container, 40 yard bin	\$200.00
Roll-off Closed Compactor Unit, up to 40 yard	\$325.00
Large Compactor, greater than 40 yard	\$360.00
Single Axle Truck (1 ton)	\$60.00
Single Axle Truck (2 ton)	\$85.00
Single Axle Truck (3 ton)	\$125.00
Single Axle Truck (5 ton)	\$170.00
Single Axle Truck (dump)	\$190.00
Tandem Axle Truck (dump)	\$280.00
Tractor Trailer Unit	\$325.00
Source Separated Recyclables	\$50.00"

and replacing it with:

"At all times when the scales are not operating, all material delivered to the Landfill shall be subject to the following charges, according to the type of vehicle delivering the material:

Vehicle Type – Yard waste and Wood waste	Fee
Utility Trailer, car or pick up trucks (<2 yards)	Free
Two to five yard container	\$10.00
Container greater than five yards	\$25.00

Vehicle Type – All other wastes	Fee
Utility Trailer, car or pick up trucks	\$10.00
Tandem Axle Trailer	\$60.00
Side Dump Collector Truck, less than 50m ³	\$150.00
Side Dump Collector Truck, equal to or greater than 50m ³	\$200.00
Curbster	\$300.00
Roll-off Open Container, 15 yard bin	\$100.00
Roll-off Open Container, 20 yard bin	\$150.00
Roll-off Open Container, 30 yard bin	\$200.00
Roll-off Open Container, 40 yard bin	\$300.00
Roll-off Closed Compactor Unit, up to 40 yard	\$400.00
Large Compactor, greater than 40 yard	\$450.00
Single Axle Truck (1 ton)	\$75.00
Single Axle Truck (2 ton)	\$125.00
Single Axle Truck (3 ton)	\$150.00
Single Axle Truck (5 ton)	\$225.00
Single Axle Truck (dump)	\$250.00
Tandem Axle Truck (dump)	\$350.00
Tractor Trailer Unit	\$400.00

12. AND THAT **Schedule “E” SANITARY LANDFILL / RECYCLING FEES, Section 3** be amended by deleting the following:

\$11 per load	Effective January 1, 2018
\$12 per load	Effective January 1, 2019

\$85.00 per metric tonne	Effective January 1, 2018
\$95.00 per metric tonne	Effective January 1, 2019
\$100.00 per metric tonne	Effective January 1, 2020

and replace it with:

\$12 per load	Effective January 1, 2019
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\$100.00 per metric tonne	Effective January 1, 2020
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13. AND THAT **Schedule “E” SANITARY LANDFILL / RECYCLING FEES, Section 5** be amended by adding in its appropriate location a new sub-section 5.c that reads:

“The City of Kelowna and City of Vernon may accept biosolids for composting at Regional Composting Facility located at 551 Commonage Road in Vernon. This Facility manages the biosolids from the two Municipalities, and is funded on a pro-rated basis based on the volumes of biosolids produced by each City. At the discretion of the Director of Civic Operations or designate, the Facility may accept biosolids from other Waste Water Treatment Plants at the following rate, plus applicable tax:

"\$110.00 per tonne"	Effective January 1, 2021
"\$125.00 per tonne"	Effective January 1, 2022

14. This bylaw may be cited for all purposes as "Bylaw No. 12113 being Amendment No. 11 to the Solid Waste Management Regulation Bylaw No. 10106."

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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: Update – Sponsorship and Advertising Program
Department: Partnerships & Investments

Recommendation:

THAT Council receives, for information, the report of the Sponsorship & Advertising Manager dated November 23, 2020, with an update on the Sponsorship and Advertising Program.

Purpose:

To provide Council with an update regarding the Sponsorship and Advertising Program.

Background:

The Corporate Sponsorship & Advertising Policy, No. 376 was presented to Council and approved on October 30, 2017. Responsibility for implementation of the policy has shifted to the Partnership Office within the Partnerships and Investments division. The formation of the Partnership Office in 2019, enables consolidation of a number of focus areas, including alternative revenue generation, pro-active grants administration, and partnership outreach and management. The Partnership team has consisted of the Business and Entrepreneurial Development Director, Partnership Manager, Grants and Special Projects Manager, and a new Sponsorship and Advertising Manager who joined the City in June 2019.

Discussion:

Over the last sixteen-months, the Partnership Office has worked to build a solid foundation to be recognized as a corporate resource, with service reach throughout all divisions. The resource function is similar to a team of consultants, but it also includes building tools, systems, and connections internally and externally to drive new solutions and investments. We look to connect priorities to opportunities and opportunities to resources and collaborate with other departments in their partnership initiatives. The Sponsorship and Advertising Program has been reevaluated throughout this time to align within the new division and Partnership Office and strengthen the foundation of the policy and program to ensure success throughout the pilot and thereafter.

The overall long-term success of this program is based on the implementation and follow-through of a structured and proven process both internally and externally. Through internal engagement and promotion of the Partnership Office and Sponsorship and Advertising Program with other divisions and departments, we aim to not only identify new assets and future capital projects that may benefit from sponsorship but also look at current City initiatives and programs which can attract relationships with businesses who are interested in increasing their corporate visibility in the community and share in our corporate values and commitment to making life better in Kelowna.

Inventory Asset Valuation

In 2015, the City's sponsorship consultant conducted an Inventory Asset Valuation for the City of Kelowna. The report identified over 500 inventory benefits associated with assets owned and operated by the City. Some assets were excluded, including the Airport, H2o Centre, and Transit advertisements as they are operating separately. We continually look to establish new revenue streams by identifying new tangible and intangible assets and activations connected to the 10-year capital plan and other major planning initiatives. Assets can be an actual property or facility, a park or a feature within a park, title sponsorship of an event, an opportunity to reach a targeted audience, or a logo on social media post or City website. The sponsorship landscape and environment is dynamic and always changing. When one lead fades, another one appears in a similar or completely different direction. For that reason, the attractiveness of our changing and growing inventory and the values associated with particular assets will continue to be dynamic as we move forward throughout this pilot.



Tiers & Bundling

To ensure maximum potential revenue, assets are ranked as a tier 1, 2, 3 or 4, and are then bundled to create more robust packages based on those tiers. This allows us to prioritize our key assets, manage their use and, facilitate proper integration into customized packages for prospective sponsors. It also ensures that sponsors receive the highest possible return on their investment.

The program has identified four tiers of sponsorship based on an investment range per year:

- Tier 1: \$50,000 +
- Tier 2: \$25,000 - \$50,000
- Tier 3: \$10,000 - \$25,000
- Tier 4: Less than \$10,000

Prospect Pipeline

Through external relationship development, we continue to build a prospect pipeline. This is an ongoing process, as we strategically identify prospects through current relationships, generate new connections

and opportunities within our community and outside of it to establish a rolling list of potential sponsors that will flow through the pipeline process. Once identified and engaged, we then work through the discovery process to learn about the prospect and build the foundation for a long-term relationship. As part of the City's reputation management, initial ethics scans are conducted on all potential sponsors to ensure they are in good standing with the City and community at large and are conducted on a more comprehensive level based on tier. From discovery, we transition towards building custom sponsorship proposals, negotiate assets and terms, finalize the agreement, and then fulfill what we have promised to deliver in the contract. This process is designed for municipalities to build long term, mutually beneficial relationships rather than a short-term transactional connection. As the current average timeline for sponsorship in Canada from prospect clearance to closing is 18-22 months, this prospect pipeline is paramount to the future success of the program.

Fulfillment and Renewals

Since the program's establishment, we have worked with five partners, on seven sponsorship and advertising initiatives. Each contract with varying lengths of terms from four months to three years, with a range in sponsorship amount of \$2500 to \$91,000. In total, the Sponsorship and Advertising program has secured approximately \$220,000.00 in finalized contracts since its inception. It is important to note that the work is not done when the contract is signed, and the sponsorship amount is collected. The next stage in the process is paramount to the success of the sponsorship as it is to ensure that everything that is promised in every contract is delivered. Well executed Activation and Fulfillment leads to stronger relationships, with long term partners that renew when their term is over. In 2021, we will have two partnerships transition to the renewal process as their contracts end and hope to have one renewal from 2020 that was paused due to Covid-19 resumed.

Impact of COVID-19

Prior to COVID-19, several active leads were being developed in the prospect pipeline for continued revenue growth and program build-out. At this time, some of those conversations have been placed on hold due to corporations placing a freeze on sponsorship and discretionary budgets until 2021 and others are continuing to move forward with relationship development during this unforeseen time.

Our prospect pipeline has aimed to target key categories for sponsorship development in 2021 based on the impact of Covid-19, including credit unions and financial institutions, recreation, automotive, home builders, real estate services, and current City partners and service providers.

Over the last 7 months staff have participated in online webinars and sessions to connect with those in the sponsorship landscape, from other municipalities to brands and consultants from across Canada and internationally to share lessons learned, perspective, and future direction.

To learn more about the impact of COVID-10 on sponsorship, SponsorshipX, a global intelligence hub for sponsorship marketers conducted several surveys on topics such as return to normalcy, a shift in sponsorship priority, impact on sponsorship budgets, revealing a number of lessons and recommendations that were shared in virtual webinars. Some of the most noteworthy results shared included a shift in strategic opportunities and themes sponsors are interested in.

Themes included:

- Focus on Cause Sponsorship: Front line workers, Purpose, Food insecurity

- Shift to Support Community Sports Properties: Minor sports, return to sport
- Community Engagement: Community and neighborhood events, Grassroots

Looking Ahead

As this is a pilot program, we will continue to learn and discover as we move forward over the next two years. We are guided by our compass of Council priorities, Imagine Kelowna's vision and our community's needs, and will pivot to bring that vision into action. The focus for the next year will be on seeking strategic multiyear tier 1 and tier 2 sponsorships with national and local corporations that want to reach their employees and/or customers and value a balance between business objectives and corporate responsibility. We will continue to work to ensure that the Partnership Office, including Partnerships and Grants are linked to current and future initiatives led by other departments and divisions that could have the potential for sponsorship activities.

Community Consulting and Mentoring

In 2021, we will work with City partners and community non-profits to host our second capacity building workshop. This is part of the program's strategy to build sponsorship capacity by providing professional opportunities to build knowledge and skills and provide support to City Partners on joint projects and initiatives.

Fund Development

Fund development or philanthropy associated with civic capital projects led by either the City or community interests has been an ongoing topic of interest for several departments. While not every capital project is appropriate for a donor campaign, there are a number of significant initiatives within the current 10-year capital plan that could be the subject of such a campaign in order to supplement taxation and grant contributions toward capital costs. In 2021, the feasibility of philanthropic fund development as a City function will be reviewed internally. Depending on the outcomes of the review, a business case may be developed for future consideration.

Conclusion:

The Sponsorship & Advertising program will continue to be guided by the principle to generate non-taxation revenue that will be used to enhance facilities, programs, and services for residents. To do so, we will continue to build awareness and increase corporate understanding of the program through the internal and external promotion of current and future sponsorship opportunities. With our wide variety of tangible and intangible inventory ranging from buildings and events to publications and public spaces, we will look to engage with local and national partners to establish and nurture long term positive relationships with organizations that share in our values and want to demonstrate a commitment to their employees and customers by contributing to the community where they live, work and play.

Internal Circulation:

Partnership & Investments

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: J. Hamilton, Sponsorship & Advertising Manager

Approved for inclusion: D. Edstrom, Director, Partnerships & Investments

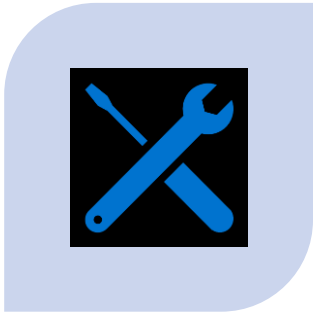
cc: S. Kochan, Manager, Partnerships



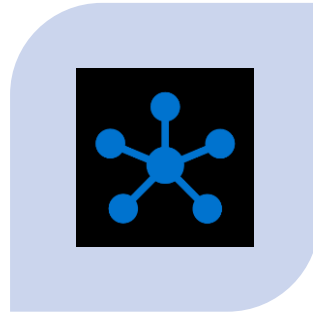
Sponsorship & Advertising Program Update

November 2020

Partnership Office



Building tools,
systems and
connections
internally &
externally



Connect priorities
to opportunities



Opportunities to
resources



Collaborate with
other
departments in
their partnership
initiatives

Sponsorship and Advertising Program

- ▶ The City's sponsorship and advertising program has been established to enhance facilities, programs and services for residents.



Sponsorship Process



Inventory Asset Valuation



Initial inventory asset elevation was conducted in 2015 by our Sponsorship Consultant



We continually look to establish new revenue streams by identifying new tangible and intangible assets and activations connected to the 10-year capital plan and other major planning initiatives.

Tiers & Bundling

- ▶ The program has identified four tiers of sponsorship based on an investment range per year:

Tier 1: \$50,000 +

Tier 2: \$25,000 - \$50,000

Tier 3: \$10,000 - \$25,000

Tier 4: Less than \$10,000

Prospect Pipeline & Discover

- ▶ A prospect pipeline has been developed and will continue to grow as we strategically identify sponsorship prospects through current corporate relationships, generate new connections and opportunities within our community and outside of it.

“Sponsorship reaches people in an environment that matches their lifestyle rather than intrudes upon it. Sponsorships speaks to the public, not at them”

IEG Sponsorship Consultants



Fulfillment & Renewals



We have worked with five local partners, on seven sponsorship and advertising initiatives.



Contract terms have stretched from four months to three years, with a range in sponsorship amount of \$2500 to \$91,000.



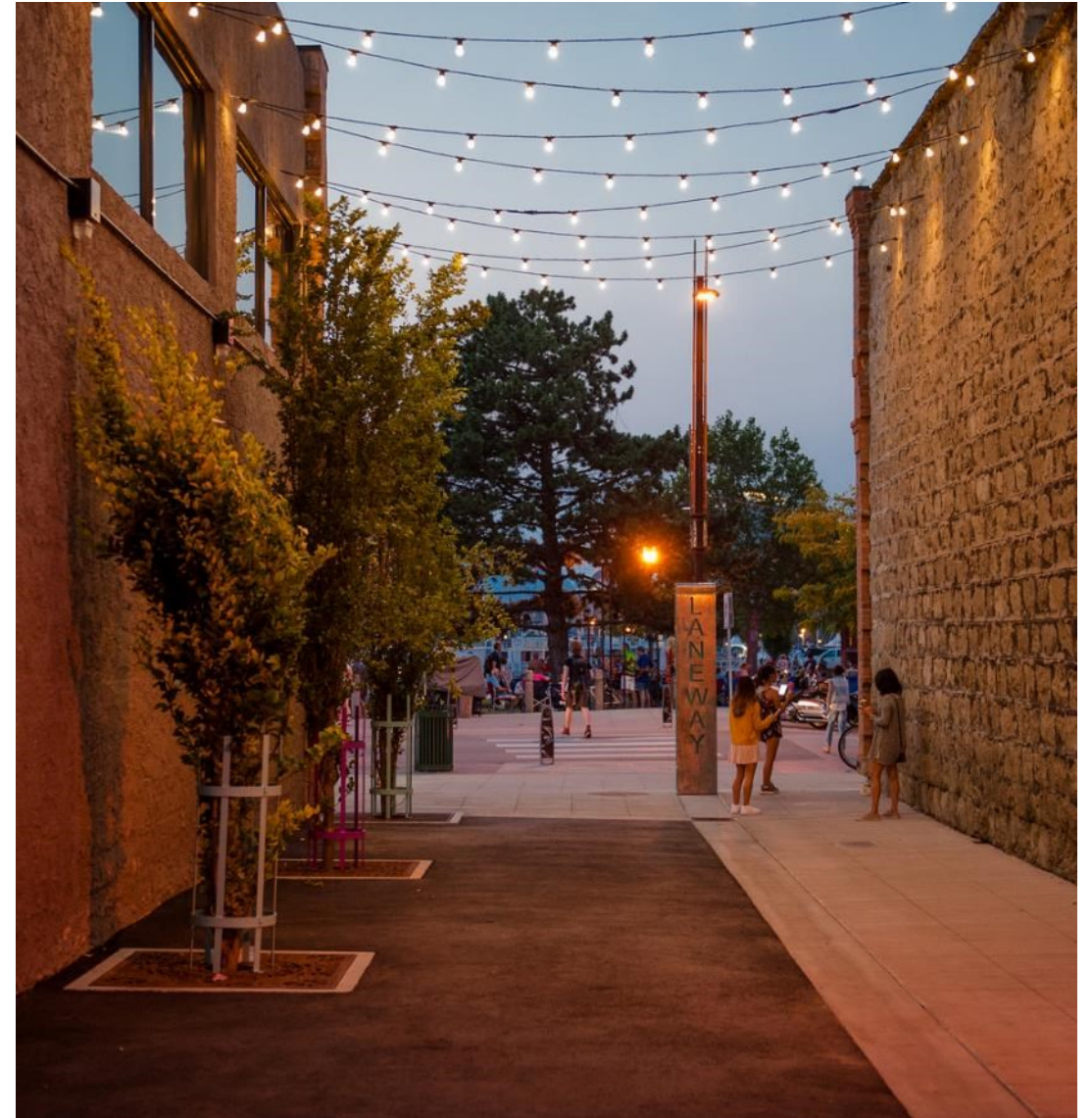
The program has secured approximately \$220,000.00 in finalized contracts since its inception.



Strong relationships lead to renewals.

Impact of COVID-19

- ▶ Prospect Pipeline
 - ▶ Active leads
 - ▶ Key categories for sponsorship development in 2021
- ▶ Continued Learning
 - ▶ Consultant & Industry professionals
 - ▶ Other municipalities programs
 - ▶ Shift in sponsorship priorities



Looking Ahead

- ▶ As this is a pilot program, we will continue to learn and discover as we move forward over the next two years.
- ▶ We are guided by our compass of Council priorities, Imagine Kelowna's vision and our community's needs, and will pivot to bring that vision into action.



Strategic Direction



Alternative Revenue Generation

Seek strategic multiyear tier 1 and tier 2 sponsorships with national and local corporations

Continually establish new revenue streams by identifying innovative new assets and activations that are available for sponsorship.



Awareness & Community Outreach

Build awareness and increase corporate understanding of the program through internal and external education and promotion.

Grow sponsorship capacity by providing professional opportunities to build knowledge and skills and provide support to City Partners on joint projects and initiatives.



Fund Development

The feasibility of philanthropic fund development as a City function will be reviewed internally.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: 2020 Public Art Program Update
Department: Parks & Buildings Planning

Recommendation:

THAT Council receives for information the Report from Parks & Buildings Planning, dated November 23, 2020, regarding recent updates to the City of Kelowna's Public Art Program.

Purpose:

To update Council on the Public Art Program.

Background:

The City of Kelowna's Public Art Program was established in 1997 with the goal of helping to create culturally enriched public spaces. Since then, annual operating budget in support of the Program has been allocated by Council.

The City of Kelowna recognizes that culture (interpreted to include arts and heritage) is important to the well-being of the community, the quality of life for all residents, and the economic vibrancy of the City. Public art is one of the programs under the City's Cultural Policy that contributes to, as well as enhances, a sense of community and appreciation of culture within the City.

Public art also touches upon a number of *Imagine Kelowna's* core principles and goals such as:

- Connected: 'cultivate an engaging arts & culture scene';
- Connected: 'creating great spaces'; and
- Responsibility: 'growing vibrant urban centres'.

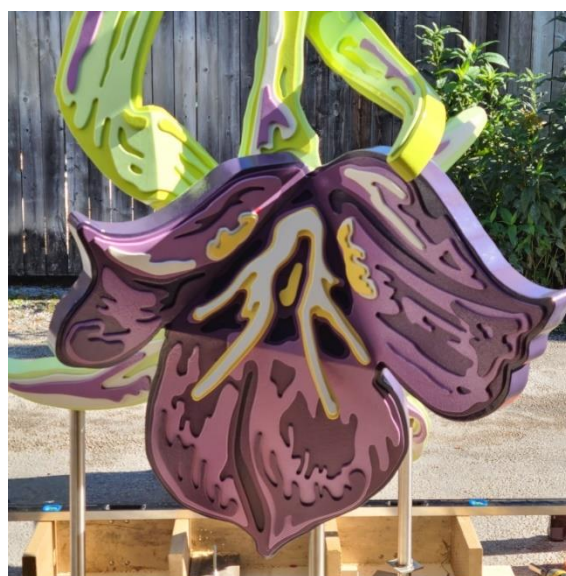
Current Public Art Commissions:

Flower. Artist, Studio F Minus.

Commissioned and developed in early 2019 and to be completed in the fall of 2020, Flower is a 3.8m (13ft.) tall metal sculpture located at the main entrance of Interior Health's Community Health Services Centre at the corner of Ellis Street and Doyle Avenue. The commission was an equal partnership between the City of Kelowna and Bentall Green Oak, the building owner, to acknowledge Interior Health's goal to bring several health and patient care services together at this one location, as well as their larger vision of "every person matters". This artwork's positive message on the important role

healthcare workers play within our community is timely given the ongoing and historical significance of the COVID-19 pandemic. The Artist's statement for this piece reads:

"The health of the flower is, like the health of a human being, dependent on all its systems. As doctors, medical practitioners and patients alike recognize our health as the product of a holistic system, it is incumbent that we all look deeper - that we try to recognize the unseen systems and structures that feed our physical, mental, and emotional well-being. We turned the flower upside-down, placing the essential root structure at the top. It's a way to preserve the elegance and beauty of the flower, while also highlighting the unseen systems that make it possible. This interpretation of a Kelowna's own beautiful Mariposa Lily, is presented in full bloom, with its roots celebrated at the top of the sculpture is a metaphor for a contemporary approach to healthcare, a celebration of the people who underpin our healthcare system, and a traditional gesture of hope and optimism for everyone entering the building."



KCHSC Public Art
Flower, Studio F Minus (ready for transit).

A short video will be prepared as part of a larger videography initiative to provide the public with a better understanding of the artist's story behind the artwork. The video will also serve to publicly promote the artwork, as a formal unveiling was not possible at this time due to COVID-19 protocols.

Lodestar. Artist, Make Studio.

Commissioned in 2018, fabrication is ongoing for a slender timbers sculpture entitled *Lodestar* that will be located at the plaza space in front of the Kelowna Police Services building. The title “Lodestar” refers to a source of inspiration. The artist’s inception was to create a 7.5m (25ft) tall artwork that will serve as a landmark for a new emerging neighbourhood. The vertical nature of the artwork is inspired by Kelowna’s ongoing growth and prosperity, due in part to the area’s industrial uses and to the area’s current transformation into a vibrant work-live neighbourhood. Installation of this public artwork is anticipated for spring of 2021. The Artist’s statement for this piece reads:

“Well designed public spaces can help to create safe and healthy communities with a sense of place and identity. Lodestar provides three common urban markers typically seen in vibrant public spaces - the Tower as landmark; the Colonnade as enclosure to define space; and the Canopy to provide comfort and safety.”



KPSB Public Art
Lodestar, Make Studio.

Horizon. Artist, Studio F Minus.

Commissioned in 2019, the development of the proposal’s design has been approved and fabrication has just begun on an interactive digital artwork entitled [Horizon](#). Located at the north lawn of Boyce-Gyro Beach Park, the artwork is approximately 1.5m (5ft) high, 12m (38ft) long and consists of a series of glass panels with different reflective and transmissive properties that will be activated by different modes of movement. [One mode](#) of movement is determined by cycling, with the transparency and reflectiveness of the artwork modified (based on frequency of use) by data collected from 38 [EcoCounter](#) stations located through-out the city. The [second mode](#) of movement is more immediate, activated by an individual, through a series of sensors and by a changing spectrum of color in relation to the angle of view of someone passing by the artwork. Fabrication has started and installation is anticipated for summer of 2021.



Boyce-Gyro Beach Park Public Art. *Horizon*, Studio F Minus.

Chief Swk'ncut Monument, Crystal Przybille

A life-sized bronze monument of Chief Swk'ncut, commissioned by Westbank First Nation (WFN), was installed adjacent to the downtown's Kelowna Tourism building in June 2019. Installation was completed in time for that year's National Indigenous Peoples Day celebrations. The remaining work to complete is the fabrication and installation of two descriptive plaques for the artwork reflecting the history of Chief Swk'ncut and the time in which he lived, as written by WFN.

Future Public Art Commissions:

City Entry Sign Public Art

A new public artwork is intended to serve as Kelowna's northern gateway and new city entrance sign to replace the sign removed at the intersection of Hwy 97 and Sexsmith. First presented as a concept, Staff convened a meeting with members of the Public Art Roster for a presentation by the artist to provide additional information back to Council. Staff are presenting this feedback and additional information as part of a separate report to Council. Pending Council approval of the concept, work is anticipated to commence in 2021, with completion estimated for 2022.

Pandosy Waterfront Park Public Art

Included within the Pandosy Waterfront Park's capital project budget is a \$250,000 allowance for a new original public artwork. The park was purposely planned as a regional destination for paddling enthusiasts of all ages and abilities and will offer visitors a remarkable, urban water-based, tourism experience. While no specific theme for the artwork has been determined, the park's water-oriented use will figure prominently in the framing of this public art opportunity. Detailed design of the park is currently in progress and multiple locations for the artwork are being considered - including a potential location within Okanagan Lake near a proposed public pier. Commissioning, through a two-stage artist call out, will begin in January 2021. Final selection of the artist and artwork is expected for the summer of 2021, with completion anticipated for 2023.



Public Art Program Initiatives:

2020 Uptown Rutland Mural Festival

The Public Art Program made a financial contribution to the Uptown Rutland Business Association (URBA) that was used towards their 2020 mural festival. The goal was to maintain the momentum and success of the earlier festival in terms of the quantity and level of artist participation. An agreement was prepared based on a contribution amount determined by the number of completed murals. A maximum contribution of \$20,000 was provided based on the creation of 6 new original murals. A similar financial contribution is anticipated for 2021.



Lonesome Dove, Kathy Ager. 145 Asher Road, Rutland.



Valleyview Mandela, Kristin Grant.
158 Valleyview Road, Rutland.

Gold, Silver & Lead, Jed Lind

The Public Art Program has committed a \$20,000 financial contribution to the Kelowna Art Gallery (KAG) towards their acquisition of an existing public artwork entitled Gold, Silver & Lead, by artist Jed Lind. The artwork was expected to be installed within 2020, however, shipping and artist supervision of the installation has been delayed due to the COVID-19 pandemic. Installation is tentatively scheduled for spring of 2021.



Gold, Silver & Lead, Jed Lind

Bernard Avenue 400 – 500 Block Closure Public Art

The recent temporary closure of Bernard Avenue, while successful, presented challenges for businesses to animate and fully utilize the roadway between the 400 to 500 block. Opportunities to incorporate temporary public art into this block, as part of any future closure, will be explored in conjunction with other City and local business initiatives to help program the block and enhance the vibrancy of this space.

Community Art Program

The Community Art Program is a component of the City of Kelowna's Public Art Program and supports projects that engage practicing artists with residents in a collaborative, collective, creative process which results in a temporary or permanent work of art. The criteria to apply for grant funding relies heavily on community outreach and involvement. Funding was postponed for 2020 due to the COVID-19 pandemic and concerns to maintain appropriate social distancing protocols. It is hoped that the Community Art Program will be able to accept proposals for 2021.

Temporary Art in Public Spaces

The goal of this initiative is to broaden the scope and appeal of the Public Art Program. Funding is made available for art organizations, such as the Kelowna Art Gallery, to curate public art at a highly visible, publicly accessible, City-owned property and maintained for a minimum of 6 months and maximum of 12 months. Funding is awarded based on the merit of a proposal provided to the City's public art coordinator and deemed appropriate in meeting the goals and objectives of:

- Helping to animate Kelowna's public spaces through a constantly changing, continuing variety of installations that will add a dynamic element to Kelowna's urban environment;
- Enhancing the Public Art Program's profile by providing opportunities for emerging and established local artists, and established national and international artists to feature work through temporary projects;
- Promoting the appreciation of contemporary arts practices; and
- Fostering a sense of community through the sharing of common experiences focused on public art.

Public Art Video Series

The goal of the initiative is to build a library of videos for selected works from the City's collection that will be shared with the public to increase their understanding of the public art process and knowledge about the artist and their work. These videos will feature past works as well as current commissions. The format will vary depending on the artwork featured and when it was created. Each video is intended to include an interview with the artist to make it more meaningful and authentic to the piece. It is anticipated that 3 to 4 videos will be produced each year for those major pieces in the collection.

Unsolicited Donation of Public Artwork Policy

The City of Kelowna continues to receive requests to accept privately owned or commissioned artworks to be located on City owned land, or to be included as part of the City's public art collection. There are limited funds available to preserve and conserve these works of art. Also, there is a limited number of suitable City sites on which to locate these artworks, and some pieces are of limited artistic merit. To

address these, staff will prepare an Unsolicited Donation of Public Artwork Policy that will be brought forward to Council for approval early in 2021.

Financial/Budgetary Considerations

There continues to be four funding sources for the Public Art Program:

1) Annual Public Art operating budget

Public Art has been funded each year from a \$132,900 allocation from general taxation as part of the Annual Capital Budget. Council policy (Objective 9.1, OCP 2030 Policy 2) states that the Annual Allocation should be funded to a maximum of 1% of the City's annual capital budget from taxation.

2) Component of Council-approved Capital Projects

As part of the process to strategically identify public art projects, a notable direction is to deliver public art principally as a component of future civic infrastructure. Artworks that are a component of larger infrastructure projects, e.g., parks, roundabouts, streetscapes, buildings, utility projects, etc. are included within the overall project cost as part of the Annual Capital Budget. It is intended that these projects be identified well in advance for Council consideration as part of the Program Plan.

3) Public Art Reserve

The Public Art Reserve provides support for special one-time expenditures and/or used to supplement larger budget projects identified in the Program Plan.

4) Maintenance Budget

The fourth funding source is the annual budget that funds maintenance of the collection. Funding for maintenance comes from the Building Department's Services Repair (operating) budget. Funding is available each year for maintenance of public art within the overall Service Repair budget. The account is replenished at the beginning of each year.

Internal Circulation:

Building Services
Cultural Services
Parks Services
Infrastructure
Communications
Finance

Considerations not applicable to this report:

Legal/Statutory Authority;
Legal/Statutory Procedural Requirements;
External Agency/Public Comments.

Submitted by: D.James, Planner Specialist, Parks & Buildings Planning for
R. Parlane, Manager, Parks & Buildings Planning.

Approved for inclusion: Derek Edstrom, Divisional Director, Strategic Investments

Attachment A – Presentation.

cc: Deputy City Manager



Public Art Program 2020 Council Update

November 23, 2020



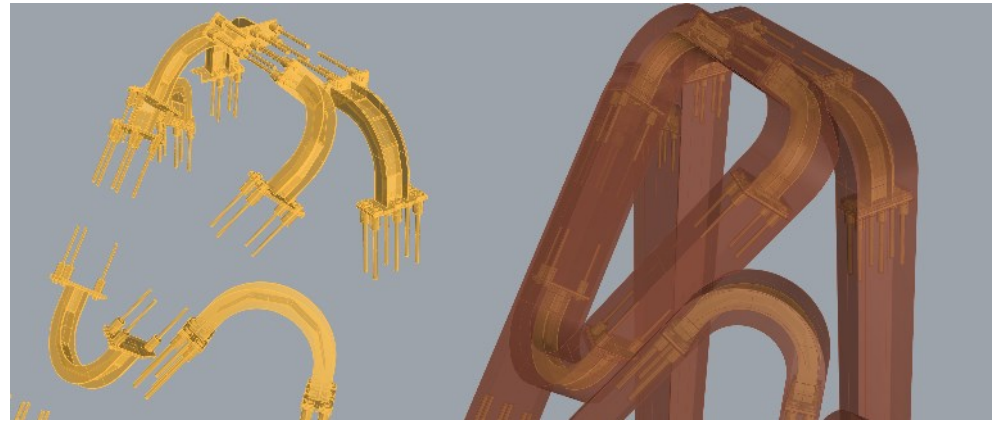
Public Art Projects

Kelowna Community Health Centre - '*Flower*', Studio F Minus



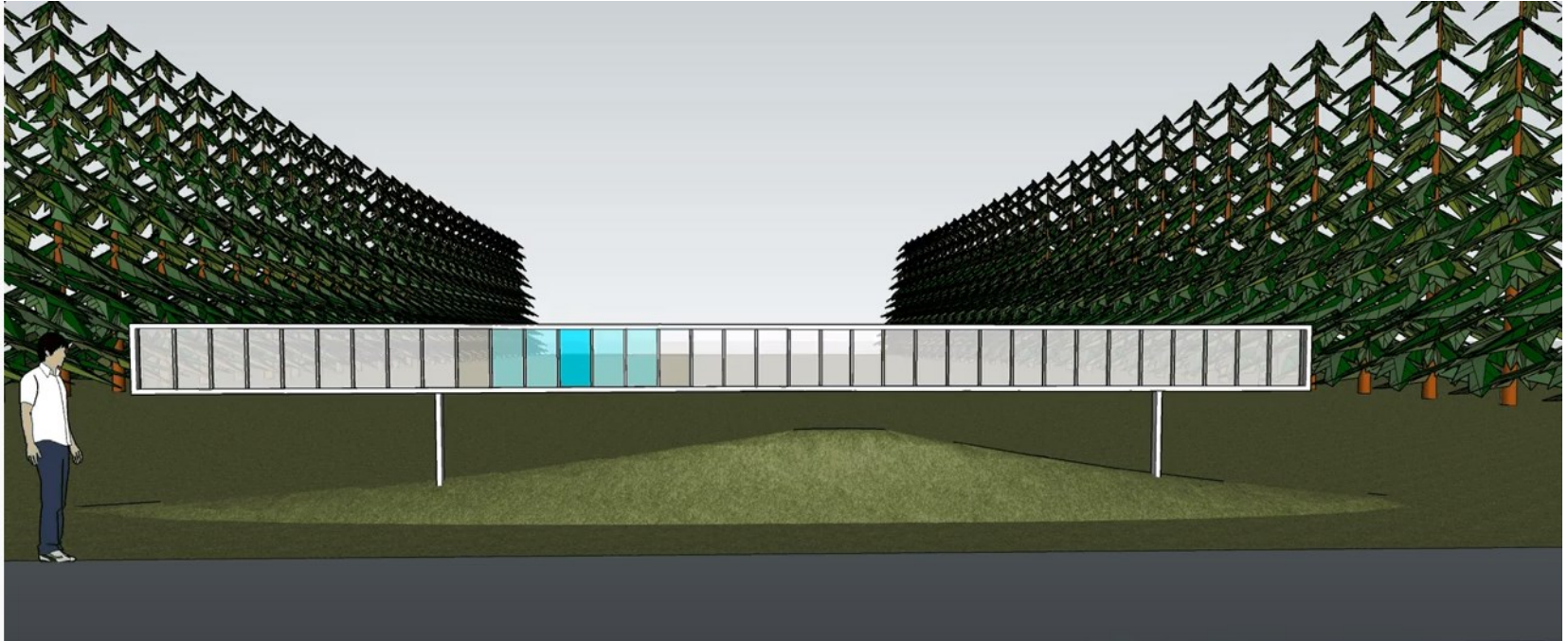
Kelowna Police Services Building

'Lodestar', Make Studio



Boyce-Gyro Beach Park

'Horizon', Studio F Minus



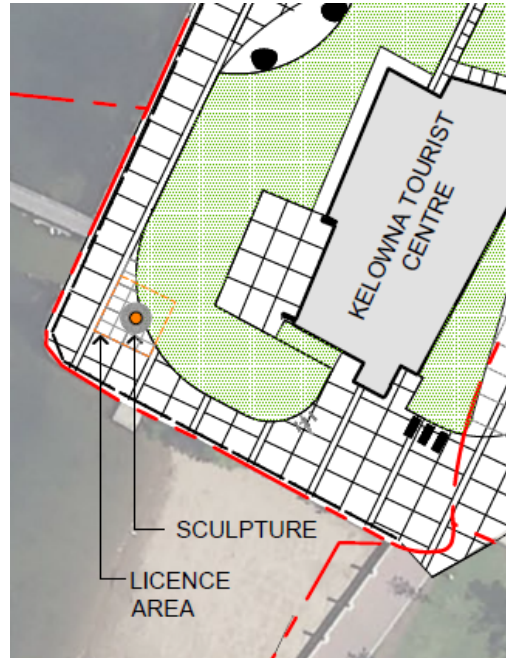
[Horizon – Design Video](#)

[Activation - Park Side](#)

[Activation - Parking Side](#)

Chief Swkn'cut Monument

Westbank First Nation, Crystal Przybille



City Sign Public Art



Pandosy Waterfront Park Public Art



- 1 PEDESTRIAN PROMENADE
- 2 PUBLIC PIER
- 3 FLOATING DOCK
- 4 URBAN BEACH AREA
- 5 GRAND STAIRS
- 6 PUBLIC ART - LOCATION T.B.D.
- 7 FUTURE EVENT PAVILION
- 8 PARK ENTRY & SIGNAGE
- 9 PUBLIC WATERFRONT
- 10 LIFT STATION ENCLOSURE w/ SHOWERS & SIGNAGE
- 11 WATERFRONT WALKWAY
- 12 TEMPORARY PARKING
- 13 INSTRUCTION AREA
- 14 MISTING WATER FEATURE & LARGE BOULDERS
- 15 NATURALISED AREA
- 16 EROSION CONTROL
- 17 FUTURE PADDLE CENTRE - BUILDING T.B.D.
- 18 BIKE MAINTENANCE STATION
- 19 FUTURE ACTIVE TRANSPORTATION CORRIDOR
- 20 FUTURE SHARED PARKING

DISCLAIMER: ALL INFORMATION SHOWN ON THIS DRAWING IS CONCEPTUAL AND SUBJECT TO CHANGE

CEDAR AVE



PANDOSY WATERFRONT PARK

FUTURE PARK MASTERPLAN

Public Art Initiatives

URBA -2020 Uptown Mural Festival



Valleyview Mandela, Kristin Grant
(158 Valley View Rd)



Inside Out, Ali Bruce (170 Rutland Rd)



"Puti k'u_ala - We are still here", Sheldon Louis (288 Hwy 33)

URBA -2020 Uptown Mural Festival



Lonesome Dove, Kathy Ager (145 Asher Rd)



Dreamscape, Priscilla Yu (Burger Baron)



Contact, Liz and Dylan Ranney (350 Gray Rd)

KAG – Gold, Silver & Lead, Jed Lind



Bernard Avenue Road Closure



Future Public Art Initiatives:

- ▶ Community Art Program;
- ▶ Temporary Art in Public Spaces;
- ▶ Public Art Videography;
- ▶ Policy for Unsolicited Donations of Public Art;
- ▶ Plaque Replacements.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: City Entry Sign Public Art
Department: Parks & Buildings Planning

Recommendation:

THAT Council receives for information the Report from Parks & Buildings Planning, dated November 23, 2020, regarding additional information pertaining to a public art opportunity for a new gateway entrance sign located at the City's northern limits;

AND THAT, Council directs staff to enter into a Public Art Agreement with Ted Fullerton's (the Artist) for the proposed City Entry Sign.

Purpose:

To provide Council with information on the design of new public art at the City's northern boundary on Highway 97 and to seek Council approval of the proposed design for Staff to enter into an agreement for detailed design, fabrication and installation.

Background:

On April 29, 2019, staff brought forward to Council a report on recent updates to the City's Public Art Program. This included information for a proposed public art piece that will be located at the City's northern boundary limits. Council had requested that Staff respond to some questions raised during the discussion and return with additional information to help Council better consider this public art opportunity.

Discussion:

Several points were raised by Council when the proposed City Entry Sign was first presented in a workshop session. The following highlights what Staff heard from Council and the actions taken to the issues:

1. The artist and proposed artwork had not undergone the same jury selection process that other public art commissions are typically subjected to:

A typical jury for a new public art commission consists of five jury members, however in this instance to gain a broader response staff reached out to all members of the Public Art Roster. They were invited to participate in a presentation by the artist Ted Fullerton on the design and concept for the new city sign - titled 'Imagine'. Of the 24 members on the roster, ten attended the June 5 presentation. Staff provided a questionnaire for participants to complete at the end of the presentation. A summary of the questionnaire's result is as follows:

- 89% agreed, or strongly agreed, that Ted Fullerton's proposed art piece 'Imagine' added to the quality and diversity of the City's public art collection.
- 55% agreed, or strongly agreed, that Ted Fullerton's proposed art piece 'Imagine' achieved the goals of reflecting the qualities and aspirations that are unique to Kelowna.
- 100% agreed, or strongly agreed, that the Artists has the experience and ability to successfully implement the proposed artwork.

From the questionnaire responses there was strong consensus among the group on the quality of artwork and abilities of the artist. Although, there were varying opinions in the effectiveness of the artwork to convey Kelowna's uniqueness as a community.

The following excerpts from email correspondence capture the tone of the discussion of the group regarding the effectiveness of the artwork:

"After having time to reflect on the presentation and discussion, I feel that the brief comments I made are too negative. To me, there's something quite sophisticated and fascinating in this proposal about the relationship that's created by the viewers' movement. The figures will seem to move towards each other and away, even circling, creating different relationships. This makes up for what, to me, is a kind of generic, sort of cliched symbolism. Motion makes the piece work. With that in mind, there's a kind of oddness about the site that's appealing. These figures rapidly appear in the viewer's visual field, gradually evolving and revolving, linked by the "Kelowna" sign. It's appearing in the middle of nowhere in particular. Just a field on the outskirts. No clutter. Most cities don't have quite that introduction. I'm impressed, never mind the connection to the vision/values exercise around what Kelowna means, or is."

"This is exactly what public art is about! I am excited to see the real thing. Yes, we will get the negative comments but that happens with everything and people get adjusted, it is usually because of a lack understanding of the abstract."

"I loved Michael's email describing the 'motion' of the viewers from their cars and the resulting 'motion' from the art. Thank you for that, Michael! I would like to see a 'black' base, not white or grey base. Black disappears, allowing the 'Kelowna' and sculpted figure art to stand out [and] left with only the important art pieces - a 'Community of People and Kelowna'."

The abstract quality of the artwork and how these figures relate to Kelowna, became a key topic of further discussion among the group after the presentation. The figures should be representational enough to be legible from a distance, but abstract enough for multiple interpretations to avoid the staleness often associated with passing the same object numerous times. The Artist's work is meant to allow the viewer to project their own persona onto the artwork.

2. Sole sourcing the artist.

Due to the unique nature of each public art commission the design, selection, commissioning and development process always includes an element of experimentation to some degree, and with the design control held by the artist. The City entry sign however is a high-profile location for which the City needs to have greater confidence and surety in the outcome. As both an entrance sign and a public art piece, staff would also require a greater level of control than a more typical commission might allow. Under both the City's purchasing policy and the public art policy, works of art are exempt from trade agreements and can be directly awarded for instances such as this.

Ted Fullerton had submitted previously on public art calls for both the Kelowna Police Services Building and Interior Health and was highly rated both times by different juries. His art aligned closely with the goals for this location, and the vision of Imagine Kelowna. Just as importantly, he is well recognized as an artist, and very experienced with both the design and fabrication techniques of similar pieces. Furthermore, unlike some art in other mediums, his art is of a scale appropriate for this location. The jury members surveyed were unanimous in their support that he had both the experience and ability to successfully implement the proposed artwork.

This City entry sign offers a desirable and high-profile opportunity for any artist, and the proposed fee submitted is reflective of this. Considering the scale and number of pieces (10) associated with the City entry sign, Staff enquiries show that Ted Fullerton's fee is fair and reasonable and is in-line with what would be expected for a major public art commission.

3. As with other pieces in the collection, the public's comprehension of this piece does not benefit from the Artist's concept statement as presented to Council.

Staff understands the need to better communicate to the public the ideas and concept behind an Artist's work. Staff is planning a series of public art videos with artists for select pieces in the City's public art collection, which will be posted to the City's YouTube channel and shared as part of promoting the installation to media. The intent of these is to enhance public appreciation for and understanding of City public art. Pending Council approval, the City Entry Sign will be included in this new video series.

4. Scale of the artwork is too small and it will become visually lost within the tall grass vegetation and broader landscape.

Staff re-visited the site to take accurate field measurements, including vertical and horizontal dimensions, based on three size options for the sign's lettering (1.2m, 1.5m, and 1.8m high). The current budget is based on the artwork scaled to a 1.2m maximum letter height. The cost of the artwork will be proportionally affected by any increase in size: approximately \$50,000

increase with each size increment. Additional funding from the Public Art Reserve would be necessary for the larger sizes. It should also be noted, each element of the artwork will be raised on concrete bases 0.45m to 0.60m (1.5ft. to 2ft.) high to ensure they are not concealed in the vegetation. Photomontages for three sign scale options are provided to Council to better illustrate the visual impact (see Attachment A). Staff is proposing to proceed with Option A, 1.2m (4ft.) maximum height letters with figures based on 20% larger than life sized, approximately 2.1m (7ft.), to remain within the existing budget.

5. The public will want access. How will pedestrian access off Hwy 97 be achieved safely for those who will want to get close to take photographs?

Staff has considered access to the City Sign as one of the major criteria in selecting the site. The location provides public access to the sign from Dry Valley Road and has an enlarged road ROW allowance that can accommodate public parking for visitors. Staff has been in discussions with MoTI on the intent to locate the City's northern gateway entry and public art sign feature at this location. MoTI has indicated acceptance of the sign's placement as proposed. Final MoTI approval will be subject to a future submission of more detailed plans delineating public parking and pedestrian access to the sign to ensure there are no issues with roadside stopping. Pending Council approval, Staff will prepare these plans and submit necessary permit applications for MoTI's final approval. A schematic layout plan illustrating the feasibility of public parking and access to the sign is provided for Council's general information (see Attachment B).

Conclusion:

Staff has responded to the questions raised by Council by providing additional information in the form of this Report and Attachments. Staff proposes Option A (1.2m high letters) be adopted and that the commission stays within the existing budget. Staff seeks Council's direction to proceed with the new City Entry Sign to replace the old north entry sign that was removed in 2018; and to enter into an Agreement with Ted Fullerton (the Artist) for the fabrication and installation of the public artwork.

Internal Circulation:

Building Services
Infrastructure Delivery
Parks Services
Cultural Services
Purchasing
Finance
Communications
Office of the City Clerk

Considerations applicable to this report:

Financial/Budgetary Considerations:

At Council Regular Meeting on Monday April 29, 2019 staff were directed to report back prior to the Public Art Entry Sign project proceeding.

Existing Policy:

The information in this report is submitted pursuant to Cultural Policy 274, the City of Kelowna Cultural Plan (2011), Chapter 9 of the Official Community Plan, principles and goals of Imagine Kelowna (2018).

Personnel Implications:

Staff responsibility for the City Entry Sign artwork rests within Parks & Buildings Planning. Staff responsibility for site works associated with the City Entry Sign rests with Infrastructure and Delivery.

Considerations not applicable to this report:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by: D. James, Planner Specialist, Parks & Building Planning.

Approved for inclusion: Derek Edstrom, Divisional Director, Strategic Investments

Attachments: 1. A – Sign Options
2. B – Site Plan



City Entry Sign - Option A (Figures at 1.2x Life-size)



City Entry Sign - Option B (Figures at 1.5x Life-size)



City Entry Sign - Option C (Figures at 1.8x Life-size)



250m distance



125m distance

City Entry Sign Approach View - Option A



250m distance



125m distance

City Entry Sign Approach View - Option B

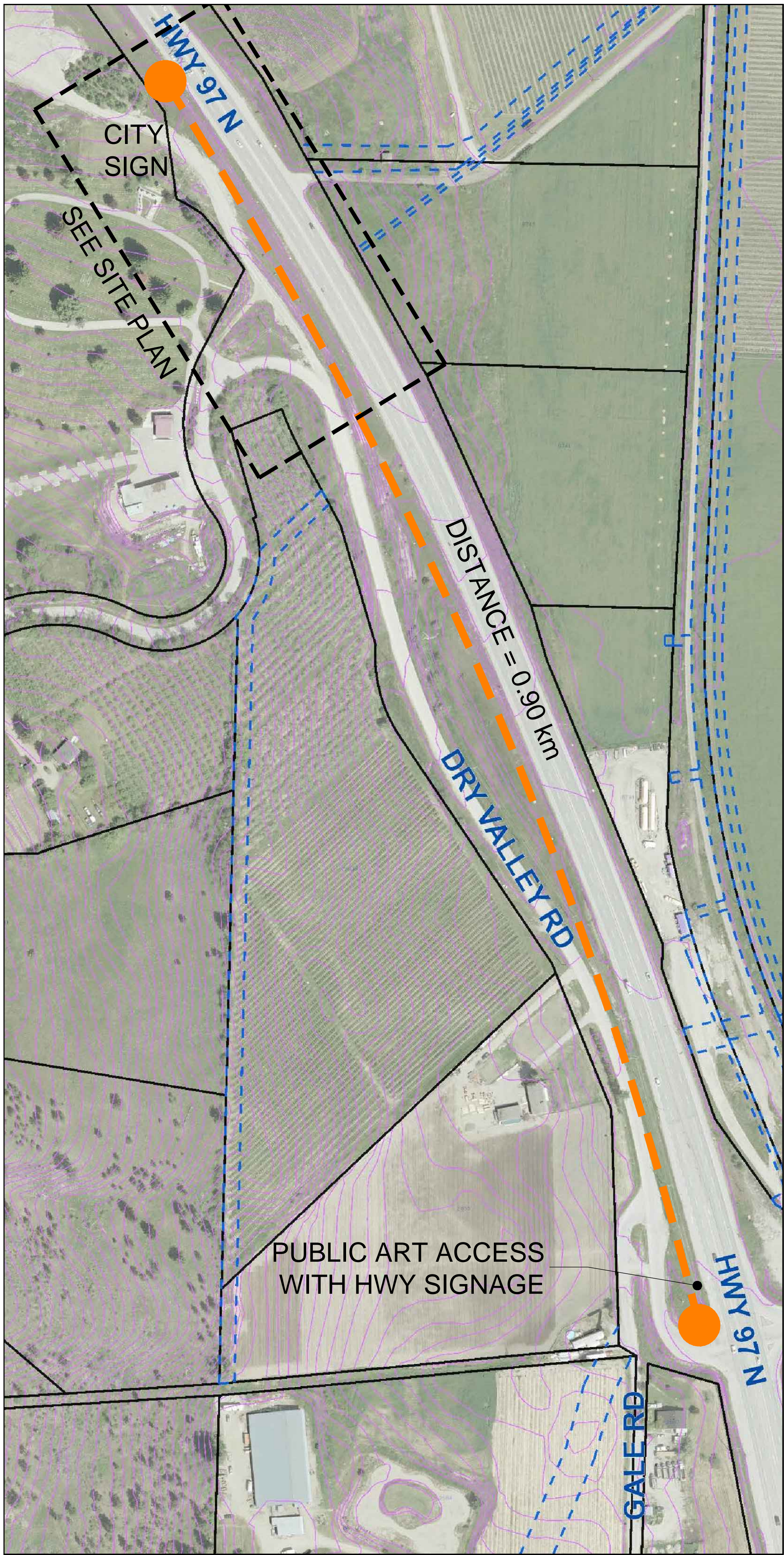


250m distance



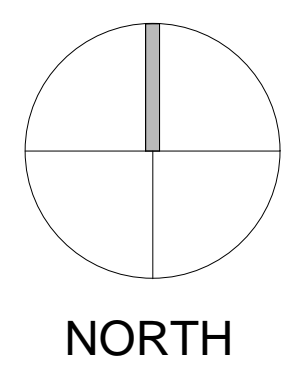
125m distance

City Entry Sign Approach View - Option C



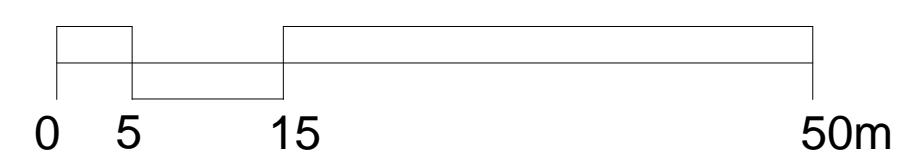
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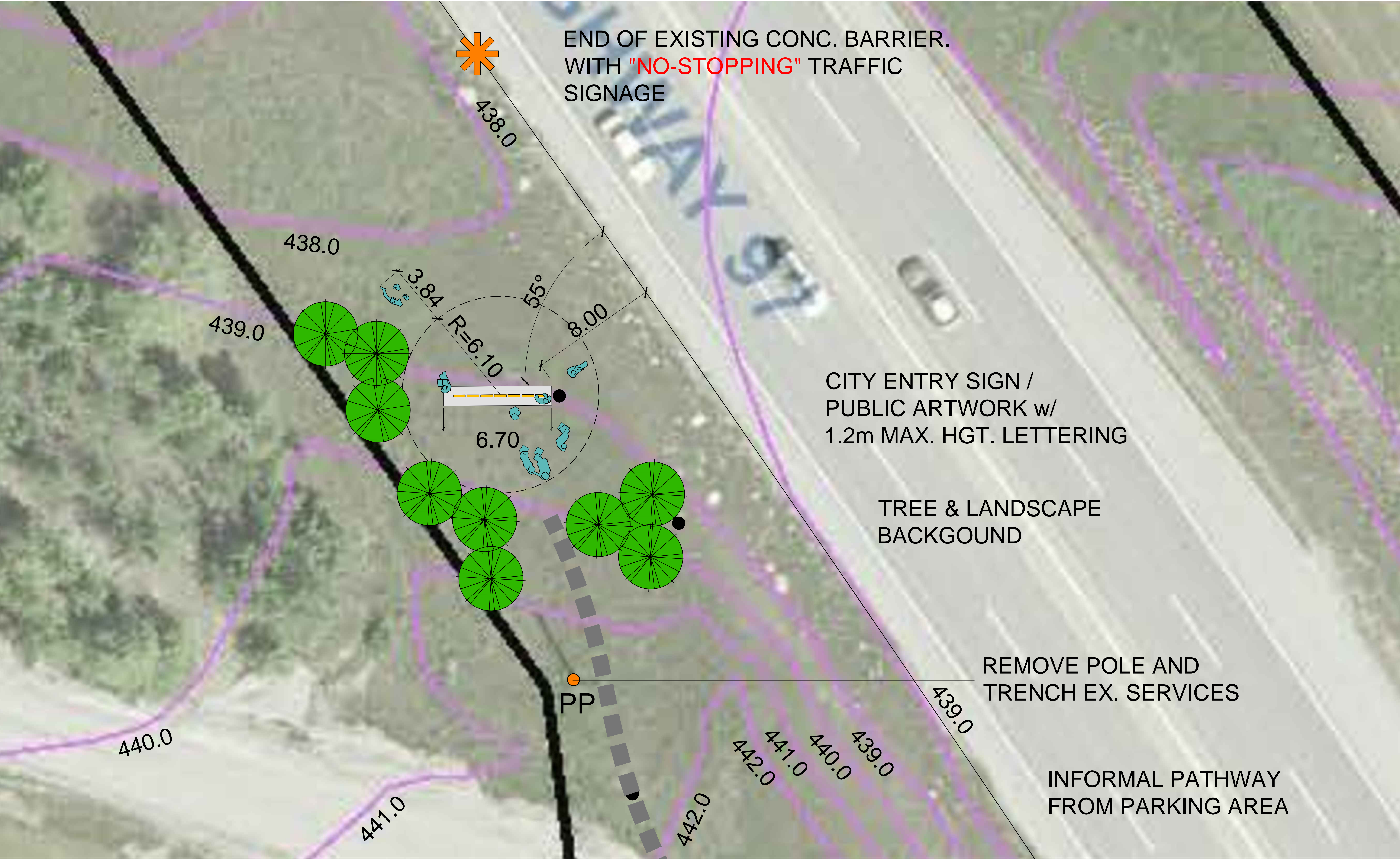
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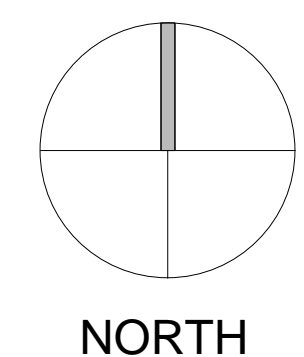
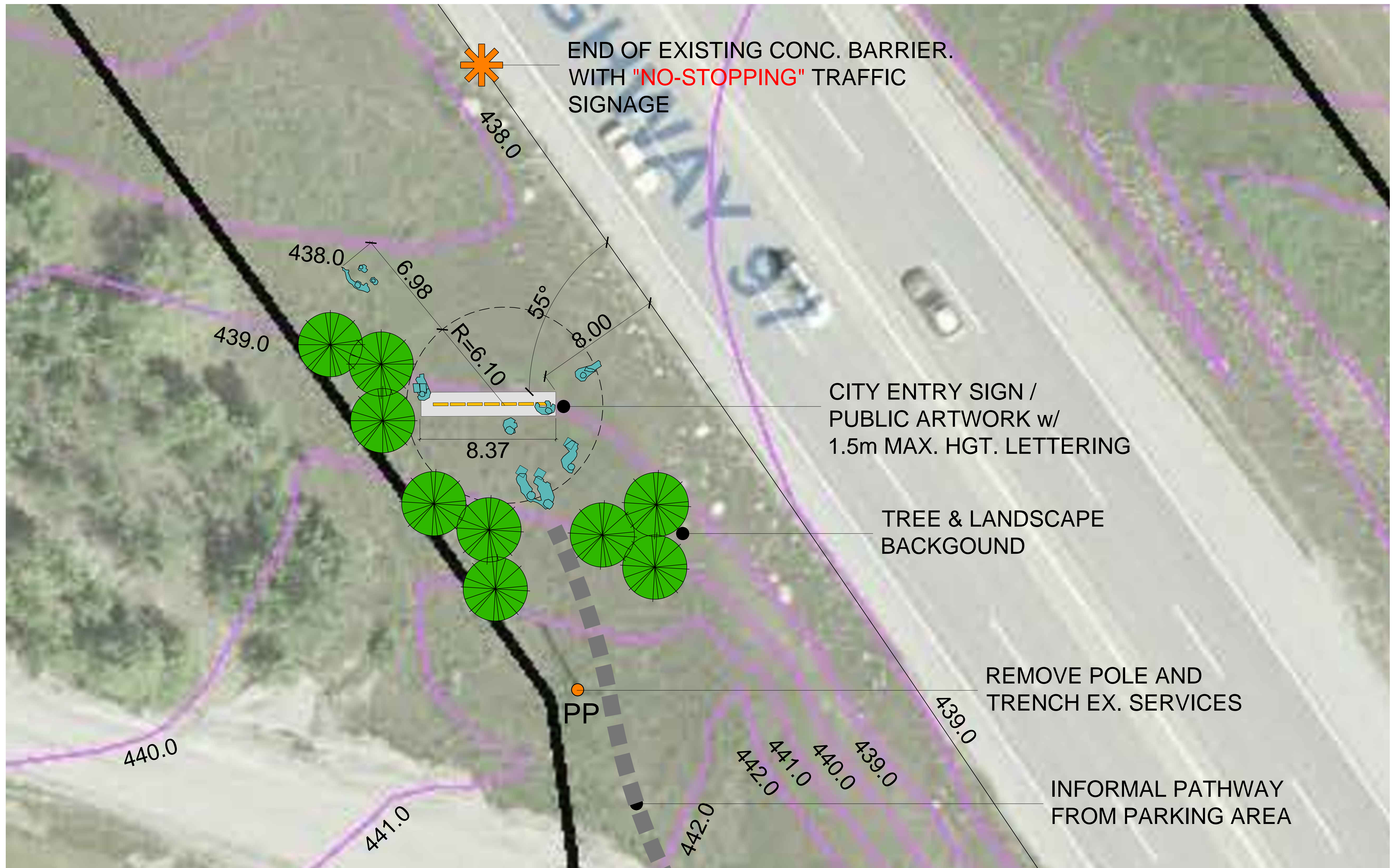


CITY ENTRY SIGN - SITE PLAN

Drawing Title

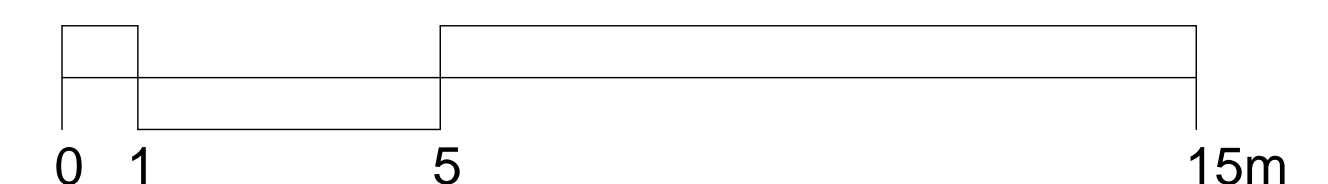


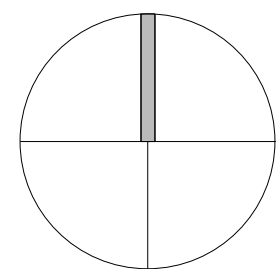
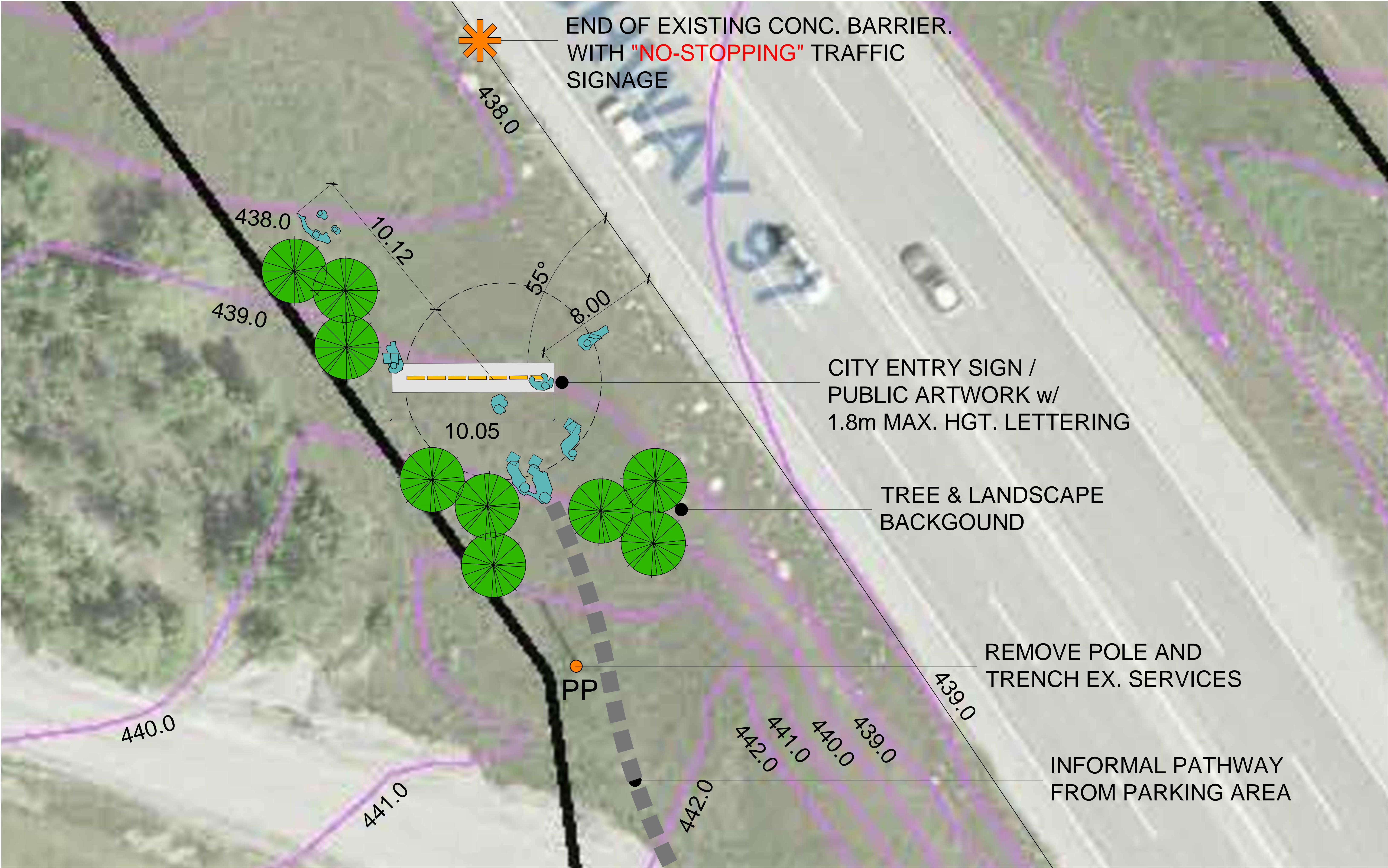




CITY ENTRY SIGN - OPTION B

Drawing Title

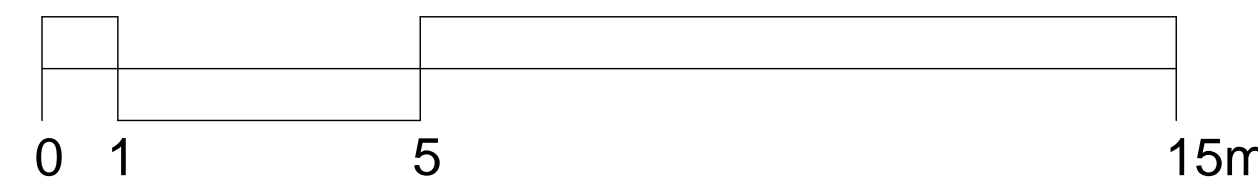




NORTH

CITY ENTRY SIGN - OPTION C

Drawing Title



City Entry Sign Public Art

Artist's Concept Statement for 'Imagine':

'Imagine Kelowna' is the impetus and inspiration for the sculpture/installation that will act as an emblematic - unique gateway and cognitive landmark referencing and signifying the City of Kelowna and its community. Its intent, through image and form is to suggest that community (people), identity, inclusivity and diversity are immediately recognized as it associates to the city's name and place. Through symbolic, representative and iconic symbols as well as insinuated figurative gesture, human values that reflect on the past while inspiring a progressive future will be immediately recognized and felt. It will suggest individuality, relationships, belief, and purpose collectively with a vision of prosperity and promise supporting the principals and goals of collaboration, innovation, connection and social/environmental responsibility. As a result this sculpture/gateway will take on a social connection within its aesthetic and breadth of interpretation allowing a "humanist" deliberation thus facilitating a work of art/gateway that has on going relevance to the uniqueness of place while making reference to a historical past and an evolving future. As a significant cognitive landmark and gateway, it will symbolically suggest a forward moving community that is evolving yet mindful of individual principles and environment while instilling human ideals of "being" and "becoming."

Description, Methodology and Materials:

This sculpture/gateway will be positioned on the grassy incline off highway 97 N, preferred site #3 as suggested by the City staff/planner. It will be comprised of the name Kelowna in bold laser cut steel. Each letter will be positioned slightly and progressively in front of each other and powder coated a (gold) lemon yellow. Yellow is symbolic for inspiration, happiness, optimism, remembrance, loyalty and joy. The tallest letters "K" and "l" in the name Kelowna will be approximately 1.21m (4') H and the lower-case letters 91.44cm (3') H. The letters will be staggered on an angle the width of each font 60.96cm (2"). As a result the length of the name Kelowna will be approximately 6.09m (20') L x 30.48cm(1')W. The name will be clearly visible from a distance to on-coming traffic. Engaged and integrated around and with the city's name will be 10 cold cast figures slightly larger than life. The cold cast figures with a cast bronze appearance (oxidized green patina) will be created in a way that a diversity of identity and culture can be projected upon them by the viewer allowing a full and inclusive engagement. Their external appearance will have a surface texture, and this is done deliberately to suggest and imply a progressive, evolving and developing sense of "being". Each figure will assume a different gesture insinuating a breadth of "connection" to each other and in association with the city of Kelowna. Although the gestures and symbols associated with the figures will be subtle, viewers will quickly assume their collective importance and experience something new each time they connect, in passing, with the sculpture/gateway.

The first figure to on-coming traffic, placed forward of the city's name, will be an image of a woman holding a (gold) lemon yellow bird – the same color as the powder coat coloring on the letters in the city's name. The bird is a symbol of hope, freedom and inspiration - past and present. Although the bird will be slightly larger than life it's iconic "image" will be immediately identified and assumed while it's coloring – (gold) lemon yellow – will align and reinforce symbolically the superlative, Imagine Kelowna. Standing at the feet of the female figure will be two children in conversational fun signifying a positive future. Positioned as if leaning on the last letter in Kelowna, the letter "a", is a person reading implying a learned past, knowledge and innovation. Surmounted on the "K" in Kelowna will be a tall proud and intrepid individual, freely greeting and welcoming all who are passing by. Behind the "l" and the "o" is a standing person looking up at the figure surmounted on the letter "K" with wonder and admiration. Behind the standing figure on the letter "K" will be a galvanized steel pole painted flat black 2.74m (9') H with a person/figure in a seated position surmounted on top. This seated figure suggests "elders" embodying wisdom and contribution. Positioned slightly behind the "elder" on two separate galvanized steel poles painted flat black, 4.26m (14') will be two separate persons in mutual engagement and conversation suggesting individuality, respect and relationships. The 10th figure, positioned at grade level with legs pulled up and arms wrapped around them, will insinuate the possibilities and dreams of the young and elderly alike - the future. Perched on the top of this figures knee, will be a second (gold) lemon yellow bird symbolizing inspiration and potential with its beak pointed/directed towards Kelowna. The figure's gaze towards the bird will assume a perspective of possibilities and belief. The symbolic "golden bird" will associate directly with the coloring on the city's name – Kelowna – that also aligns with the bird in the hand of the first standing female figure. As a result, the 10th and last figure within the grouping will imply singularly and collectively with the others, the humanist deliberation, "imagine Kelowna".

Imagine, Ted Fullerton
Artist's Maquette (model)





November 23, 2020

City Sign Public Art

Artist Presentation

- 89% agreed, or strongly agreed, artwork adds to the quality and diversity of collection;
- 55% agreed, or strongly agreed, artwork reflects the qualities and aspirations unique to Kelowna;
- 100% agreed, or strongly agreed, that the Artist has the experience and ability to implement the artwork.

Artist Selection

- High-profile location,
- Greater confidence and surety in the outcome;
- Experience with both the design and fabrication techniques;
- Scale and number of pieces.

Artist Statement

- Better communicate ideas and concept;
- Public art videos posted to the City's YouTube channel;
- Enhance public appreciation for artwork and understanding of City public art



City Entry Sign - Option A (Figures at 1.2x Life-size)



City Entry Sign - Option B (Figures at 1.5x Life-size)



City Entry Sign - Option C (Figures at 1.8x Life-size)



250m distance



125m distance

City Entry Sign Approach View - Option A



250m distance



125m distance

City Entry Sign Approach View - Option B

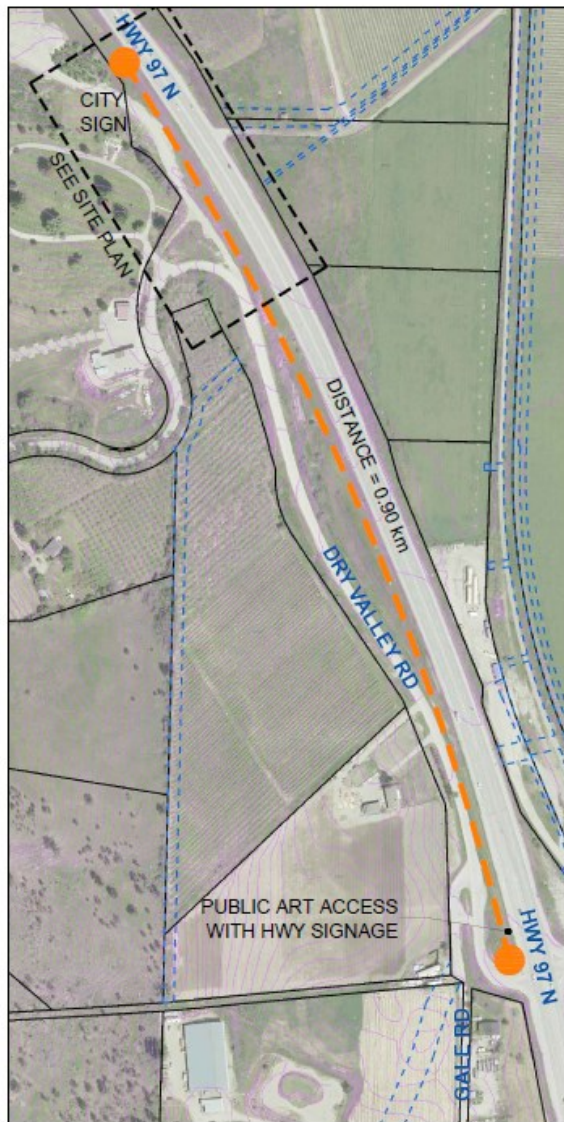


250m distance



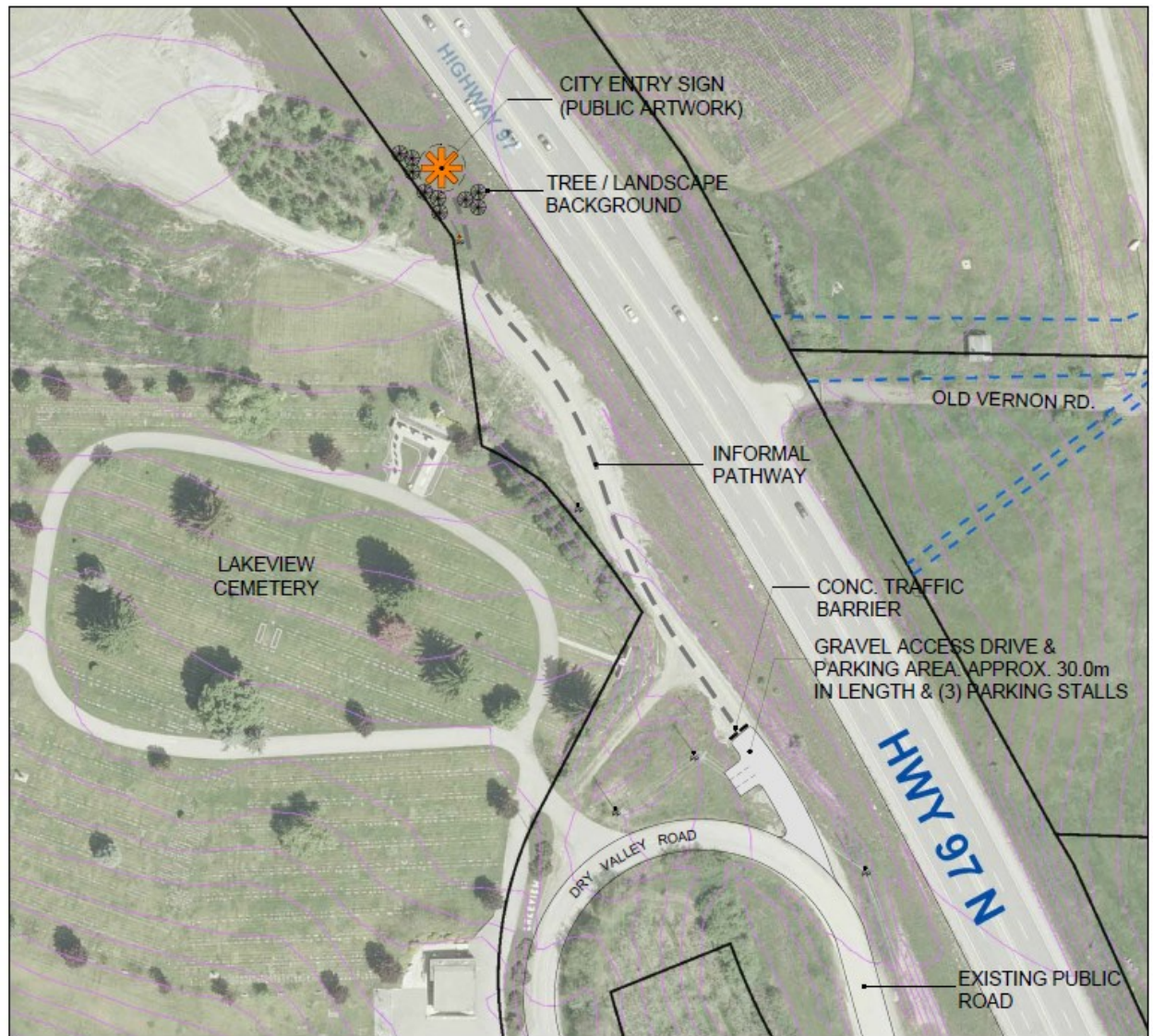
125m distance

City Entry Sign Approach View - Option C



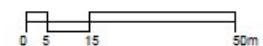
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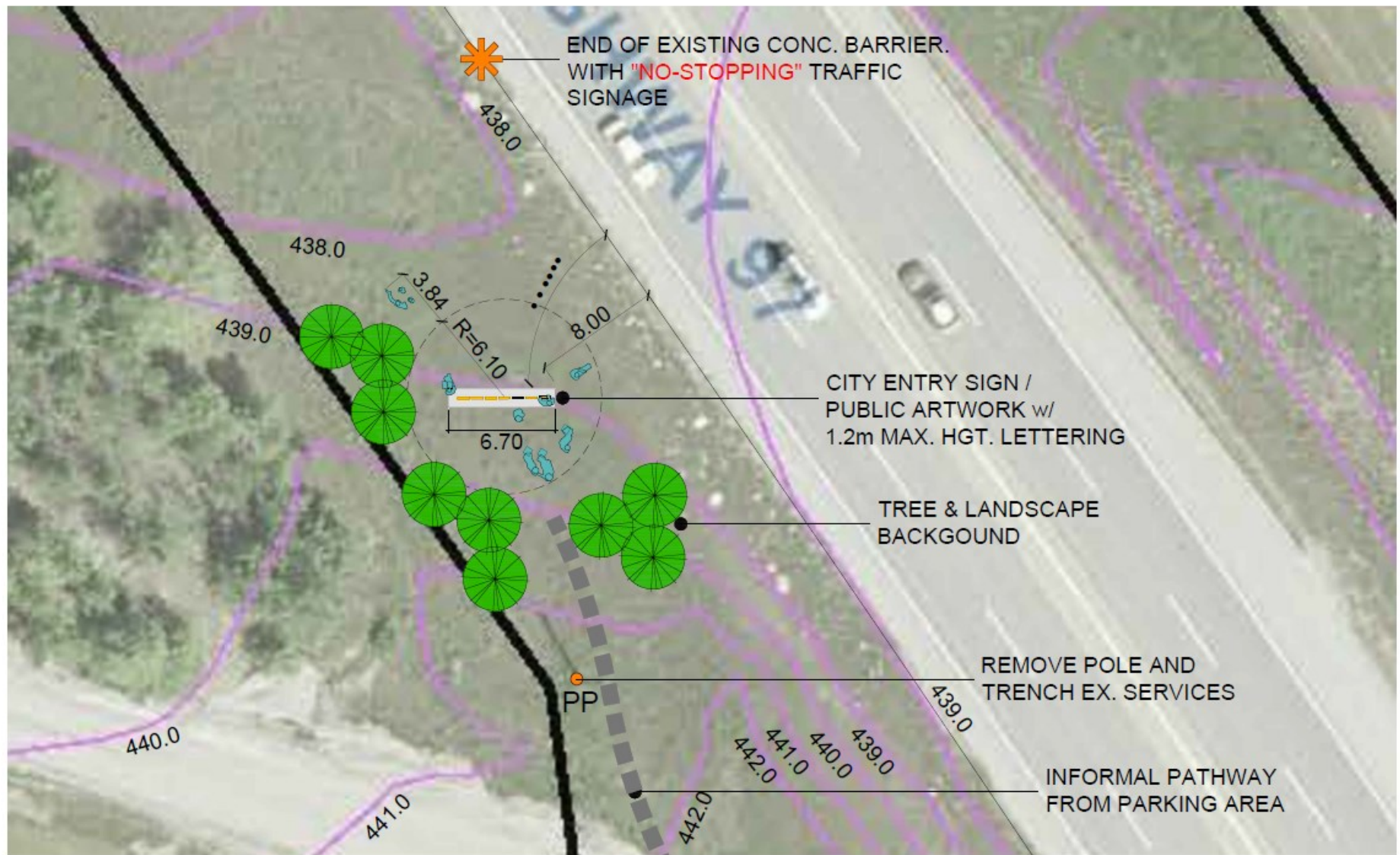
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CITY ENTRY SIGN - SITE PLAN

Drawing Title



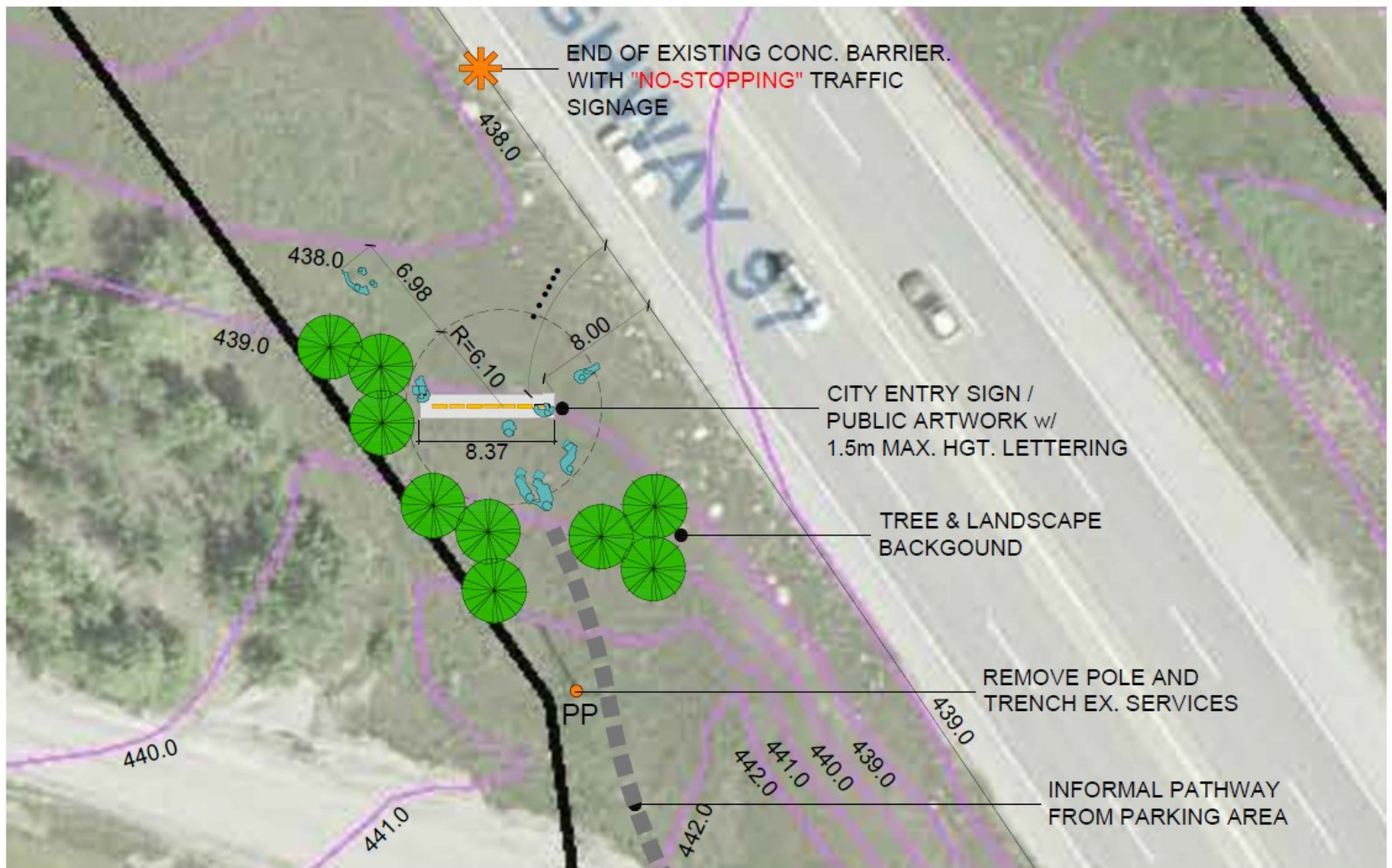


NORTH

CITY ENTRY SIGN - OPTION A

Drawing Title



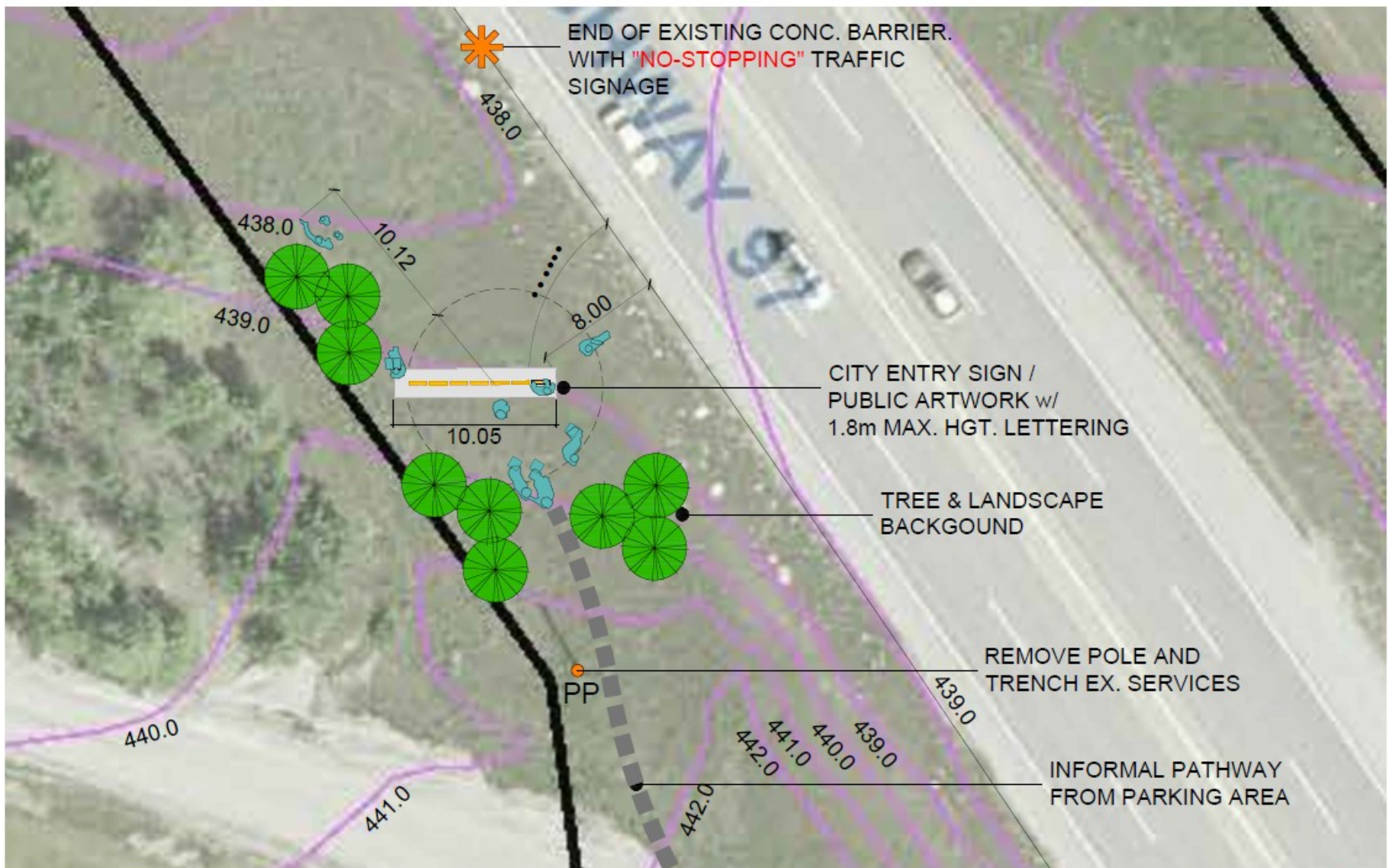


NORTH

CITY ENTRY SIGN - OPTION B

Drawing Title





NORTH

CITY ENTRY SIGN - OPTION C

Drawing Title





Questions?

For more information, visit kelowna.ca.

Report to Council



Date: November 23, 2020

To: Council

From: City Manager

Subject: UBCM Community Emergency Preparedness Fund (CEPF) - Structural Flood Mitigation Program Application – Old Vernon Road Mill Creek Crossing

Department: Infrastructure Engineering

Recommendation:

THAT Council receives for information, the report from Infrastructure Engineering dated November 23, 2020, with respect to the UBCM Community Emergency Preparedness Fund (CEPF) - Structural Flood Mitigation Program Application – Old Vernon Road Mill Creek Crossing;

AND THAT Council authorizes staff to apply for a UBCM CEPF Structural Flood Mitigation grant as outlined in this report;

AND THAT Council authorizes the Mayor and City Clerk to execute the UBCM CEPF Structural Flood Mitigation grant, if the application is successful;

AND FURTHER THAT the 2021 Financial Plan be amended to include the grant funding for the Old Vernon Road Mill Creek Crossing if the application is successful.

Purpose:

To consider staff's recommendation to apply for a UBCM Community Emergency Preparedness Fund – Structural Flood Mitigation Program Grant.

Background:

Mill Creek flows under Old Vernon Road at a bridge crossing just upstream of the Kelowna International Airport. During the 2017 freshet, the high flow event resulted in high water and debris flow that damaged and blocked the culverts under Spencer Road, just upstream of Old Vernon Road. The resulting flooding and breach at Spencer Road eroded the channel downstream, also resulting in debris accumulation and erosion at the bridge crossing at Old Vernon Road. Since that time, the culverts at Spencer Road have been replaced with a new, much larger capacity arch culvert with similar grant funding.

Following a risk analysis of the various bridges and creek crossings in the City, it was determined that this bridge crossing is now the next weakest link and does not have the hydraulic capacity to safely pass the new 200 year storm event or a debris flow event. Old Vernon Road is a busy access to rural areas along the City's north and east boundary and near the airport.

Bridge condition assessment identified the Old Vernon Road bridge crossing as a high priority, as the bridge is undersized to withstand major flood events and is approaching the end of its design life. This work is in concert with other projects required to manage several flood impacts along the Mill Creek Corridor.

As part of the application, the City has included recent relevant work into the application:

- Bridge Condition Inspections and Structural Assessments (2018 and 2019) by Associated Engineering.
- Mill Creek 2017 Flood Recovery Assessment Internal Report by Dobson Engineering Ltd., and
- Old Vernon Road Bridge and Culvert Replacement - Design Criteria providing a concept design and costing information for the culvert replacement.

All work will be done with a high sensitivity to fisheries impacts with appropriate mitigation conducted at all times. This will be done by qualified professionals hired as part of the project.

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

Internal Circulation:

Divisional Director, Infrastructure
Financial Planning Manager
Grants & Special Projects Manager
Infrastructure Engineering Manager
Utility Services Manager

Financial/Budgetary Considerations:

The City is requesting a \$750,000 grant from the UBCM Community Emergency Preparedness Fund – Structural Flood Mitigation Program. The Structural Flood Mitigation funding stream can contribute a maximum of 100% of the cost of eligible activities to a maximum of \$750,000. If the application is successful, the next step would be to prepare the detailed design used to tender the project. Upon completion of the detailed design, if it is determined that the cost of the project will be greater than the grant award, then the remaining costs will be considered for funding from the Mill Creek Flood Protection Project, to be submitted as part of the 2021 provisional budget.

Considerations not applicable to this report:

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

Submitted by:
Rod MacLean, P.Eng. Utilities Planning Manager

Approved for inclusion:

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

A. Newcombe, Infrastructure Divisional Director

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

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: Budget Amendment – Sludge Management at Regional Biosolids Composting
Department: Infrastructure Delivery

Recommendation:

THAT Council receives, for information, the report from Infrastructure Delivery dated November 23, 2020, regarding the Regional Biosolids Composting Facility (RBCF) – Biosolids Leachate Containment Project;

AND THAT Council authorize the additional expenditure totaling \$320,000 for the RBCF -Biosolids Leachate Containment Project;

AND FURTHER THAT the 2020 Financial Plan be amended to increase the budget of the RBCF - Biosolids Leachate Containment Project by \$320,000 with \$106,667 being funded from the City of Vernon (Vernon) and \$213,333 being funded from the City of Kelowna Wastewater Utility.

Purpose:

To update Council on the budget amendment request and Financial Plan amendment for the Regional Biosolids Composting Facility leachate containment project.

Background:

The RBCF is jointly owned with the City of Vernon and operated by the City of Kelowna. In 2017 the Ministry of Environment required that the facility's leachate management system be upgraded due to concerns over the risk of contamination from leachate reaching the nearby waterways from the existing unlined detention pond through ground saturation.

Drainage from the site runs to the leachate settling pond before being discharged to Vernon's sewer system. The leachate settling pond was a regional septage pond operated by the Regional District of North Okanagan for an unknown period of time prior to construction of the RBCF. As a result, its exact contents and size were approximated prior to the start of this project.

With assistance from our engineering consultant, a design for installing a liner in the existing settling pond and runoff trench was developed. Draining the low-concentrate leachate and stripping the pond

of accumulated sludge was an integral part of the plan. Installation of the liner was undertaken in 2019 and early 2020.

The budget for this project was \$800,000, which was to include design, construction, contract administration/inspections and environmental monitoring. Unfortunately, this project encountered many challenges that stressed and eventually over-ran the budget; resulting in a need for additional funds. The table below outlines the major challenges to the project budget.

Challenge	Issue	Result
Limited understanding of the characteristics of the existing sludge	The sludge had a higher solids content than initial testing showed, was double the expected volume and contaminated with plastics, metals and textiles believed to have originated from historical use of the pond prior to the current operations.	Contractor was unable to pump the sludge into the containment system as planned, creating large, perched, hastily constructed sludge pits adjacent to the pond. (\$33,000 for having to move double the expected volume of sludge)
Intense storm event	The pond outflow was restricted to accommodate pumping attempts when a high intensity storm event caused large surface runoff into the pond and turbidity in the pond increased beyond the levels allowed by the City of Vernon to discharge into McKay Reservoir	Pond dewatered by pumping and trucking to the Vernon Wastewater Treatment Plant. (\$63,000)
Painted Turtles	Original efforts by Associated Environmental were not successful at keeping the turtles out of the pond	The presence of painted turtles, a protected species, limited the style of pump, and was in part responsible for the sludge being excavated rather than pumped per the original plan. The requirement for turtle retrieval and alternative desludging methodology, pushed the environmental monitoring costs well over the original estimate and caused delays to the project. (\$9,000)
Installation of a French Drain	Unanticipated groundwater found flowing through floor of pond threatened liner integrity	Installation of a French drain and pumping system. (\$22,000)
Consulting Costs	The above challenges required numerous changes to the construction plan and design.	The time dedicated to this project by the consultant for administering the contract, dealing with multiple change orders, plan changes, design changes, inspection requirements was well beyond the original estimates. (\$20,000)

The above challenges have resulted in the total project cost to be \$920,000, requiring an increase of \$120,000 to the budget. Unfortunately, while the requirements of the operating permit have been satisfied with the successful lining of the leachate detention pond, the resulting sludge pits must be

dealt with as they pose a risk to staff, the public and the environment - should people or animals try to cross them or should one of the earthen walls fail.

The original plan to deal with the sludge from the pond was to pump it into mesh bags (geo-tubes), that would dewater the sludge over time. The dewatered sludge would then be worked back into the composting operations as feedstock or moved offsite to a landfill. As the sludge would have been safely contained in the bags, on a pad lined with the same material as the pond, removal of the dried sludge could be completed over the course of many years as operational budgets allowed. However, with the sludge being contaminated with debris from historical septage receiving, it cannot be used as a feedstock for commercial compost. Because of the potential high nutrient content, staff attempted to find alternative uses for the sludge.

Associated Environmental was hired to fully characterize the sludge, determine potential uses for the material and to devise a plan to safely remove the material from inside the fragile, perched, earthen berms. Chemical analysis determined that the material could not be used in land application due to presence of contaminants such as salts, hydrocarbons and metals. Treating the material for reuse on site was not feasible due to site constraints. In the end, the only use for the product is as daily cover at the Greater Vernon Diversion & Disposal Facility, providing the material is dry enough. Drying can be achieved partially through time and through addition of material such as soil or wood waste. The cost to relocate the material to the landfill is estimated at \$200,000 over three years. The plan is to remove the material in stages to allow for additional drying time, which will reduce treatment and transport costs.

While the removal of the sludge was never considered to be part of the original project budget, the requirement to remove the material in a much shorter time frame is a direct result of the events that occurred during the lining project.

As the facility is a shared service between the City of Vernon and City of Kelowna, this capital request would be proportioned accordingly, with the City of Kelowna share coming from the Wastewater Utility.

Contributor	Pond Lining Project	Sludge Removal Costs	Total Contribution
City of Vernon (1/3)	\$40,000	\$66,667	\$106,667
City of Kelowna (2/3)	\$80,000	\$133,333	\$213,333
TOTAL	\$120,000	\$200,000	\$320,000

Internal Circulation:

Divisional Director, Infrastructure

Budget Supervisor

Infrastructure Delivery Dept Manager

Utility Planning Manager

Utility Services Manager

Landfill and Compost Operations Manager

Considerations applicable to this report:

Financial/Budgetary Considerations:

Additional budget of \$320,000 is requested to cover project cost overruns and new costs associated with the removal of sludge from the site. The additional budget will be cost shared 1/3 (\$106,667) from the City of Vernon and the remaining 2/3 (\$213,333) from the City of Kelowna Wastewater Utility.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Submitted by:

Janis Netzel, P.Eng., Senior Project Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

cc: Deputy City Manager
Divisional Director, Infrastructure
Director, Financial Services
Divisional Director, Corporate Strategic Services
Manager, Utility Services

Report to Council



Date: November 23, 2020
To: Council
From: City Manager
Subject: 2020 COVID-19 Safe Restart Grants for Local Governments
Department: Financial Planning

Recommendation:

THAT Council receives, for information, the report from the Financial Planning Manager, dated November 23, 2020 with respect to the COVID-19 Safe Restart Grants for Local Governments from the Province of British Columbia;

AND THAT Council approve the receipt of \$7,884,000 of conditional grant funding as part of the COVID-19 Safe Restart Grants for Local Governments program, and commit to the future annual reporting requirements;

AND THAT the 2020 Financial Plan be amended to include the grant revenue, allocated to fund the COVID-19 financial impacts of 2020, and remaining funds to be applied to expected COVID-19 financial impacts as part of the 2021 Financial Plan.

Purpose:

To provide Council with a report on the conditional grant fund provided by the Province of British Columbia to support local governments as they deal with increased operating costs and lower revenue due to COVID-19.

Background:

To help address the financial challenges of COVID-19, the Province of British Columbia has provided three funding streams to local governments. Two of the streams are application-based and directed towards strengthening communities and development services. Further information on these two streams is expected in the coming months.

The third stream titled "COVID-19 Safe Restart Grants for Local Governments," provides direct grants to local governments to help deal with the increased operating costs and reduced revenues due to COVID-19. The grant is intended to ensure local governments can continue to deliver the services the people in the community depend on.

Eligible costs include:

- addressing revenue shortfalls;
- facility reopening and operating costs;
- emergency planning and response costs;
- bylaw enforcement costs and protective services;
- computer and other electronic technology costs (to help improve interconnectivity and virtual communications; and
- services for vulnerable persons.

Discussion:

The City of Kelowna received notification on November 2, 2020 that the City is to receive \$7,884,000 from the Provincial COVID-19 Safe Restart Grants for Local Governments program. The funding formula was based on both a flat funding amount and an adjusted per-capita amount designed to ensure a fair distribution amongst the various sized local governments.

The timing of this announcement, for the conditional funding, provides the City of Kelowna the opportunity to use the funding to support 2020 financial impacts as well as to apply to the 2021 budget, aiding operations and programs which have had the strongest COVID-19 financial impact.

Staff are recommending that \$2.517 million of these funds be allocated to fund additional costs and revenue losses experienced in the 2020 fiscal year, including Corporate Preparedness Planning and Gaming Revenues as well as to support the Kelowna International Airport. Staff recommend the remaining \$5.367 million be allocated to fund expected costs and loss of revenue as part of the 2021 Preliminary Budget to be deliberated by Council on December 10, 2020.

To ensure full transparency on the use of the conditional grant, the City of Kelowna is required to report annually on the use of funds. The City will provide a schedule to the audited financial statements reporting the amount of grant funding received, the use of funds, and the balance at year end of unused funds. This reporting is a requisite until the funds are fully disbursed.

Conclusion:

In conclusion, staff request Council approval to receive the conditional grant funding with future annual reporting requirements, and that the 2020 Financial Plan be amended to include \$2,517,000 of the \$7,884,000 of grant revenue to be used to fund the financial impacts of COVID-19 in 2020 and the remaining \$5,367,000 to be allocated as part of the 2021 Preliminary Budget volume to be presented to Council on December 10, 2020.

Internal Circulation:

Controller
Manager, Corporate Finance

Financial/Budgetary Considerations:

Staff recommend the 2020 Financial Plan be amended to include \$2,517,000 of the \$7,884,000 of grant revenue to be used to fund the 2020 COVID-19 financial impacts including Corporate Preparedness Planning and Gaming Revenues as well as to support the Kelowna International Airport, and the remaining \$5,367,000 to be applied as part of the 2021 Preliminary Budget to fund expected costs and loss of revenue.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements: Financial reporting section 157, Community Charter

Existing Policy:

External Agency/Public Comments:

Communications Comments:

Submitted by: K. Hughes, Manager – Corporate Financial Planning

Approved for inclusion:



GD

cc:

G. Davidson, Divisional Director, Financial Services

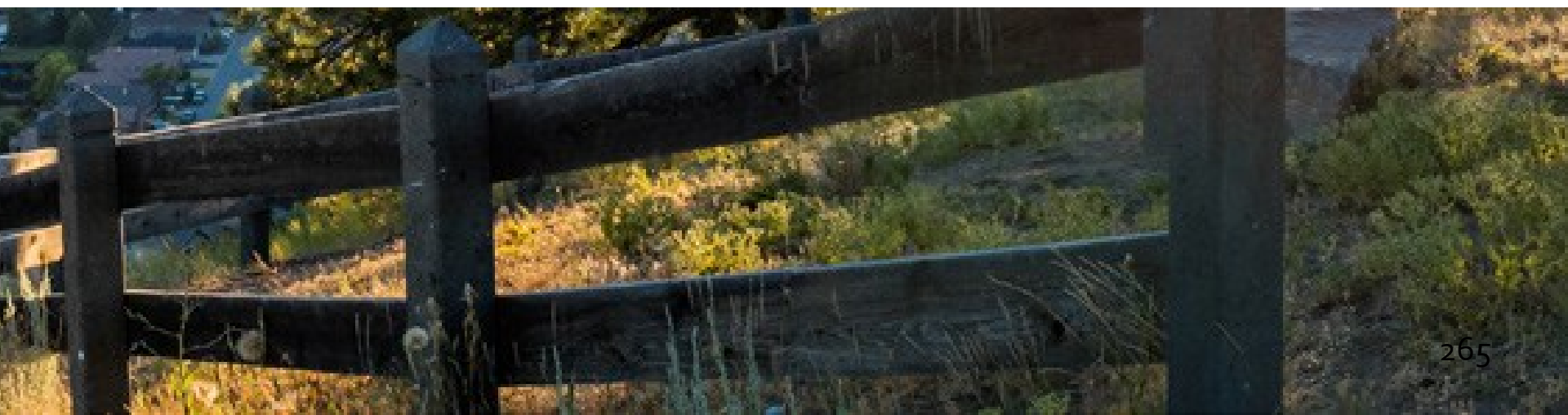
J. Dueck, Controller

S. Little, Manager, Corporate Finance

M. Antunes, Budget Supervisor



2020 COVID-19 Safe Restart Grant for Local Governments



COVID-19 Safe Restart Grants for Local Governments

- ▶ Local government operations support \$540M
 - ▶ Development services \$15M – application based
 - ▶ Strengthening communities \$100M – application based
 - ▶ COVID-19 safe restart grants for local governments \$425M

COVID-19 Safe Restart Grants for Local Governments (\$425M)

- ▶ Eligible costs include:
 - ▶ Revenue shortfalls
 - ▶ Facility reopening and operating costs
 - ▶ Emergency planning and response costs
 - ▶ Bylaw enforcement and protective services
 - ▶ Computer and electronic technology costs
 - ▶ Services for vulnerable persons

COVID-19 Safe Restart Grant Kelowna \$7.884M

Grant allocation	Dollars
2020 Impacts	2,517,000
2021 Budget	<u>5,367,000</u>
Total:	\$7,884,000



Questions?

For more information, visit kelowna.ca/budget.

CITY OF KELOWNA

BYLAW NO. 12098

Road Closure and Removal of Highway Dedication Bylaw **(Portion of 2105 – 2255 Glenmore Road N)**

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

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

1. That portion of highway attached as Schedule "A" comprising 3.32 ha shown in bold black as Road to be Closed on the Reference Plan EPP104542 prepared by Wayne Brown, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.
2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this 16th day of November, 2020.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

[illegible]