

City of Kelowna

Regular Council Meeting

AGENDA



Monday, May 31, 2021
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.

In accordance with the most recent Provincial Health Officer Order regarding gatherings and events, the public is currently not permitted to attend Council meetings in-person. As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

5 - 11

PM Meeting - May 17, 2021

3. Development Application Reports & Related Bylaws

3.1. Banks-Baron Road Area - LUCT21-0002 (BL12205) - Multiple Owners

12 - 25

To proceed with the early termination of LUC76-1114 and to revert the parcels as identified in 'Schedule A' back to the underlying C10 – Service Commercial zone.

3.2. Banks-Baron Road Area - BL12205 (LUCT21-0002) - Multiple Owners

26 - 27

To give Bylaw No. 12205 first reading in order to proceed with early termination of Land Use Contract LUC76-1114.

3.3. Shayler Ct 2890 - Z21-0023 (BL12214) - Erwin Victor Braun and Connie Teresa Braun

28 - 49

To rezone the subject property from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone and to waive the Public Hearing.

3.4. Shayler Ct 2890 - BL12214 (Z21-0023) - Erwin Victor Braun and Connie Teresa Braun

50 - 50

To give Bylaw No. 12214 first reading in order to rezone the subject property from the RR1 - Rural Residential 1 zone to the RR1c - Rural Residential 1 with Carriage House zone.

3.5.	McCurdy Rd 320 - Z21-0025 (BL12215) - Erica Dawn McAvoy	51 - 71
	To rezone the subject property from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone to facilitate the construction of a second single-family dwelling, and to waive the Public Hearing.	
3.6.	McCurdy Rd 320 - BL12215 (Z21-0025) - Erica Dawn McAvoy	72 - 72
	To give Bylaw No. 12215 first reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.	
3.7.	Car Share Agreement Review	73 - 83
	To consider a text amendment application to Zoning Bylaw No. 8000 to remove Section 8.2.11 Car-Share Incentives.	
3.8.	Section 8 - Car Share Incentives - BL12216 (TA21-0007) - City of Kelowna	84 - 84
	To give Bylaw No. 12216 first reading.	
3.9.	Upper Mission Dr 5347 - OCP20-0016 (BL12217) Z20-0079 (BL12218) - Essential Idea Ltd., Inc.No. BC0134064	85 - 104
	To amend the Official Community Plan designation from the PARK – Major Park/Open Space (public) designation to the S2RES – Single/Two Unit Residential designation and rezone the subject property from RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, and RR3c – Rural Residential 3 with Carriage House zones to the Ru5 – Bareland Strata Housing and P3 – Parks and Open Space zones to accommodate a bareland strata subdivision.	
3.10.	Upper Mission Dr 5347 - BL12217 (OCP20-0016) - Essential Idea Ltd., Inc.No. BC0134064	105 - 106
	Requires a majority of all members of Council (5)	
	To give Bylaw No. 12217 first reading in order to amend the Official Community Plan to change the future land use designation of a portion of the subject property from the PARK – Major Park/Open Space (public) designation to the S2RES – Single/Two Unit Residential designation.	
3.11.	Upper Mission Dr 5347 - BL12218 Z20-0079 - Essential Idea Ltd., Inc.No. BC0134064	107 - 108
	To give Bylaw No. 12218 first reading in order to rezone the subject property from the RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, and RR3c – Rural Residential 3 with Carriage House zones to the Ru5 – Bareland Strata Housing and P3 – Parks and Open Space zones to accommodate a bareland strata subdivision.	

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|-------|--|-----------|
| 3.12. | South Ridge Dr 5008 - Z21-0049 (BL12222) - Nonis Developments LTD., INC.NO BC0938873 | 109 - 127 |
| | To rezoning the subject property from C1 – Local Commercial to C2 – Neighbourhood Commercial to allow additional commercial uses on the property, and to waive the public hearing. | |
| 3.13. | South Ridge Dr 5008 - BL12222 (Z21-0049) - Nonis Developments LTD., INC.NO BC0938873 | 128 - 128 |
| | To give Bylaw No. 12222 first reading in order to rezone the subject from the C1 - Local Commercial zone to the C2 - Neighbourhood Commercial zone. | |
| 3.14. | Supplemental Report - Taylor Cres 2405 - Z19-0118 (BL12134) - Ian D. Galt | 129 - 130 |
| | To receive a summary of correspondence for Rezoning Bylaw No. 12134 and to give the bylaw further reading consideration. | |
| 3.15. | Taylor Cres 2405 - BL12134 (Z19-0118) - Ian D. Galt | 131 - 131 |
| | To give Bylaw No. 12134 second and third reading in order to rezone the subject property from RU1 – Large Lot Housing zone to RU1c – Large Lot Housing with Carriage House zone. | |
| 3.16. | Supplemental Report - Fordham Rd 4617 - Z21-0013 (BL12138) - James Sharko, Maureen Atrens-Sharko - Correspondence Received | 132 - 133 |
| | To receive a summary of correspondence for Rezoning Bylaw No. 12138 and to give the bylaw further reading consideration. | |
| 3.17. | Fordham Rd 4617 - BL12138 (Z21-0013) - James Emil Sharko and Maureen Anne Atrens-Sharko | 134 - 134 |
| | To give Bylaw No. 12138 second and third reading in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone. | |

4. Bylaws for Adoption (Development Related)

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|------|--|-----------|
| 4.1. | Bedford Rd 4255 - BL12171 (Z20-0089) - Patrick Wiercioch | 135 - 135 |
| | To adopt Bylaw No. 12171 in order to rezone the subject property from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone. | |

5. Non-Development Reports & Related Bylaws

- | | | |
|------|--|-----------|
| 5.1. | 2040 OCP Phase 4 Engagement Results | 136 - 269 |
| | To provide Council with the results of the 2040 Official Community Plan Phase 4 Public Engagement results. | |

5.2. Scope of the Climate and Environment Review

270 - 284

To introduce Council to the Champion of the Environment position and the work that is proposed for the Climate and Environment Review.

6. Bylaws for Adoption (Non-Development Related)

6.1. BL12207 - Amendment No. 36 to the Airport Fees Bylaw No. 7982

285 - 288

To adopt Bylaw No. 12207.

7. Mayor and Councillor Items

8. Termination



**City of Kelowna
Regular Council Meeting
Minutes**

Date:	Monday, May 17, 2021
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Brad Sieben and Loyal Wooldridge
Members participating Remotely	Councillors Charlie Hodge and Luke Stack*
Members Absent	Councillor Mohini Singh
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Community Safety Director, Darren Caul*; Divisional Director, Planning & Development Services, Ryan Smith*; Urban Planning Manager, Jocelyn Black*; Planner, Tyler Caswell*; Planner Specialist, Lydia Korolchuk*; Senior Airport Finance & Corporate Services Manager, Shayne Dyrdal*; Airport Business Development & Community Relations Manager, Chad Munchinsky*; Community Safety Project Manager, Colleen Cornock
Staff participating remotely	Legislative Coordinator (Confidential), Arlene McClelland
Guests	Superintendent Kara Triance*, RCMP OIC Kelowna Detachment

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:35 p.m.

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

In accordance with the most recent Provincial Health Officer Order regarding gatherings and events, the public is currently not permitted to attend Council meetings in-person. As an open meeting, a live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Donn

RO512/21/05/17 THAT the Minutes of the Regular Meetings of May 10, 2021 be confirmed as circulated.

Carried

3. Reports

3.1 Q1 2021 RCMP Report to Council

Kara Triance, Superintendent Kelowna RCMP Detachment

- Displayed a PowerPoint Presentation summarizing the 2021 Quarterly 1 public safety and crime data and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor DeHart

R0513/21/05/17 THAT Council receive the RCMP Quarterly Update report from the Superintendent, Kelowna RCMP Detachment, dated May 17, 2021.

Carried

4. Development Application Reports & Related Bylaws

4.1 Burne Ave 360 - Z20-0106 (BL12139) - 1221900 BC LTD., Inc. No. BC1221900

Staff:

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

Moved By Councillor Stack/Seconded By Councillor Hodge

R0514/21/05/17 THAT Rezoning Application No. Z20-0106 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 8 District Lot 14 ODYD Plan 1178, located at 360 Burne Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

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

Carried

4.2 Burne Ave 360 - BL12139 (Z20-0106) - 1221900 BC LTD., Inc. No. BC1221900

Moved By Councillor Given/Seconded By Councillor Wooldridge

R0515/21/05/17 THAT Bylaw No. 12139 be read a first time.

Carried

4.3 Snowsell St N 156 - Z21-0012 (BL12141) - Subhash Chander Bajaj and Kamlesh Rani Bajaj

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0516/21/05/17 THAT Rezoning Application No. Z21-0012 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 9 Section 4 Township 23

ODYD Plan 10855, located at 156 Snowsell Street North, Kelowna, BC from the RR3 – Rural Residential 3 zone to the RU2 – Medium Lot Housing zone be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND THAT final adoption of the Rezoning Application 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 17th, 2021;

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

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

Carried

Councillor Hodge - Opposed

4.4 Snowsell St N 156 - BL12141 (Z21-0012) - Subhash Chander Bajaj and Kamlesh Rani Bajaj

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0517/21/05/17 THAT Bylaw No. 12141 be read a first time.

Carried

4.5 Francis Ave 410 - Z20-0037 (BL12146) - 1256484 B.C. Ltd., Inc. No. BC1256484

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor DeHart

R0518/21/05/17 THAT Rezoning Application No. Z20-0037 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 19 District Lot 14 ODYD, Plan 7336, located at 410 Francis Avenue, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

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 17, 2021;

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

Carried

4.6 Francis Ave 410 - BL12146 (Z20-0037) - 1256484 B.C. Ltd., Inc. No. BC1256484

Moved By Councillor Given/Seconded By Councillor Wooldridge

R0519/21/05/17 THAT Bylaw No. 12146 be read a first time.

Carried

4.7 Royal Ave 416 426 430 - Z19-0068 (BL12194) - Payam and Sanaz Holdings Ltd., Inc. No. 101155120

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

R0520/21/05/17 THAT Rezoning Application No. Z19-0068 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lots 22, 23, and 24 District Lot 14 ODYD Plan 3393 located at 416, 426 and 430 Royal Avenue, Kelowna, BC from the RU1-Large Lot Housing zone to the HD3r- Health Services Transitional (Residential Rental Tenure Only) 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 April 12, 2021;

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

Carried

4.8 Royal Ave 416 426 430 - BL12194 (Z19-0068) - Payam and Sanaz Holdings Ltd., Inc. No. 101155120

Moved By Councillor Wooldridge/Seconded By Councillor Given

R0521/21/05/17 THAT Bylaw No. 12194 be read a first time.

Carried

4.9 Bertram St 1451 1469 - OCP21-0006 (BL12147) Z21-0015 (BL12148) - Provincial Rental Housing Corporation, Inc. No. BC0052129

Councillor Stack declared a perceived conflict of interest with Items 4.9, 4.10 and 4.11 as his employer is working with BC Housing on an unrelated project and disconnected from the meeting at 2:32 pm.

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Donn/Seconded By Councillor Given

R0522/21/05/17 THAT Official Community Plan Map Amendment Application No. OCP21-0006 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of Lot 3 Block E District Lot 139 ODYD Plan 2345 and Lot A District Lot 139 ODYD Plan 15900 located at 1451 and 1469 Bertram Street, 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 May 17, 2021;

AND THAT Rezoning Application No. Z21-0015 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 3 Block E District Lot 139 ODYD Plan 2345 and Lot A District Lot 139 ODYD Plan 15900, located at 1451 and 1469 Bertram Street, Kelowna, BC from the RM5 – Medium Density Multiple Housing zone to the C7r – Central Business Commercial (Residential Rental Tenure Only) 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 17, 2021;

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 Development Variance Permit for the subject property.

Carried

4.10 Bertram St 1451 1469 - BL12147 (OCP21-0006) - Provincial Rental Housing Corporation, Inc. No. BC0052129

Moved By Councillor Donn/Seconded By Councillor DeHart

R0523/21/05/17 THAT Bylaw No. 12147 be read a first time;

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

Carried

4.11 Bertram St 1451 1469 - BL12148 (Z21-0015) - Provincial Rental Housing Corporation, Inc. No. BC0052129

Moved By Councillor Donn/Seconded By Councillor DeHart

R0524/21/05/17 THAT Bylaw No. 12148 be read a first time.

Carried

4.12 Mountainview St 1226 - Z20-0090 (BL12213) - James Norman Tangjerd and Norlyn Shirley Tangjerd

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Councillor Stack rejoined the meeting at 2:40 p.m.

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0525/21/05/17 THAT Rezoning Application No. Z20-0090 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 8 Section 29 Township 26

ODYD Plan 25524, located at 1226 Mountainview St., Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1c – Large Lot Housing with Carriage House zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw.

Carried

4.13 Mountainview St 1226 - BL12213 (Z20-0090) - James Norman Tangjerd and Norlyn Shirley Tangjerd

Moved By Councillor DeHart/Seconded By Councillor Donn

R0526/21/05/17 THAT Bylaw No. 12213 be read a first time.

Carried

5. Bylaws for Adoption (Development Related)

5.1 Fenwick Rd 2840, BL11992 (Z19-0061) - Odermatt Otto, Odermatt Paul

Moved By Councillor Donn/Seconded By Councillor DeHart

R0527/21/05/17 THAT Bylaw No. 11992 be adopted.

Carried

6. Non-Development Reports & Related Bylaws

6.1 Kelowna International Airport Fees Bylaw Amendment

Staff:

- Displayed a PowerPoint Presentation summarizing the proposed amendments to the Kelowna Airport Fees Bylaw and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Donn

R0528/21/05/17 THAT Council receive for information the report of the Kelowna International Airport dated May 17, 2021;

AND THAT Council support Kelowna International Airport's plan for taxi and transportation network carrier services;

AND FURTHER THAT Bylaw No. 12207 being Amendment No. 36 to the City of Kelowna Airport Fees Bylaw 7982 be advanced for reading consideration.

Carried

6.2 BL12207 - Amendment No. 36 to the Airport Fees Bylaw No. 7982

Moved By Councillor Sieben/Seconded By Councillor DeHart

R0529/21/05/17 THAT Bylaw No. 12207 be read a first, second and third time.

Carried

6.3 Community Safety Plan Update

Staff:

- Displayed a PowerPoint Presentation providing an update on the development of a Community Safety Plan and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Hodge

R0530/21/05/17 THAT Council receives, for information, the report from the Community Safety Department, dated May 17, 2021 regarding the Community Safety Plan.

Carried

7. Mayor and Councillor Items

Councillor Hodge:

- Made comments on a petition against the Provincial Target Grazing Project.

City Manager

- Referenced previous correspondence from Friends of the South Slopes Society and staff response that was circulated to Council in March.
- Provided comments on the initiative and community engagement efforts.

Councillor Stack:

- Asked for confirmation as to when the cattle will be grazing.

Councillor Sieben:

- Encouraged residents to make an appointment to get vaccinated.

Mayor Basran:

- Encouraged residents to register for vaccination and to adhere to the Public Health Orders until they are lifted.

Councillor Hodge:

- Encouraged young people to get vaccinated.

Councillor Given

- Provided the Provincial website to register for vaccination: www.getvaccinated.gov.bc.

8. Termination

This meeting was declared terminated at 3:17 p.m.

Mayor Basran

sf/acm

City Clerk

REPORT TO COUNCIL



Date: May 31st, 2021

To: Council

From: City Manager

Department: Development Planning Department

Application: LUCT21-0002

Owner: Multiple Owners

Address: Multiple Addresses

Applicant: The City of Kelowna

Subject: Land Use Contract Termination

Existing OCP Designation: SC – Service Commercial

Existing Zone: C10 – Service Commercial

1.0 Recommendation

THAT Land Use Contract Termination Application No. LUCT21-0002 to terminate LUC76-1114 from properties identified in 'Schedule A', located at Banks Road and Baron Road, Kelowna, BC be considered by Council;

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

2.0 Purpose

To proceed with the early termination of LUC76-1114 and to revert the parcels as identified in 'Schedule A' back to the underlying C10 – Service Commercial zone.

3.0 Development Planning

Staff are recommending support for the proposed Land Use Contract Termination to terminate LUC76-1114 from the subject properties. The current Land Use Contract affects sixteen properties on Banks Road and Baron Road and restricts the properties to the former Zoning Bylaw No. 4500's C7 – Service Commercial. Staff believe the underlying zone of C10 – Service Commercial is appropriate as it best matches the uses allowed in the Land Use Contract, the Future Land Use Designation, and the existing uses at the affected addresses. Therefore, Staff are proposing to adopt the C10 – Service Commercial zone to the subject properties.

4.0 Proposal

4.1 Background

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

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

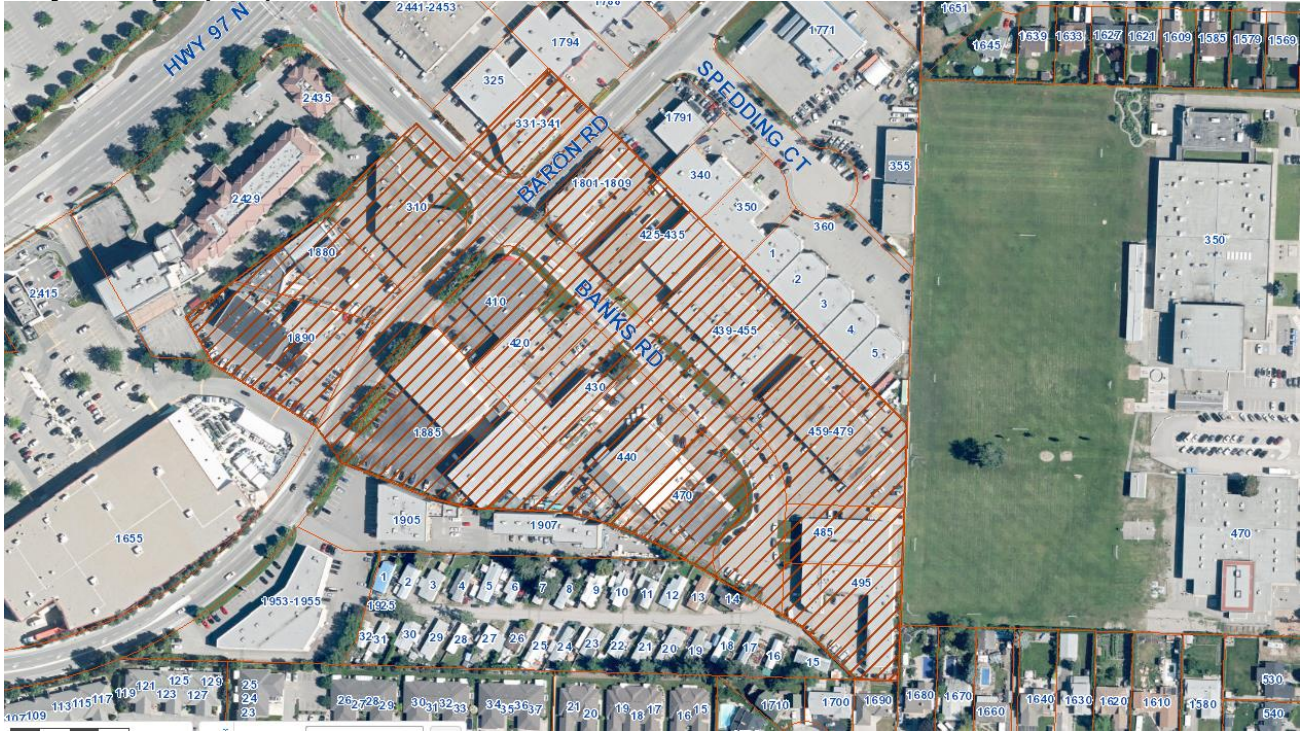
4.2 Notification

Local governments must provide notice to each owner that the termination of Land Use Contract is occurring and must provide notice of what the new development regulations apply to the land. The municipality must also send an additional letter within 30 days of adoption, informing the owners and providing information about the Board of Variance.

4.3 Site Context

The Land Use Contract encompasses 16 properties on Banks and Baron Road and are in the Central City OCP Sector. The properties all have the Future Land Use Designation of SC – Service Commercial. The surrounding area is primarily Service Commercial, Commercial, and Residential.

Subject Property Map: Banks Road and Baron Road





LUCT21-0002

Banks Road and Baron Road

Land Use Contract Termination



Proposal

- ▶ To terminate the Land Use Contract (LUC76-1114)

Development Process

April 29, 2021

LUC Termination Initiated by Staff



May 3rd, 2021

Public Notification Completed



May 31st, 2021

Initial Consideration



Public Hearing (LUC)
Second & Third Readings



Final Reading

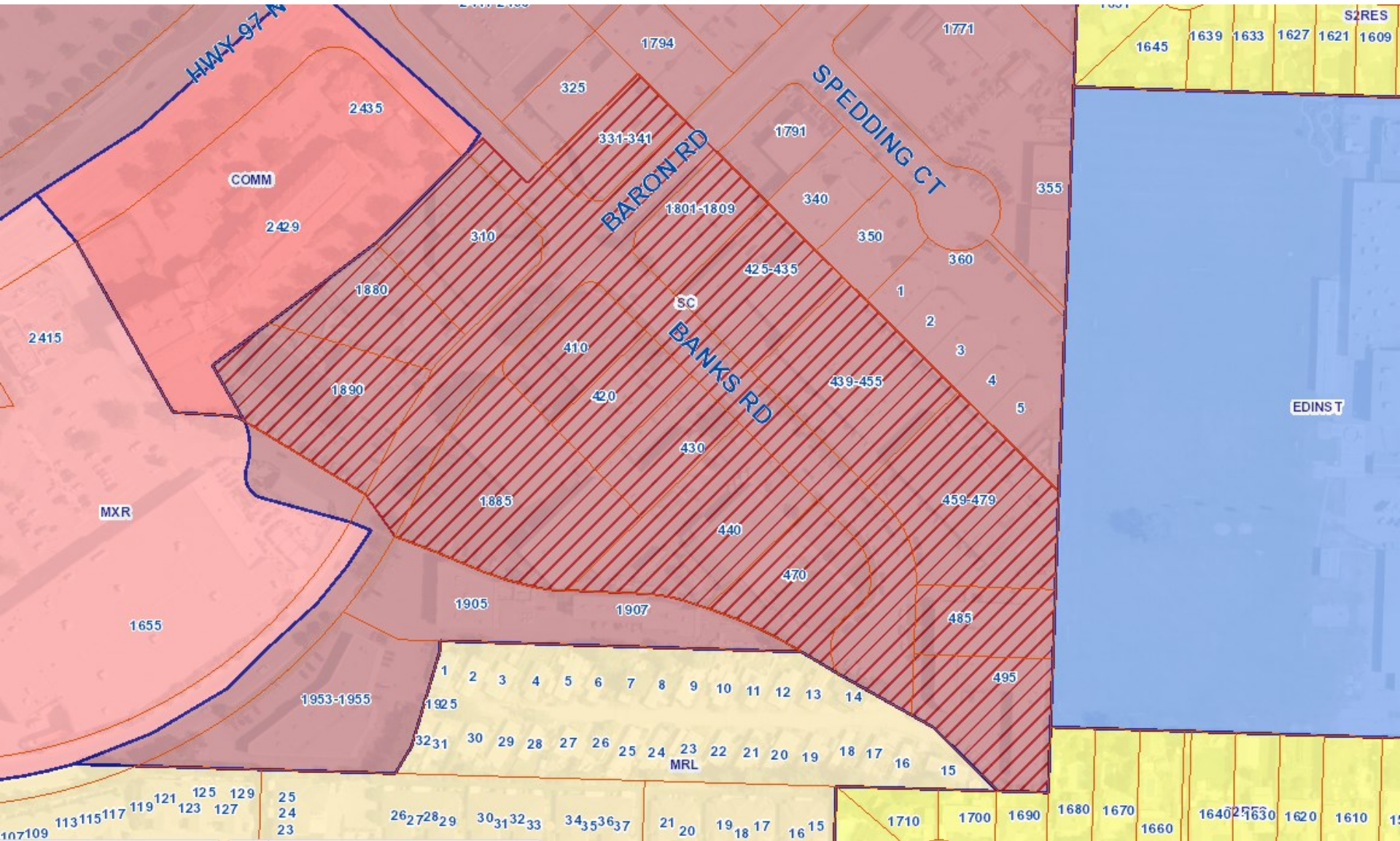


LUC Eliminated (1 year later)



Council
Approvals

OCP Future Land Use



Background



- ▶ Land Use Contracts: 1970's tool
- ▶ Allow local governments to grant development rights above and beyond current zoning
- ▶ Exchange for commitments from developers to help infrastructure costs
- ▶ BC Government requires all contracts to be discharged and/or terminated by 2024 and the appropriate zoning in place by 2022.

Project Details

- ▶ City of Kelowna Staff initiated the LUC Termination of the area.
- ▶ 16 properties all to be reverted to underlying C10 – Service Commercial Zone.
- ▶ If successful, all properties will get full use of current C10 zone, one year after termination date.

Public Notification Policy #367

- ▶ Staff sent a letter of Proposed Termination of Land Use Contract to all properties within the LUC Area
 - ▶ Sent on May 3rd, 2021
- ▶ One-year grace period from Council consideration before full uses of C10 – Service Commercial Zone(as per Zoning Bylaw no. 8000).

Staff Recommendation

- ▶ Development Planning Staff recommend **support** for the proposed land use contract termination:
 - ▶ The existing C10 zone is appropriate for the area.
 - ▶ Province of BC requires all LUC's to be discharged/terminated.



Conclusion of Staff Remarks

Schedule A: Legal Description LUCT21-0002 / Bylaw No. 12205 / Charge No. M46624

No.	Re: For Adoption Letter	Legal Description	Address	Parcel Identifier Number	LUC being Terminated	Underlying Zone
1	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 39720 EXCEPT PLAN KAP68109	310 Banks Road	011-217-367	LUC76-1114	C10 - Service Commercial
2	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT C DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 30858 EXCEPT PLAN KAP68644	331-341 Banks Road	001-970-607	LUC76-1114	C10 - Service Commercial
3	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 7 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	410 Banks Road	004-273-681	LUC76-1114	C10 - Service Commercial
4	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 8 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	420 Banks Road	004-273-699	LUC76-1114	C10 - Service Commercial
5	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 43336	425-435 Banks Road	016-214-765	LUC76-1114	C10 - Service Commercial
6	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 9 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	430 Banks Road	004-273-702	LUC76-1114	C10 - Service Commercial
7	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 32433	439-455 Banks Road	003-465-233	LUC76-1114	C10 - Service Commercial
8	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT C DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	440 Banks Road	026-991-853	LUC76-1114	C10 - Service Commercial
9	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 31458	459-479 Banks Road	003-714-012	LUC76-1114	C10 - Service Commercial
10	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT D DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	470 Banks Road	026-991-870	LUC76-1114	C10 - Service Commercial
11	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 13 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	485 Banks Road	004-273-729	LUC76-1114	C10 - Service Commercial
12	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 12 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	495 Banks Road	002-009-340	LUC76-1114	C10 - Service Commercial
13	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 20 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522 EXCEPT PLAN KAP68252	1801-1809 Baron Road	004-273-761	LUC76-1114	C10 - Service Commercial
14	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT 3 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	1880 Baron Road	004-273-664	LUC76-1114	C10 - Service Commercial
15	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT B DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	1885 Baron Road	026-991-845	LUC76-1114	C10 - Service Commercial
16	Early Termination of Land Use Contract LUC76-1114 (BL12205) - Banks Road and Baron Road	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP64377 EXCEPT PLAN EPP51237	1890 Baron Road	024-500-151	LUC76-1114	C10 - Service Commercial

SCHEDULE


A

This forms part of application
LUCT21-0002

Planner
Initials

TC

City of
Kelowna
DEVELOPMENT PLANNING



CITY OF KELOWNA

BYLAW NO. 12205

LUCT~~21~~-0002

Early Termination of Land Use Contract - LUC~~76~~-1114

Banks Road and Baron Road

WHEREAS a land use contract (the "Land Use Contract LUC~~76~~-1114") is registered at the Kamloops Land Title Office under the charge numbers M46624 and all amendments thereto against lands in the City of Kelowna particularly known and described as in Schedule "A" attached (the "Lands"), located on Banks Road and Baron Road, Kelowna, B.C.;

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

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

1. This Bylaw may be cited for all purposes as "Bylaw No. 12205 - Early Termination of Land Use Contract LUC~~76~~-1114";
2. Bylaw No.4299-77 establishing Land Use Contract LUC~~76~~-1114 and all amendments thereto, are hereby repealed and the Land Use Contract is terminated as of the date of adoption; and
3. This bylaw will come into force and effect one year after the adoption date.

Read a first time by the Municipal Council this

Considered at a Public Hearing this

Read a second and third time by Municipal Council this

Adopted by the Municipal Council this

Mayor

City Clerk

Schedule A: LUC76-1114 Charge No. M46624

No.	Legal Description	Address	Parcel Identifier Number	Land Use Contract	Underlying Zone
1	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 39720 EXCEPT PLAN KAP68109	310 Banks Road	011-217-367	LUC76-1114	C10 – Service Commercial
2	LOT C DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 30858 EXCEPT PLAN KAP68644	331-341 Banks Road	001-970-607	LUC76-1114	C10 – Service Commercial
3	LOT 7 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	410 Banks Road	004-273-681	LUC76-1114	C10 – Service Commercial
4	LOT 8 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	420 Banks Road	004-273-699	LUC76-1114	C10 – Service Commercial
5	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 43336	425-435 Banks Road	016-214-765	LUC76-1114	C10 – Service Commercial
6	LOT 9 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	430 Banks Road	004-273-702	LUC76-1114	C10 – Service Commercial
7	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 32433	439-455 Banks Road	003-465-233	LUC76-1114	C10 – Service Commercial
8	LOT C DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	440 Banks Road	026-991-853	LUC76-1114	C10 – Service Commercial
9	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 31458	459-479 Banks Road	003-714-012	LUC76-1114	C10 – Service Commercial
10	LOT D DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	470 Banks Road	026-991-870	LUC76-1114	C10 – Service Commercial
11	LOT 13 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	485 Banks Road	004-273-729	LUC76-1114	C10 – Service Commercial
12	LOT 12 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	495 Banks Road	002-009-340	LUC76-1114	C10 – Service Commercial
13	LOT 20 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522 EXCEPT PLAN KAP68252	1801-1809 Baron Road	004-273-761	LUC76-1114	C10 – Service Commercial
14	LOT 3 DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN 29522	1880 Baron Road	004-273-664	LUC76-1114	C10 – Service Commercial
15	LOT B DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP83213	1885 Baron Road	026-991-845	LUC76-1114	C10 – Service Commercial
16	LOT A DISTRICT LOT 125 OSOYOOS DIVISION YALE DISTRICT PLAN KAP64377 EXCEPT PLAN EPP51237	1890 Baron Road	024-500-151	LUC76-1114	C10 – Service Commercial

REPORT TO COUNCIL



Date: May 31, 2021

To: Council

From: City Manager

Department: Development Planning

Application: Z21-0023

Owner: Erwin Victor Braun & Connie
Teresa Braun

Address: 2890 Shayler Court

Applicant: Birte Decloux - Urban Options
Planning Corp.

Subject: Rezoning Application

Existing OCP Designation: REP – Resource Protection Area

Existing Zone: RR1 – Rural Residential 1

Proposed Zone: RR1c – Rural Residential 1 with Carriage House

1.0 Recommendation

THAT Rezoning Application No. Z21-0023 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A Sections 20 and 29 Township 23 ODYD Plan KAP89180, located at 2890 Shayler Court, Kelowna BC from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

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

2.0 Purpose

To rezone the subject property from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone, and to waive the Public Hearing.

3.0 Development Planning

Staff support the proposed rezoning application to RR1c to facilitate the conversion of an existing accessory building into a carriage house. The Official Community Plan (OCP) Future Land Use Designation of the subject property and neighbouring properties is REP – Resource Protection. The property is located

outside of the Permanent Growth Boundary (PGB) area of the City but is not located within or adjacent to the Agricultural Land Reserve (ALR) and is over 1.0 hectare (ha) in total site area. As per the carriage house regulations in Zoning Bylaw No. 8000, carriage homes are required to be connected to sanitary sewer unless the lot is at least 1.0 ha in area and meets the requirements of the City and Medical Health Officer for septic disposal capacity. The subject site does not have access to community sanitary sewer but is approximately 1.35 hectares in size and therefore exceeds this regulation.

4.0 Proposal

4.1 Project Description

The proposed rezoning from RR1 – Rural Residential 1 to RR1C – Rural Residential 1 with Carriage House is to allow for the conversion of an existing accessory building into a carriage house. The existing accessory building received a Building Permit (BL42396) in May 2011 and was built as a boathouse and storage. The second floor remains unfinished and the owners are seeking the appropriate zoning and permits to convert the structure into a carriage house. A Building Permit is required before an occupancy can be given.

The applicant will be required to apply for a variance to the second floor exceeding 75% of the footprint of the structure. It was not until April 2017 that Staff brought forward text amendments (TA15-0008) to consolidate all carriage house regulations and accessory building regulations. Since the accessory building was built in 2011, the accessory building regulations were different to today's carriage house development regulations.

4.2 Site Context

The subject property is in the McKinley OCP Sector and the surrounding area is primarily zoned RR1 – Rural Residential 1 and A1 – Agriculture 1. The surrounding area primarily has the Future Land Use of REP – Resource Protection Area.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR1 – Rural Residential 1	Single-Family Home
East	RR1 – Rural Residential 1	Single-Family Home
South	A1 – Agriculture 1	Vacant
West	W1 – Recreational Water Use	Okanagan Lake

Subject Property Map: 2890 Shayler Crt



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.22 Ensure Context Sensitive Housing Development

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

6.0 Application Chronology

Date of Application Received: March 25th, 2021

Date Public Consultation Completed: April 12th, 2021

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Dean Strachan, Community Planning & Development Manager

Reviewed by: Terry Barton, Development Planning Department Manager

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

Attachments:

Attachment A: Drawing Package / Site Plan

Attachment B: Site Photographs

ATTACHMENT

A

This forms part of application

Z21-0023

City of
Kelowna
DEVELOPMENT PLANNING



Planner
Initials **TC**

Specifications & Finishes

Roofs & Soffits

- 101 MAIN ROOF - CONCRETE ROOF TILE
- 101a LOW SLOPE ROOF - TORCH ON APPLICATION 1-50 SLOPE (MIN)
- 102 EAVESTROUGHING
- 102a 5" METAL EAVESTROUGHES PREPARED
- 103 LP SMARTSIDE PRE-PRIMED FASCIES - SIZES SEE DETAILS
- 104 1/2" OSB SHEATHING TO TILED ROOF AREAS
- 104a 2" 24" PLYWOOD SHEATHING TO LOW SLOPE AREAS
- 104b 2" 24" OSB DESIGN BY ENG. ICE DAM PROTECTION WHERE REQUIRED.
- 105 SHEATHING
- 105a 1/4" CLEAR CEDAR TAG BOARDING
- 105b VINYL SOFFITS (VENTED) @ 12" R12"
- 106 VINYL SOFFITS (VENTED) @ 12" R12"
- 107 2" METAL VENT STRIP
- 110 INSULATION: R-40 WITH 6 MIL POLY VAPOUR BARRIER

VENTILATION: MIN AREA 1/500TH FLOOR AREA, MIN 25% AT BOTTOM, MIN 25% AT TOP (MIN VENTS).

Exterior Finishes

- 201 MAIN WALL FINISH
- 201a ACRYLIC STUCCO (TEXTURED) DESIGN THICKNESS IS 3/4"
- 202 MAIN WALL ACCENT
- 2" STONE FACING (WITH CORNER PIECES)
- 203 MAIN WALL TILES (IF USED)
- 204 WINDOWS

see window schedule

GENERAL WALL CONSTRUCTION:-

MOISTURE BARRIER, 1/2" PLYWOOD SHEATHING

2x6 STUDS @ 24" CENTRES PREFERRED.

R-20 FIBRE BATT INSULATION, 6 MIL POLY VB.

EXTERIOR BUILD-OUTS:-

USE PT BOARD INTO GRADE TO AVOID UGLY AIR GAP AT BASE

VAPOUR BARRIERS - GENERAL NOTE: ALL JOINTS TO BE LAPPED 4"

AND MUST OCCUR OVER FRAMING MEMBERS. ALL HOLES THRO V.B.

FOR WIRES, ELEC BOXES ETC TO BE SEALED.

INTERIOR FINISHES

WALLS: 2x4 STUDS @ 16" CENTRES (REF DWG) - SOME AREAS USE 2x4

WHERE SPACE IS PREMIUM.

DOUBLE BOARDING TO WC ROOM WALLS WITH INSULATION FOR

SOUND-REDUCING INTERIOR PLUMBING STACKS TO BE CAST IRON AND

INSULATED WITH FIBRE-GLASS IN CAVITY

CEILING

301a 1/2" PLASTERBOARD - ROUGH PLASTER FINISH APPLIED AFTER WOOD

BEAMS IN PLACE - CREATE UNEVEN EDGES AT JUNCTIONS AS

DISCUSSED

301b 1/4" TAG D-FIR V.G. CEILING - NATURAL CLEAR STAIN

302 WALLS - (ROUGH) PLASTER ON PLASTERBOARD - BUILDERS BEIGE

TRIM - 1/2" MDF see dwg# 371, 375.

304 BASEBOARD 7-1/4" PAINTED

305 HANDRAILS see dwg#385

306 DOORS (INTERIOR) SOLID-CORE WOOD PANEL

307 EXPOSED FLAT SURFACES

2" MDF OR STAINED WOOD CAPS TO TOPS OF EXPOSED

WALLS / DISPLAY SHELVES

Floors

GENERAL

3/4" FINISH ON 2" CONCRETE ON

SUBFLOOR - 3/4" TAG FIR PLYWOOD GLUED & SCREWED

JOISTS - N/A (OR EQUAL & APPROVED) SIZE & SPACING DESIGN

TO BE VERIFIED BY SUPPLIER DESIGN FOR L480 MIN AND WITH 80-85% DESIGN

CRITERIA FOR ADDITIONAL STIFFNESS

6 MIL POLY VAPOUR BARRIER WHERE REQUIRED

402 EXTERIOR DECKS & PATIOS (on compacted fill)

STAMPED CONCRETE MIN 150 LB/SQ YD AWAY FROM HOUSE

403 FLOOR FINISHES

3/4" INTERIOR FLOOR FINISH IS THE DESIGN THICKNESS

SPECIALTY FLOORS (EXTERNAL ON SUSPENDED DECKS)

TILES LAID CONCRETE BEDDING (2" MIN) OVER TORCH ON WATERPROOFING.

ALLOW 2" - 4" THICK. THIS WILL BE FINISHED WITH A FLATTER SLOPE THAN

WATERPROOFING UNDER TO CREATE A MORE USEABLE DECK.

CONCRETE WORK

GENERAL

FOOTINGS 8" x 8" CONC FOOTINGS OR AS SHOWN MIN 20" BELOW FIN. GRADE

LEVEL OR TO LOCAL AUTHORITY REQUIREMENTS - PLACED ON FIRM

UNDISTURBED SOIL THAT IS FREE OF ORGANIC MATERIAL

DRAINAGE: 4" PERFORATED DRAINPIPS W/ HOLES ORIENTATED DOWN,

SLOPED TO DAYLIGHT OR TO DRYWELL 3/4" (MIN) RIVER ROCK AROUND DRAIN

PIPS COVERED WITH FILTER FABRIC.

ALL POINT LOAD / 8" WALL LOAD FOOTINGS TO BE DESIGNED BY ENGINEER

FOUNDATIONS WALLS 8" WIDE CONC WALLS, 2000 PSI (1 STOREY) 3000 PSI

(2 STOREY) 4" REBAR (MIN) @ TOP OF WALL - AND CONTINUOUS AROUND

CORNERS VERTICAL REBAR (MIN) @ FOOTINGS AT CORNERS. ADJACENT

TO ALL OPENINGS AND AT ANCHOR BOLTS.

BILL PLATES: 2x6 P.T. MUDSILL ON BILL GASKET OF CALK OR FIBRE-GLASS @

BASEMENTS OR OTHER LIVING SPACES FIXED WITH 1/2" STEEL ANCHOR

BOLTS (MIN 1" DEPTH INTO FTM WALL 6" @ 12" (MAX) FROM EACH

END OF MUDSILL - VERIFY WITH LOCAL CODES.

CRB WALLS: 2x6 FRAMING ON P.T. BILL FIXED (AS ABOVE) TO CONTINUOUS

FOOTING OR SLAB THICKENING (BUSH) STUDS PLACED BELOW EACH JOIST.

WATERPROOFING: BITUMINOUS W/ROOFING COAT TO EXTERIOR BACKFILL

W/ RIVER ROCK WHEN - 4" FT HIGH FILTER FABRIC IF CONDITIONS NECESSITATE

CONCRETE SLABS:

4" UNLESS NOTED OTHERWISE - (CRAWL SPACES 2" x 30" COAT LAID ON 4"

GRAVEL LAYER ON COMPACTED SUB-SOIL

GARAGE (ON GRADE) 4" (MIN) SLAB REINFORCED WITH EITHER WELDED WIRE

MESH (8" @ 4" x 1'4") OR 4" REBAR AT 24" O.C. SLOPED @ 1/8" IN 1'

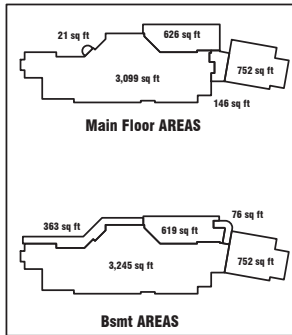
FRONT OF GARAGE LAID ON CONCRETE RATED MOISTURE BARRIER ON

COMPACTED GRAVEL ON SUBSOIL.

SUSPENDED GARAGE: ENGINEER DESIGNED "JUMBO" COMPOSITE

CONCRETE FLOOR SYSTEM ON 2x4 WALLS OR 8" CONCRETE WALLS. SLOPED

@ 1/8" IN 1' TO VEHICLE DRIVEWAY. TYPICALLY 5000 PSI IS PREFERRED.



Lot 5
Plan # KAP70569

Garage was constructed
in 2010 and is planned to be
converted to a carriage house

NEW 2nd
GARAGE

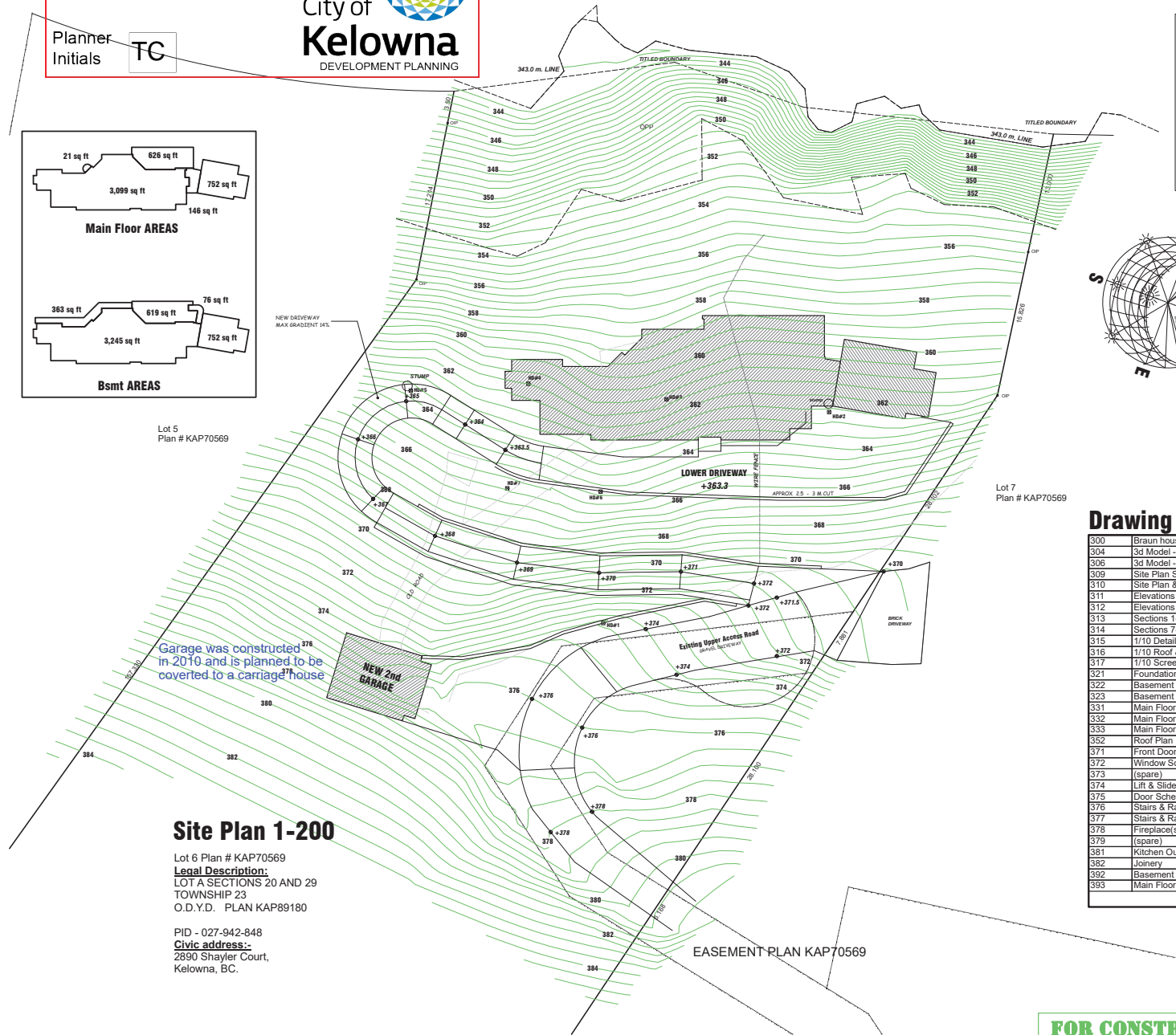
Site Plan 1-200

Lot 6 Plan # KAP70569

Legal Description:
LOT 4 SECTIONS 20 AND 29
TOWNSHIP 23
O.D.Y.D. PLAN KAP89180

PID - 027-942-848
Civic address:-
2890 Shayler Court,
Kelowna, BC.

OKANAGAN LAKE



Lot 7
Plan # KAP70569

EASEMENT PLAN KAP70569

FOR CONSTRUCTION

Copyright
This drawing and design shall remain
the Copyright property of Hewitt Designs
and shall not be reproduced in any form
without written consent by Hewitt Designs.

Notes:-
Elevation dimensions are to
OUTSIDE edge of sheathing

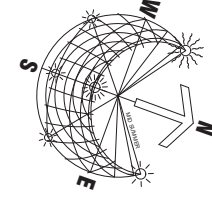
Dimensions to be read and not scaled.
It is the responsibility of the contractor
to verify all dimensions and details prior to
construction and refer any discrepancies
found to Hewitt Designs for clarification /
correction.

FIN. - Finished Concrete Level
FSL - Finished Sub-Floor Level
FPL - Finished Floor Level

Door & Window Sizes are in inches
as shown and are unit sizes.

This drawing shows INTENT - the onus
is on the contractor that all building work
complies with local CODES. If any part
or portion of this drawing should conflict
with the Local Codes then the Codes
shall apply.

This is not a structural drawing - all work
requiring any structural design must be
done by a registered Structural Engineer.



Drawing List

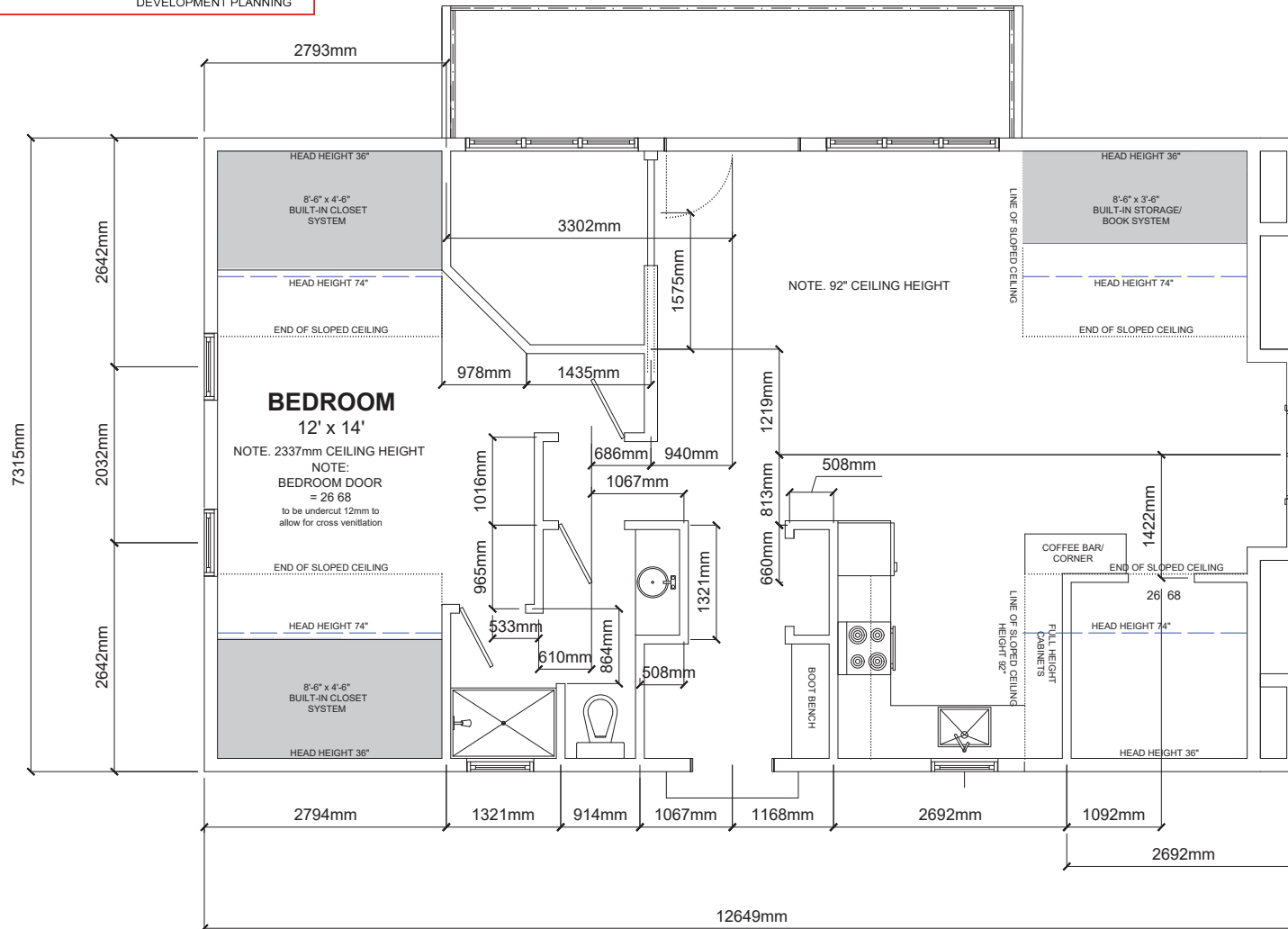
300	Braun house
304	3d Model - Views 1-4
306	3d Model - Structure
309	Site Plan Set Out
310	Site Plan & Notes
311	Elevations (1)
312	Elevations (2)
313	Sections 1-6
314	Sections 7-9
315	1/10 Details - Main Floor
316	1/10 Roof & Fascias Details
317	1/10 Screen Details
321	Foundations
322	Basement Floor Plan
323	Basement Ceiling Plan
331	Main Floor Structure
332	Main Floor Plan
333	Main Floor Ceiling
352	Roof Plan
371	Front Door
372	Window Schedule
373	(spare)
374	Lift & Slide Doors
375	Door Schedule
376	Stairs & Railings
377	Stairs & Railings (2)
378	Fireplace(s)
379	(spare)
381	Kitchen Outline
382	Joinery
392	Basement Electrical
393	Main Floor Electrical

ATTACHMENT A

This forms part of application

Z21-0023

Planner Initials **TC**



GOODHOUSE DESIGN

CARRIAGE HOUSE FLOOR PLAN

REVISIONS		
NO.	DESCRIPTION	DATE

PROJECT NAME:
CARRIAGE HOUSE

PROJECT ADDRESS

PROJECT NUMBER:

DRAWING NAME:

DRAWING BY:
MATTHEW SPALAN
DATE:
SCALE: 1/8" = 1' - 0"

A1.0

2890 Shayler Ct. — Carriage House



North elevation



West elevation



South elevation



East elevation



Interior Current Configuration (storage)





Property Context



Principal dwelling



Neighbour to the north



Z21-0023

2890 Shayler Crt

Rezoning Application



Proposal

- ▶ To rezone the subject property from RR1 – Rural Residential 1 to RR1C – Rural Residential 1 with Carriage House.

Development Process

Mar 25th, 2021

Development Application Submitted



Staff Review & Circulation



Apr 12th, 2021

Public Notification Received



May 31st, 2021

Initial Consideration



Public Hearing
Second & Third Readings



Final Reading
DP & Variances



Building Permit

Council
Approvals

Context Map



OCP Future Land Use / Zoning



Subject Property Map



Project details

- ▶ The detached garage/boathouse was built in May 2011.
- ▶ The second floor remains unfinished and is used as storage.
- ▶ The subject property is outside of the Permanent Growth Boundary, however:
 - ▶ Not in or abutting ALR
 - ▶ Over 1.0ha in size
 - ▶ Does not disrupt ESAs

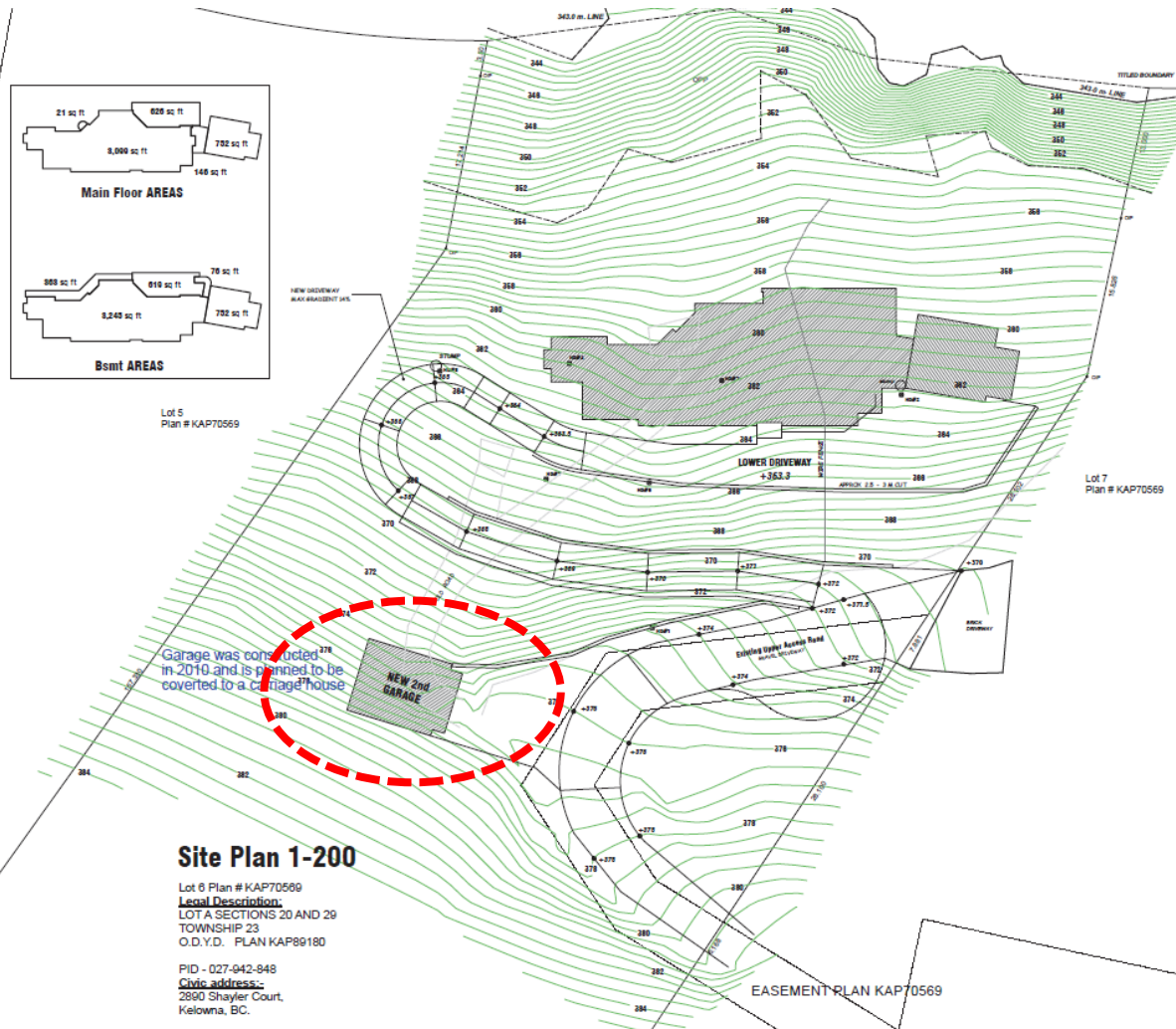
Site Photos



Site Photos



Site Plan



Staff Recommendation

- ▶ Development Planning Staff recommend **support** of the proposed Rezoning:
 - ▶ Subject property is not within Permanent Growth Boundary, however, does not disrupt any ESAs or the ALR.
 - ▶ Property is not serviced; however, it is over 1.0ha in size, which does not go against OBWB policies.



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12214

Z21-0023

2890 Shayler Court

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A Sections 20 and 29 Township 23 ODYD Plan KAP89180 located at Shayler Court, Kelowna, BC from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Public Hearing Waived by the Municipal Council this

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: May 31, 2021

To: Council

From: City Manager

Department: Development Planning

Application: Z21-0025

Owner: Erica Dawn McAvoy

Address: 320 McCurdy Road

Applicant: Birte Decloux – Urban Options Planning Corp.

Subject: Rezoning Application

Existing OCP Designation: S2RES – Single/Two Unit Residential

Existing Zone: RU1 – Large Lot Housing

Proposed Zone: RU6 – Two Dwelling Housing

1.0 Recommendation

THAT Rezoning Application No. Z21-0025 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1 Section 26 Township 26 ODYD Plan 22696, located at 320 McCurdy Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND FURTHER THAT final adoption of the Rezoning Application 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 31st, 2021.

2.0 Purpose

To rezone the subject property from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone to facilitate the construction of a second single-family dwelling, and to waive the Public Hearing.

3.0 Development Planning

Staff support the proposed rezoning from RU1 to RU6, as the subject property is within the Permanent Growth Boundary (PGB) and the plans align with the Official Community Plan (OCP) Future Land Use Designation of S2RES – Single/Two Unit Residential.

The proposal is consistent with the OCP as it relates to *Sensitive Infill*. The OCP encourages sensitive infill development in the existing neighbourhood close to amenities that limits the impacts on the overall neighbourhood character, which this proposal accomplishes. There are several amenities in the area including Pearson Road Elementary School, Rutland Middle School, Rutland Senior School and Rutland Recreation Park. The proposed new dwelling is also in the rear yard, which maintains the character of the neighbourhood and is a modest increase in development.

4.0 Proposal

4.1 Project Description

The proposed rezoning from RU1 to RU6 will facilitate the development of a second single-family dwelling on the subject property. The subject property is 1,149m² in size well above the required minimum for 700m². The proposed new dwelling will be designed to match the existing house. The existing family dwelling will remain and a new drive aisle of the east side of the property will be created to access the new dwelling and provide the required four parking spaces. The property has several mature trees and landscaping in the front yard, which will remain and contribute to maintaining the neighbourhood character.

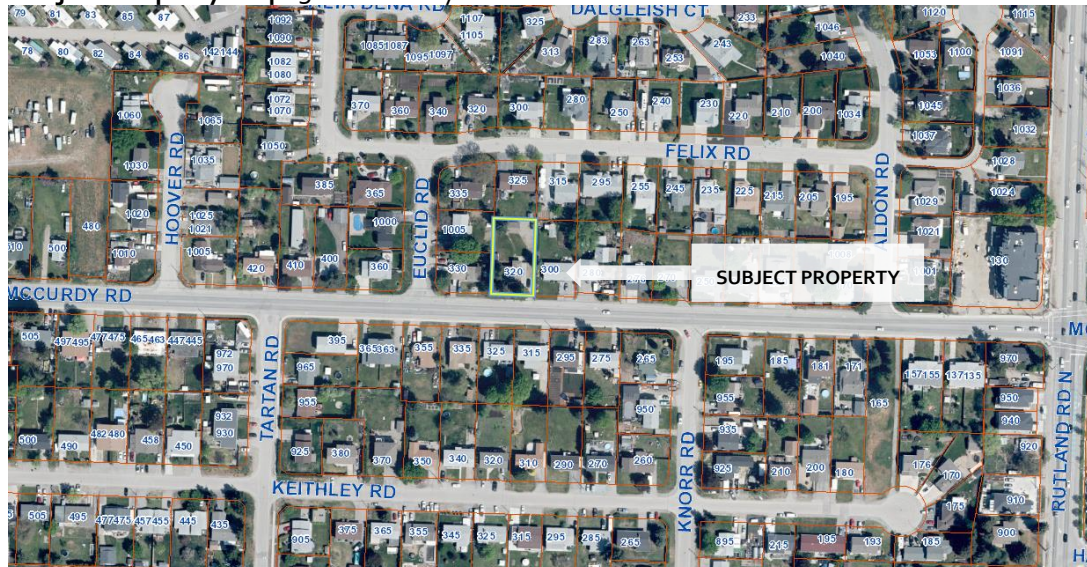
4.2 Site Context

The subject property is in the Rutland OCP Sector and is located on McCurdy Road near the intersection with Rutland Road North. The surrounding area is primarily zoned RU1 – Large Lot Housing and RU6 – Two Dwelling Housing. The surrounding area also primarily has a Future Land Use Designation of S2RES – Single/Two Unit Residential.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	Single-Family Dwelling
East	RU1 – Large Lot Housing	Single-Family Dwelling
South	RU1 – Large Lot Housing	Single-Family Dwelling
West	RU1 – Large Lot Housing	Single-Family Dwelling

Subject Property Map: 320 McCurdy Road



4.3 Current Development Policies

4.4 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Objective 5.3 Focus development to designated growth areas

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

Objective 5.22 Ensure context sensitive housing development

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

5.0 Technical Comments

5.1 Development Engineering Department

5.1.1 See memorandum dated May 31st, 2021

6.0 Application Chronology

Date of Application Received: March 29th, 2021

Date Public Consultation Completed: April 7th, 2021

Report prepared by: Tyler Caswell, Planner I

Reviewed by: Dean Strachan, Community Planning & Development Manager

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: Conceptual Drawing Package

SCHEDULE

A

This forms part of application

Z21-0025

Planner
Initials

TC



CITY OF KELOWNA

MEMORANDUM

Date: March 31, 2021

File No.: Z21-0025

To: Planning and Development Officer (TC)

From: Development Engineering Manager (JK)

Subject: 320 McCurdy Rd

RU1 to RU6

The Development Engineering Branch has the following comments and requirements associated with this application to rezone the subject property from RU1 to RU6. Road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technician for this project is Sarah Kelly.

1. General

- a) This proposed development may require the installation of centralized mail delivery equipment. Please contact Arif Bhatia, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC, V1Y 2K0, (250) 859-0198, arif.bhatia@canadapost.ca to obtain further information and to determine suitable location(s) within the development.
- b) The following requirements are valid for two (2) years from the reference date of this memo, or until the application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.
- c) There is a possibility of a high water table or surcharging of storm drains during major storm events. This should be considered in the design of the onsite system.

2. Domestic Water and Fire Protection

- a) The property is located within the Black Mountain Irrigation District service area. The developer is required to make satisfactory arrangements with BMID for all water and fire protection-related issues. All charges for service connection and upgrading costs, as well as any costs to decommission existing services, shall be the responsibility of the developer.
- b) The developer's consulting mechanical engineer will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. The water system must be capable of supplying the domestic and fire flow demands of the project in accordance with the Subdivision, Development, & Servicing Bylaw No. 7900.

3. Sanitary Sewer

- a) This property is currently serviced with one 100 mm sanitary service. The developer's consulting mechanical engineer will determine the development

requirements of this proposed development and establish the service needs. The applicant, at their cost, will arrange for the removal and disconnection of the existing services and installation of one new larger service, if necessary.

- b) Dependent on whether the lot is to be stratified an additional sanitary service (c/w with inspection chamber) may be permitted for this development. The applicant, at their cost, will arrange for the installation and connection of additional new service, if permitted.

4. Storm Drainage

- a) The developer must engage a consulting civil engineer to provide a stormwater management plan for the site, which meets the requirements of the Subdivision, Development, and Servicing Bylaw No. 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and recommendations for onsite drainage containment and disposal systems.

5. Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

6. Road Improvements / Site Access

- a) No further upgrades are required at this time along the McCurdy Rd frontage.
- b) Only a single driveway access with a maximum width of 6m will be permitted for this development.

7. Geotechnical Report

- a) Although a geotechnical report will not be required at time of rezoning, a report must be provided at the time of Building Permit.
- b) Provide a comprehensive geotechnical report (3 copies), 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.**

The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
- (ii) Site suitability for development.
- (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).

SCHEDULE

A

(i)

This forms part of application
Z21-0025



City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC

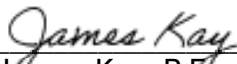
- (iv) Any special requirements for construction of roads, utilities and building structures.
- (v) Site suitability for development.
- (vi) Suitability of on-site disposal of storm water and sanitary waste, including effects upon adjoining lands.
- ii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
- iii) Recommendations for items that should be included in a Restrictive Covenant.
- iv) Any special requirements for construction of roads, utilities, and building structures.
- v) Any items required in other sections of this document.
- vi) Recommendations for erosion and sedimentation controls for water and wind.
- vii) Recommendations for roof drains and perimeter drains.
- viii) Any items required in other sections of this document.

8. **Road Dedication**


- a) Approximately 2.5m of road reserve is required along the entire frontage of McCurdy Road.
- b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

9. **Charges and Fees**

- a) Development Cost Charges (DCC's) are payable.
- b) Fees per the "Development Application Fees Bylaw" include:
 - i) Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.


 James Kay, P.Eng.
 Development Engineering Manager

SK

SCHEDULE		A
This forms part of application		
# Z21-0025		
Planner Initials	TC	 City of Kelowna DEVELOPMENT PLANNING

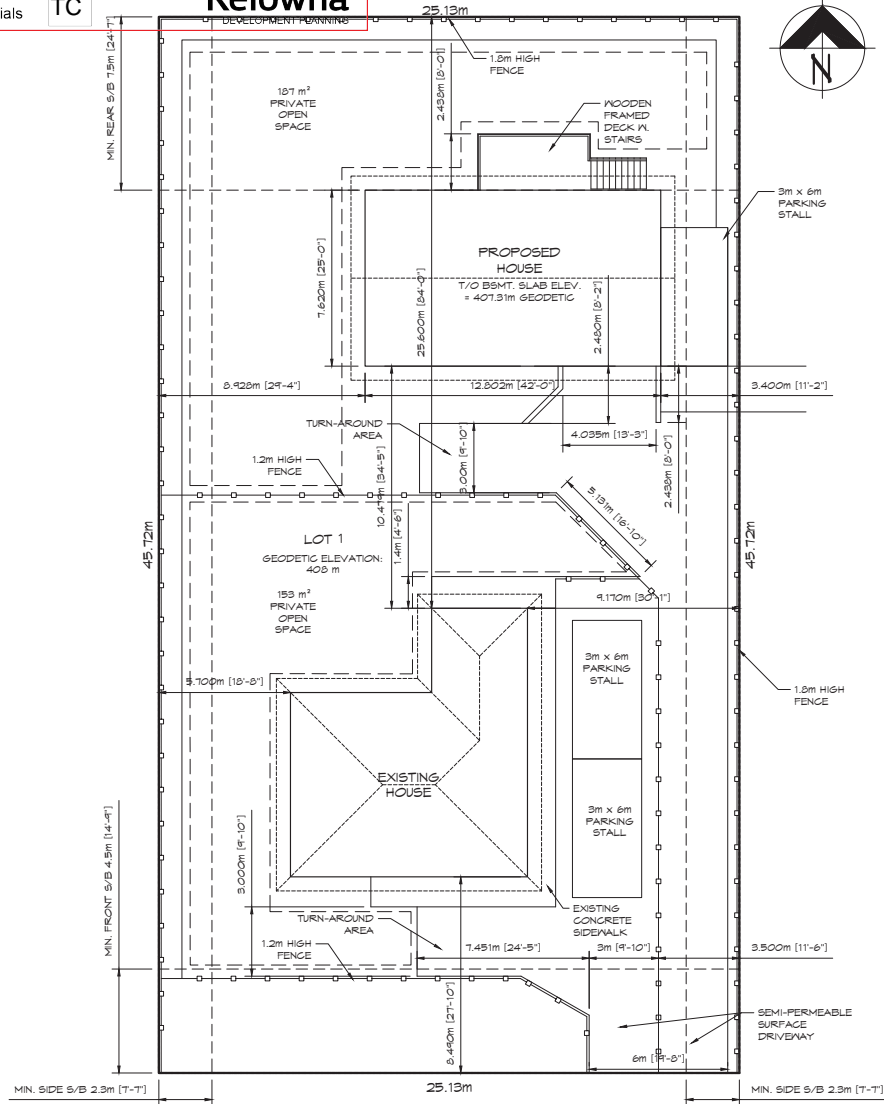
Z21-0025



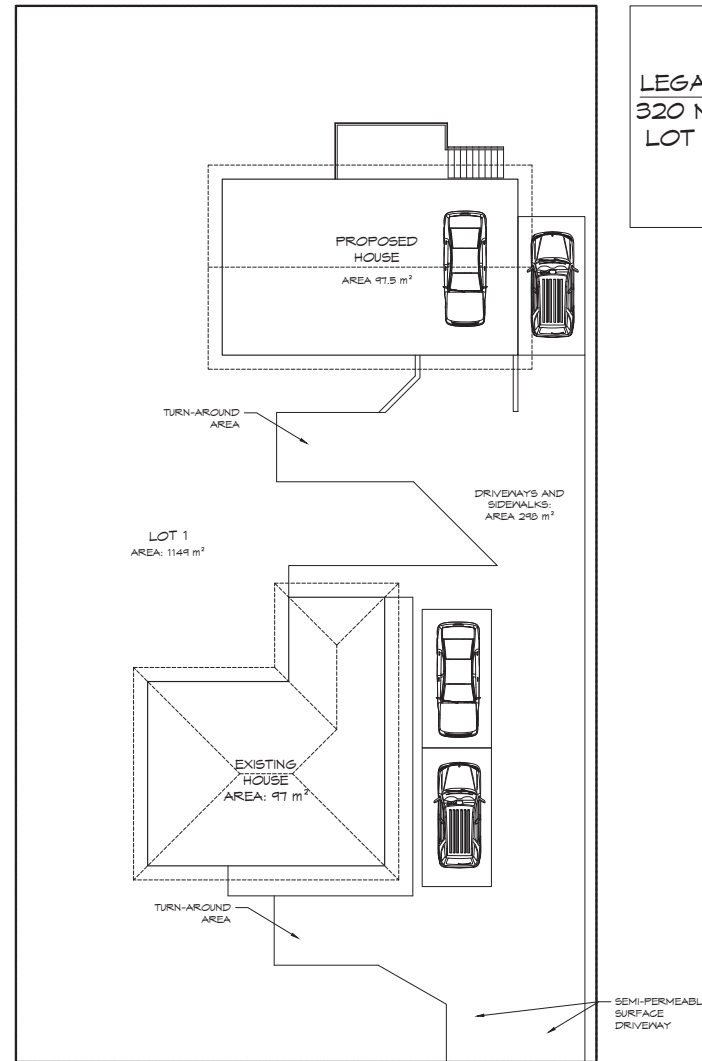
City of Kelowna

Planner
Initials

TC



SITE PLAN
SCALE: 1:100



SITE COVERAGE
SCALE: 1:100

SITE AREA: 1149 m2
TOTAL SITE COVERAGE (BLDG.): 194.5 m2 (17%)
ALLOWABLE SITE COVERAGE (BLDG.): 40%
SITE COVERAGE W/ PARKING: 492.5 m2 (43%)
TOTAL ALLOWABLE SITE COVERAGE: 50%



Willow
CADD
Services

1371 ORCHARD DRIVE,
KELLOWNA, B.C. V1Y 3V1
PH. (778) 215-0967

[illegible]

DEVELOPMENT
AND REZONING
FOR 320
McCURDY ROAD

SITE PLAN AND SITE COVERAGE

DATE
MARCH 5, 2021

DRAW BY
D.P.

JOB No.
WCS 03-21

SCALE
1:100

DRAWING No.

A1

Z21-0025



TC

City of Kelowna
DEVELOPMENT PLANNING

GENERAL NOTES



Willow
CADD
Services

PH. (778) 215-0967

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DEVELOPMENT AND REZONING OF 320 McCURDY ROAD

DRAWING TITLE

SECONDARY
RESIDENCE
ELEVATIONS

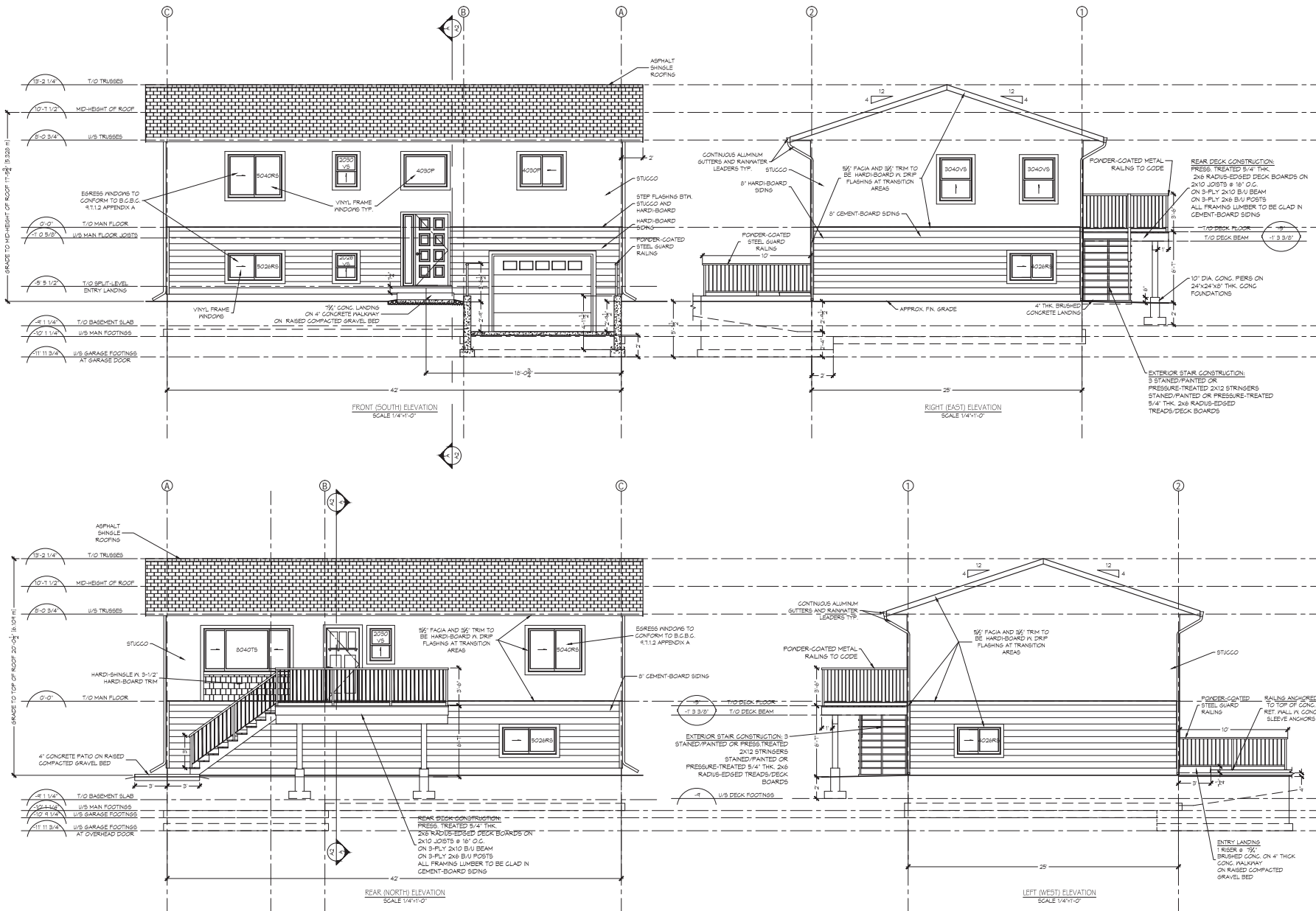
DATE	MARCH 5/2021
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JOB No.
WCS 03-21

SCALE
1/4" = 1'-0"

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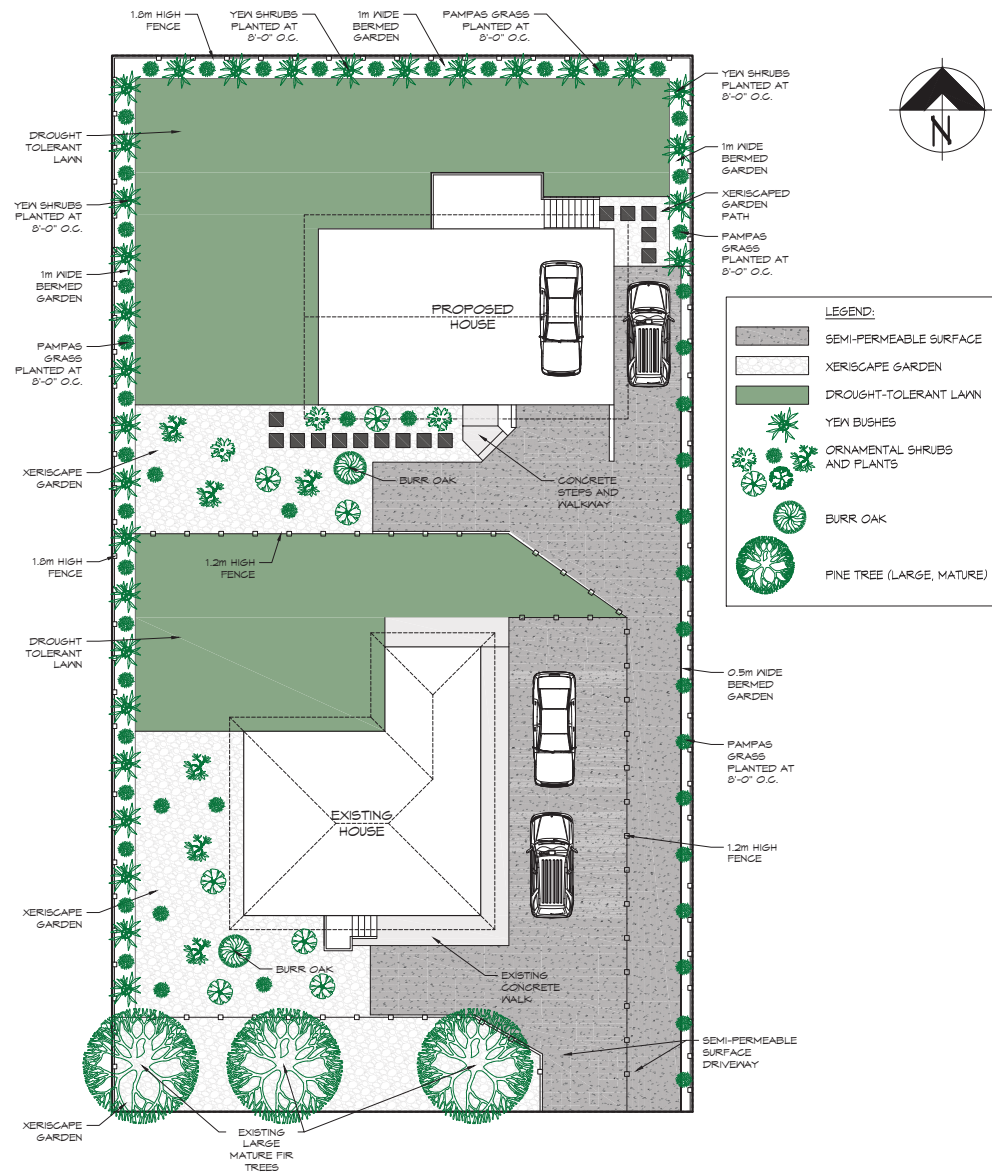




City of
Kelowna
DEVELOPMENT PLANNING

Planner
Initials

TC



MCCURDY ROAD

LANDSCAPE PLAN

SCALE: 1:100



Willow
CADD
Services

1311 ORCHARD DRIVE
KELOWNA, B.C. V1Y 3V1
PH. (250) 215-0167

No.	REVISIONS	DATE

JOB TITLE

DEVELOPMENT
AND REZONING
FOR 320
MCCURDY ROAD

DRAWING TITLE

LANDSCAPE PLAN

DATE

MARCH 5, 2021

DRAW BY

D.P.

JOB No.

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SCALE

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Z21-0025

320 McCurdy Road

Rezoning Application



Proposal

- ▶ To rezone the subject property from RU1 – Large Lot Housing to RU6 – Two Dwelling Housing.

Development Process

Mar 29th, 2021

Development Application Submitted



Staff Review & Circulation



April 7, 2021

Public Notification Received



May 31st, 2021

Initial Consideration



Public Hearing
Second & Third Readings



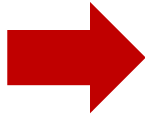
Final Reading
DP & Variances



Building Permit



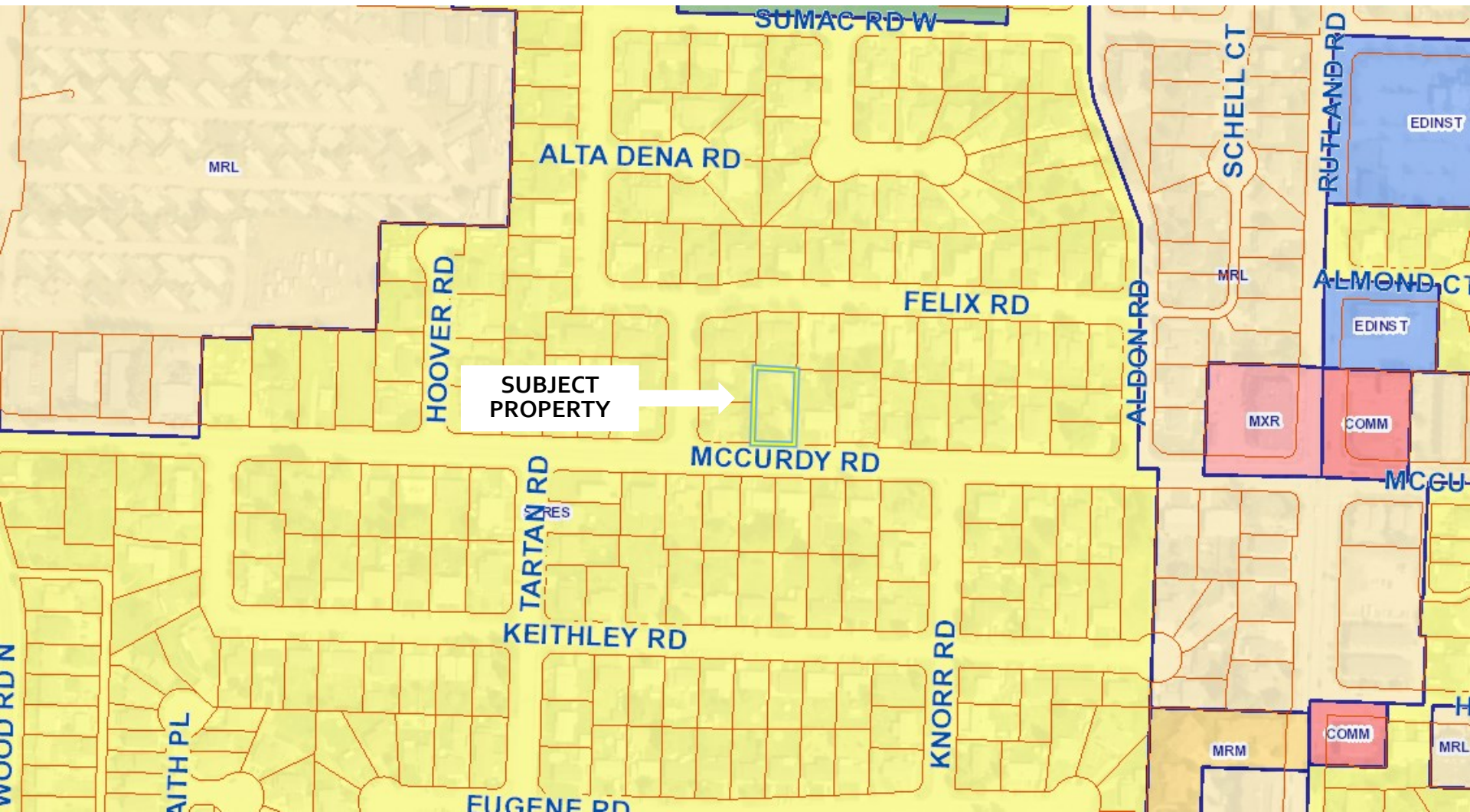
Council
Approvals



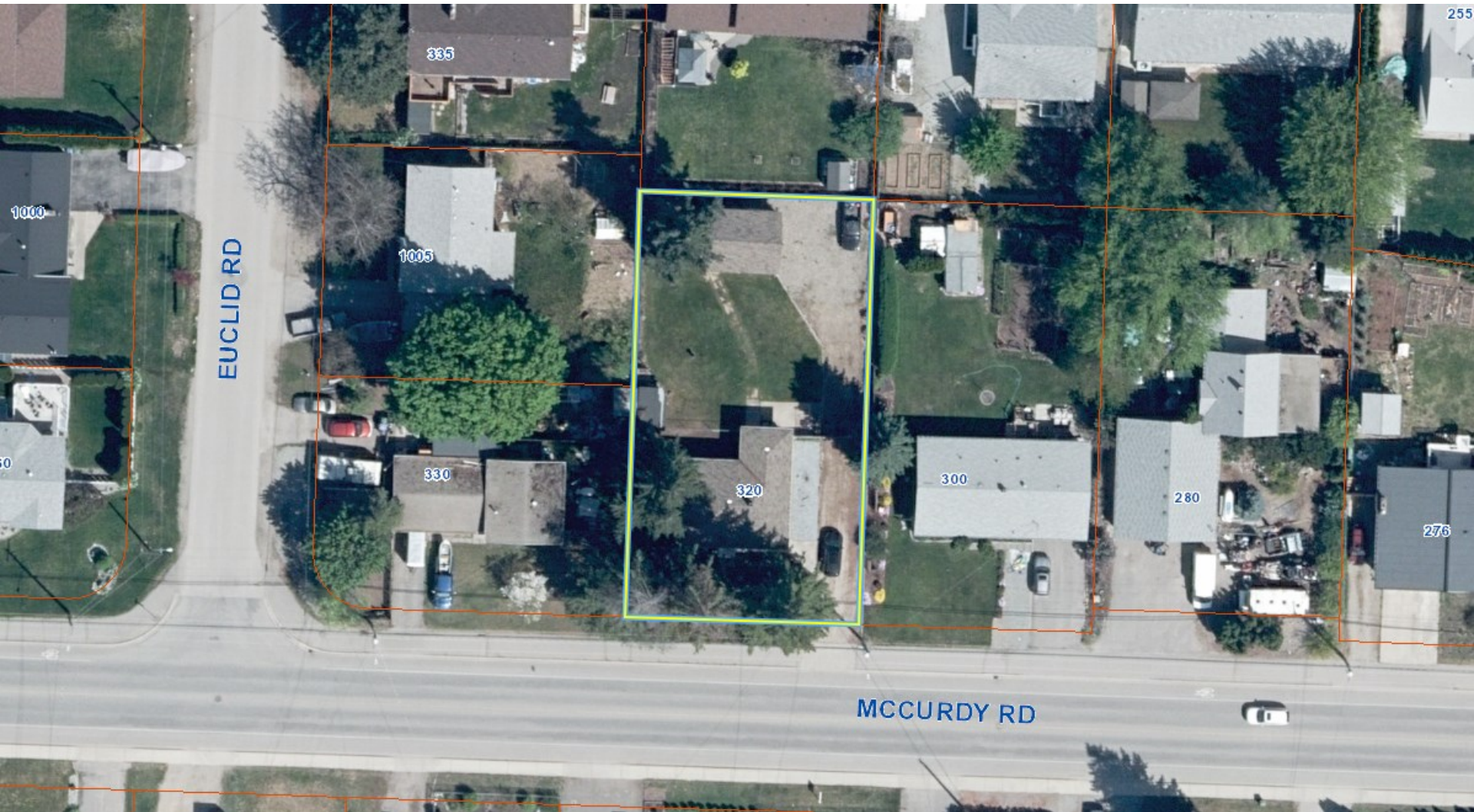
Context Map



OCP Future Land Use / Zoning



Subject Property Map



Project details

- ▶ The property is 1,149m² and meets the minimum lot size, width and depth of the RU6 zone.
- ▶ The proposed second dwelling will have a footprint of 96.5m² (1049ft²) in size.
- ▶ The proposed second-dwelling is proposed to meet all Zoning Bylaw Regulations.

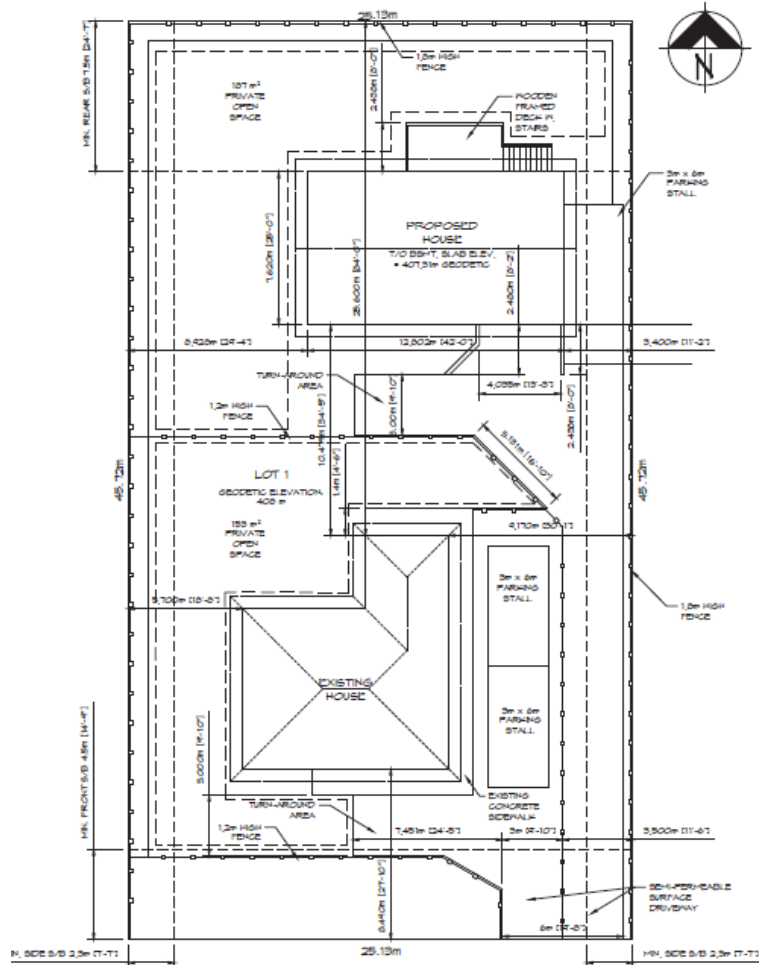
Site Photos



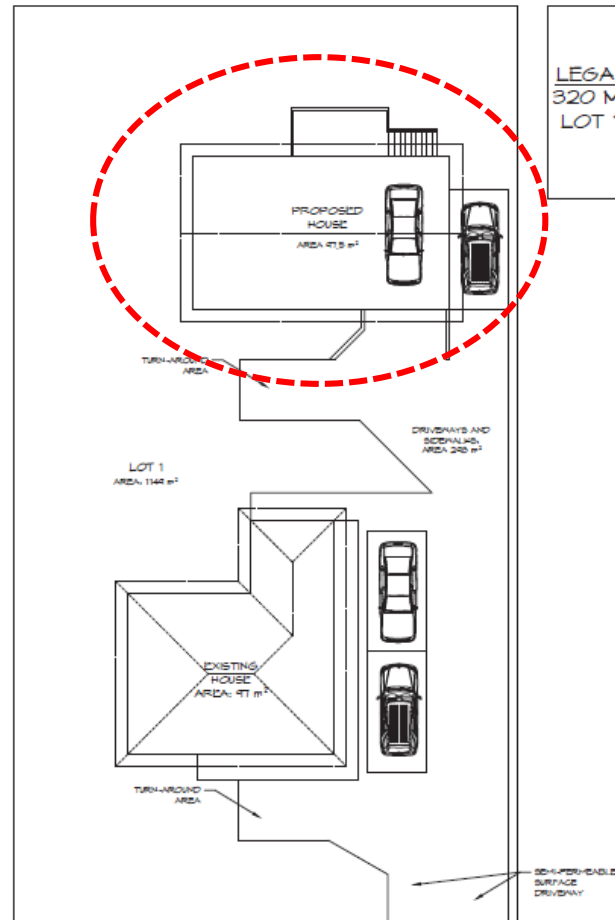
Frontage



Site Plan



MCCURDY ROAD



MCCURDY ROAD

LEGAL DESCRIPTION
320 MCCURDY ROAD
LOT 1, PLAN 22696



Staff Recommendation

- ▶ Development Planning Staff recommend **support** of the proposed Rezoning:
 - ▶ Subject property is within the Permanent Growth Boundary.
 - ▶ Meets the intent of the OCP including Sensitive Infill and the Future Land Use Designation of S2RES – Single/Two Unit Residential



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12215

Z21-0025

320 McCurdy Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1 Section 26 Township 26 ODYD Plan 22696 located at McCurdy Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Public Hearing Waived by the Municipal Council this

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: May 31, 2021
To: Council
From: City Manager
Subject: Car Share Agreement Review
Department: Development Planning

Recommendation:

THAT Zoning Bylaw Text Amendment Application No. TA21-0007 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in the Report from the Development Planning Department dated March 31 be considered by Council;

AND THAT the Zoning Bylaw Text Amending Bylaw No. 12216 be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Text Amending bylaw be considered subsequent to the approval of Ministry of Transportation and Infrastructure.

Purpose:

To consider a text amendment application to Zoning Bylaw No. 8000 to remove Section 8.2.11 Car-Share Incentives.

Background:

Car-share regulations were introduced into the Zoning Bylaw to encourage greater diversity and choice in transportation alternatives. In November 2019, Council adopted updates to Section 8- Parking and Loading of the Zoning Bylaw which included a car-share incentive that allowed for a reduction in the number of required off-street parking subject to the provision of a car-share vehicle. This allows for a 5-stall reduction for every car share vehicle that is provided.

To date, multiple development proposals have utilized this development regulation in partnership with Modo Co-operative.

Discussion:

Staff are recommending that Council approve the temporary removal of 8.2.11 Car Share Incentives from the Zoning Bylaw. The intention is not to permanently end the car share program, but to give Staff an opportunity to review it and collaborate with stakeholders to seek an opportunity for improvement. Following a review, Staff will return to Council with recommendations based on the findings of the review and subsequent proposal will be made.

Generally, Staff are concerned that the level of density required to enable a successful car-share program that off sets potential negative impacts of the reduction of off-street parking stalls is not yet achieved. Staff remain committed to the City's efforts to build vibrant and sustainable urban centres, which includes ensuring diversity in transportation alternatives.

Conclusion:

Staff are seeking Council support to remove the current car-share incentives from the zoning bylaw that allow an off-site parking reduction if a car share is provided. The temporary removal will allow Staff to review the program, consult with internal and external stakeholders and seek opportunities to improve it.

Internal Circulation:

Policy and Planning
Parking Services

Submitted by: J. Black- Urban Planning Manager

Approved for inclusion: Terry Barton- Development Planning Department Manager

CC:

D. Duncan- Parking Services Manager
Policy and Planning

Schedule A – Proposed Text Amendments

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 8.2.11 Car-Share Incentives	8.2.11 Car-Share Incentives: Within the Urban Core, University South Village Centre, and Glenmore Valley Village Centre as defined in the Official Community Plan, the total minimum off-street vehicle parking requirements for multiple dwelling housing and any commercial use (e.g. office and retail) can be reduced by five (5) parking spaces per car share vehicle (must provide a new vehicle to a car-share organization) subject to the following regulations: (a) The maximum reduction in total required parking is 20% (for base parking requirement); (b) The car-share vehicle parking space must be located on-site or within 100 metres of the subject property, in a highly visible spot, at-grade, publicly accessible at all times (i.e. not within an enclosed parkade), clearly marked for the exclusive use of the shared vehicle, and guaranteed to operate for a minimum of two years;	No proposed wording- delete the entire existing section.	Staff are seeking support to temporarily remove the car share incentives to conduct a review of the program.

Car Share Agreement Review

Proposal

- ▶ To consider a text amendment application to Zoning Bylaw No. 8000 to remove Section 8.2.11 Car Share Incentives

Development Process

Staff Initiated

Development Application Submitted



Staff Review & Circulation



N/A

Public Notification Received



May 31, 2021

Initial Consideration



Public Hearing- Second & Third Readings



Final Reading

Council
Approvals

Background

- ▶ Adopted in November 2019;
- ▶ Car share incentive allows for a 5-stall reduction for every car share vehicle provided;
- ▶ Staff have generally seen success:
 - ▶ 9 stalls provided through development
 - ▶ 9 stalls pending (approved and agreement with Modo in place)

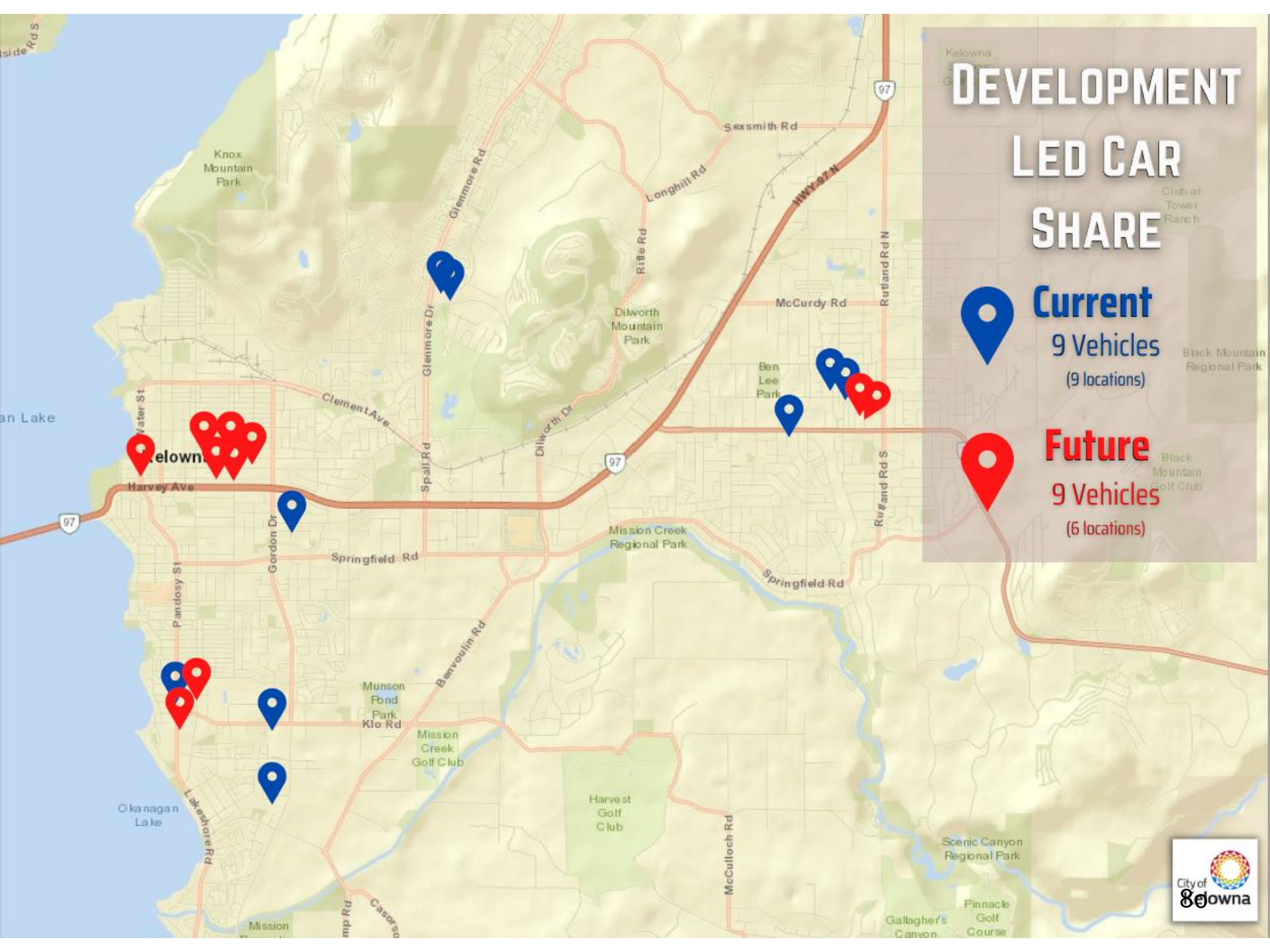
DEVELOPMENT LED CAR SHARE



Current
9 Vehicles
(9 locations)



Future
9 Vehicles
(6 locations)



Considerations

- ▶ 18 car share approved from development applications- what is the impact?
- ▶ Pressure on on-street parking
- ▶ Is the car-share reducing the potential impact of the parking variance?
 - ▶ Parking demand & tools we can use
- ▶ Alternative ways to provide car-share

Staff Recommendation

- ▶ Staff are recommending temporary removal of the car share incentive
- ▶ This gives Staff time to review, collaborate with stakeholders and come back to Council with more information and proposed further improvements
- ▶ Offers time for Covid recovery



Conclusion of Staff Remarks

CITY OF KELOWNA

BYLAW NO. 12216

TA21-0007 – Section 8 – Car Share Incentives

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

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

1. THAT **Section 8 – Parking and Loading, 8.2 Off-Street Parking Regulations, Number of Spaces, 8.2.11 Car-Share Incentives** be amended by deleting the section in its entirety that reads:

Car-Share Incentives:

Within the Urban Core, University South Village Centre, and Glenmore Valley Village Centre as defined in the Official Community Plan, the total minimum off-street vehicle parking requirements for **multiple dwelling housing** and any **commercial use** (e.g. **office** and **retail**) can be reduced by five (5) **parking spaces** per **car share vehicle** (must provide a new **vehicle** to a **car-share organization**) subject to the following regulations:

- (a) The maximum reduction in total required parking is 20% (for base parking requirement);
 - (b) The **car-share vehicle parking space** must be located on-site or within 100 metres of the subject property, in a highly visible spot, at-grade, publicly accessible at all times (i.e. not within an enclosed parkade), clearly marked for the exclusive use of the shared **vehicle**, and guaranteed to operate for a minimum of two years;
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: May 31, 2021

To: Council

From: City Manager

Department: Development Planning

Application: OCP20-0016/Z20-0079 **Owner:** Essential Idea Ltd., Inc.No. BC0134064

Address: 5347 Upper Mission Drive **Applicant:** DE Pilling & Associates Ltd.

Subject: Official Community Plan Amendment and Rezoning Application

Existing OCP Designation:	PARK – Major Park/Open Space (public) S2RES – Single/Two Unit Residential
Proposed OCP Designation:	PARK – Major Park/Open Space (public) S2RES – Single/Two Unit Residential RR2c – Rural Residential 2 with Carriage House
Existing Zone:	RR3 – Rural Residential 3 RR3c – Rural Residential 3 with Carriage House
Proposed Zone:	Ru5 – Bareland Strata Housing P3 – Parks and Open Space

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP20-0016 to amend Map 4.1 in the Kelowna 2030 – Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation for a portion of Lot 1 District Lots 24 Township 28 SDYD Plan EPP95194 located at 5347 Upper Mission Drive, Kelowna, BC from the PARK - Major Park/Open Space (public) designation to the S2RES – Single/Two Unit Residential, as shown on Map “A” attached to the Report from the Development Planning Department dated May 31, 2021 be considered by Council;

AND THAT Rezoning Application No. Z20-0079 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification for portions of Lot 1 District Lots 24 Township 28 SDYD Plan EPP95194 located at 5347 Upper Mission Drive, Kelowna, BC from the RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, and RR3c – Rural Residential 3 with Carriage House zones to the Ru5 – Bareland Strata Housing and P3 – Parks and Open Space zones, as shown on Map “B” attached to the Report from the Development Planning Department dated May 31, 2021 be considered by Council;

AND THAT the Official Community Plan Amendment and Rezoning Bylaws 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 31, 2021;

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

2.0 Purpose

To amend the Official Community Plan designation from the PARK – Major Park/Open Space (public) designation to the S2RES – Single/Two Unit Residential designation and rezone the subject property from RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, and RR3c – Rural Residential 3 with Carriage House to the Ru5 – Bareland Strata Housing and P3 – Parks and Open Space zone to accommodate a bareland strata subdivision.

3.0 Development Planning

Staff recommend support for the proposed OCP and Rezoning amendments to facilitate future residential development of a nine lot bareland strata subdivision. The proposal maintains over half the subject property as park and open space while allowing for residential development adjacent to Upper Mission Drive. The proposed development is considered compatible with the surrounding land uses and meets a number of policies and objectives of the Official Community Plan (OCP). Staff have reviewed this application, and it may move forward without affecting either the City's Financial Plan or Waste Management Plan.

4.0 Proposal

4.1 Background

The subject parcel is current vacant, previously disturbed and is approximately 1.15 ha in size. It is situated between Upper Mission Drive and Gillard Forest Service Road. It has a Fortis BC electrical transmission line running north west through the property and is adjacent to vacant lands of the South Thompson Flats. The Future Land Use Designations for the property is currently PARK – Major Park/Open Space and S2Res – Single / Two Unit Residential.

4.2 Project Description

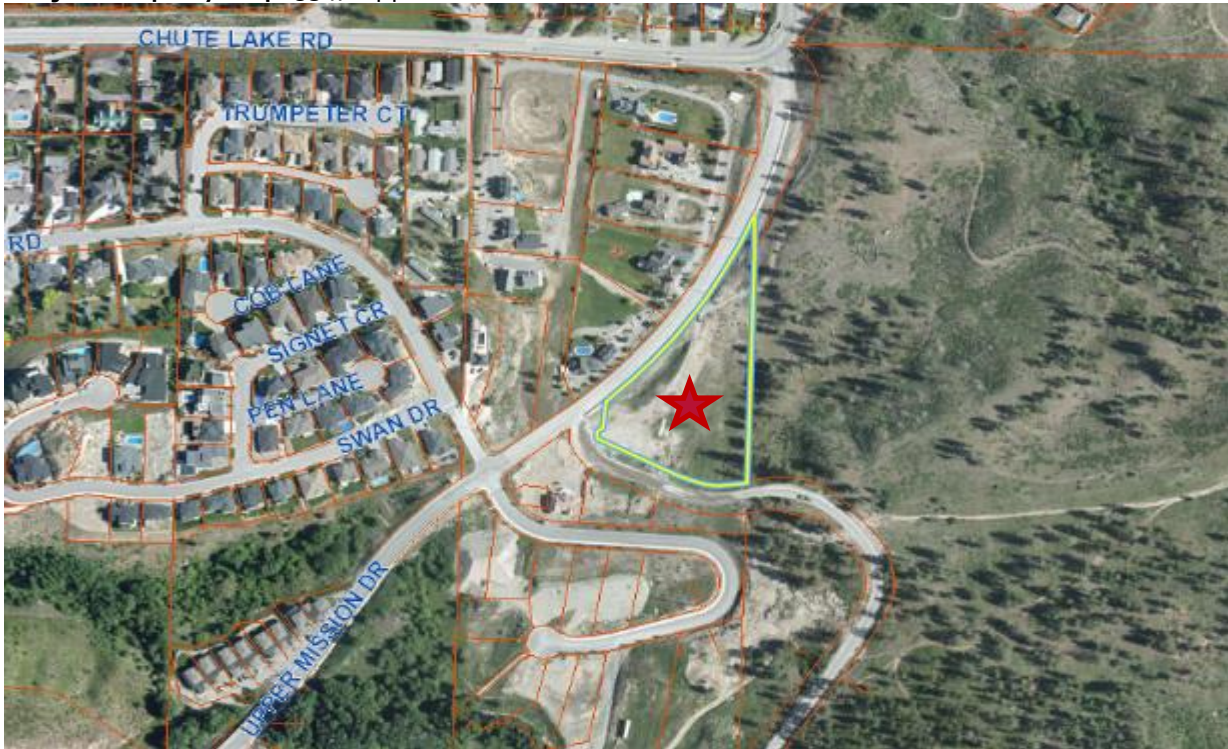
The proposal is to amend the Official Community Plan and rezone the subject property to accommodate a nine lot bareland strata subdivision. The residential portion consists of approximately 0.48 ha of land with the remaining 0.67 ha to be dedicated as park and open space. The bareland strata configuration allows for one access from Upper Mission Drive with a 'T' shaped internal road to provide access to the nine single family lots. This configuration aids in maintaining transportation objectives which include limiting residential accesses onto Upper Mission Drive while still allowing single family housing type development. The nine lots range from 328 m² to 500 m² in size and meets the zoning bylaw requirements. The proposal also maintains over half of the property for park and open space similarly to other developments adjacent to the Fortis BC electric transmission line in the South Mission area. The applicant has received preliminary approval from Fortis BC for the proposed development.

4.3 Site Context

The subject property is located in the South Okanagan Mission City Sector, accessed off of Upper Mission Drive. Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR2c – Rural Residential with Carriage House	Upper Mission Drive/Residential
East	A1 – Agriculture 1	Vacant
South	RR2c, RR3, RR3c	Forest Service Road/Residential
West	RR2c, RR3, RR3c	Upper Mission Drive/Residential

Subject Property Map: 5347 Upper Mission Drive



4.4 Zoning Analysis Table

5.0 **Current Development Policies**

5.1 Kelowna Official Community Plan (OCP)

Objective 5.2 Develop Sustainably

Policy .3 Complete Suburbs. Support a mix of uses within Kelowna's suburbs, in accordance with "Smart Growth" principles to ensure complete communities. Uses that should be present in all areas of the City, at appropriate locations, including commercial, institutional, and all types of residential uses (including affordable and special needs housing) at densities appropriate to their context.

Policy .5 Integrated Land Use. Integrate land use approaches wherever possible to improve opportunities for biodiversity, ecosystem connectivity, recreation, agriculture and local food production, while reducing conflicts.

6.0 Technical Comments

6.1 Development Engineering Department

6.2 Refer to Development Engineering Memo Dated October 7, 2020.

7.0 Application Chronology

Date of Application Accepted: September 4, 2020

Date Public Consultation Completed: March 16, 2021

Report prepared by: Wesley Miles, Planner Specialist

Reviewed by: Dean Strachan, Community Planning & Development Manager

Approved for Inclusion: Terry Barton, Development Planning Department Manager

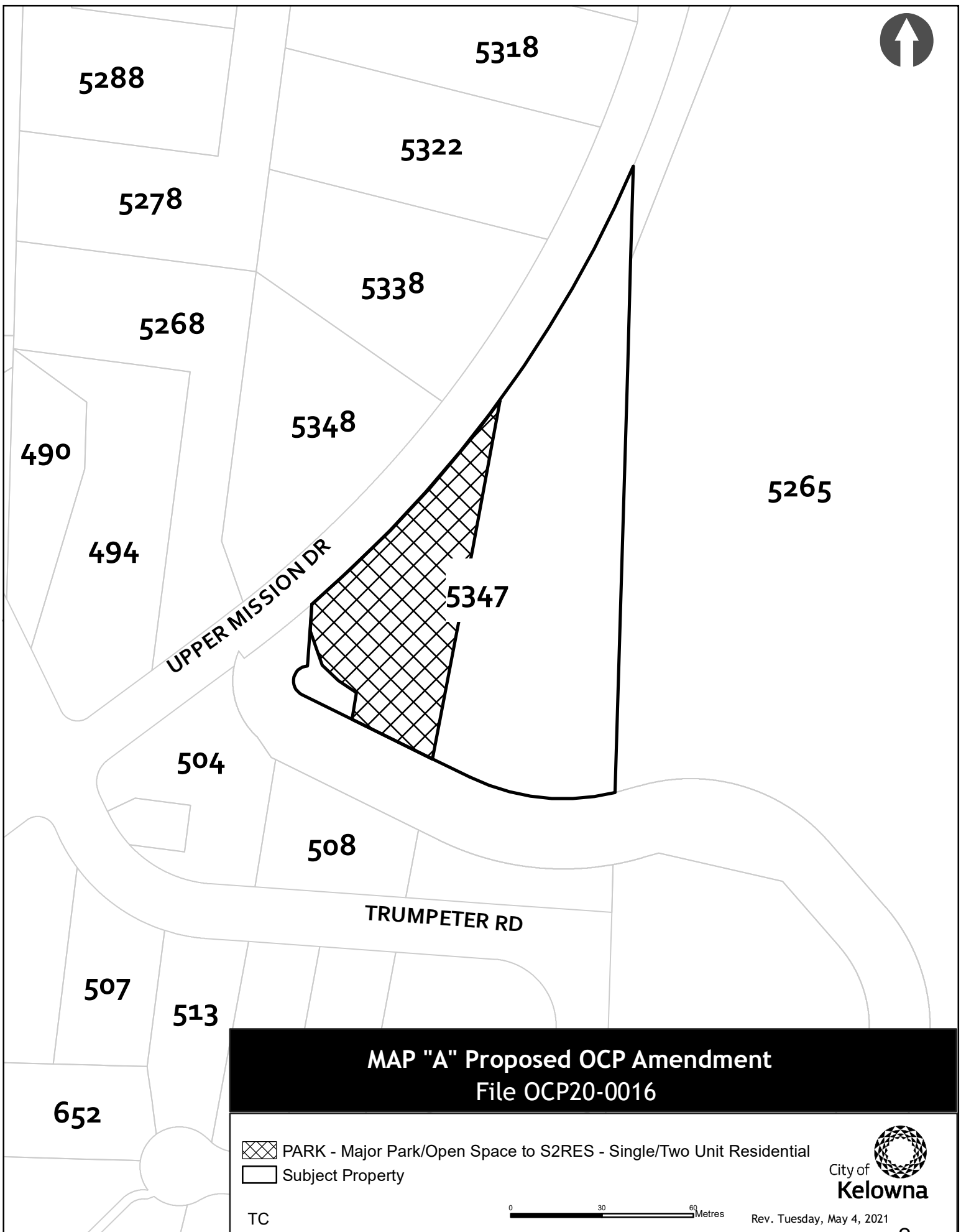
Attachments:

Schedule A: Development Engineering Memorandum



Attachment A: Conceptual Layout

Map A: OCP Amendment

Map B: Zoning Amendment



**MAP "A" Proposed OCP Amendment
File OCP20-0016**

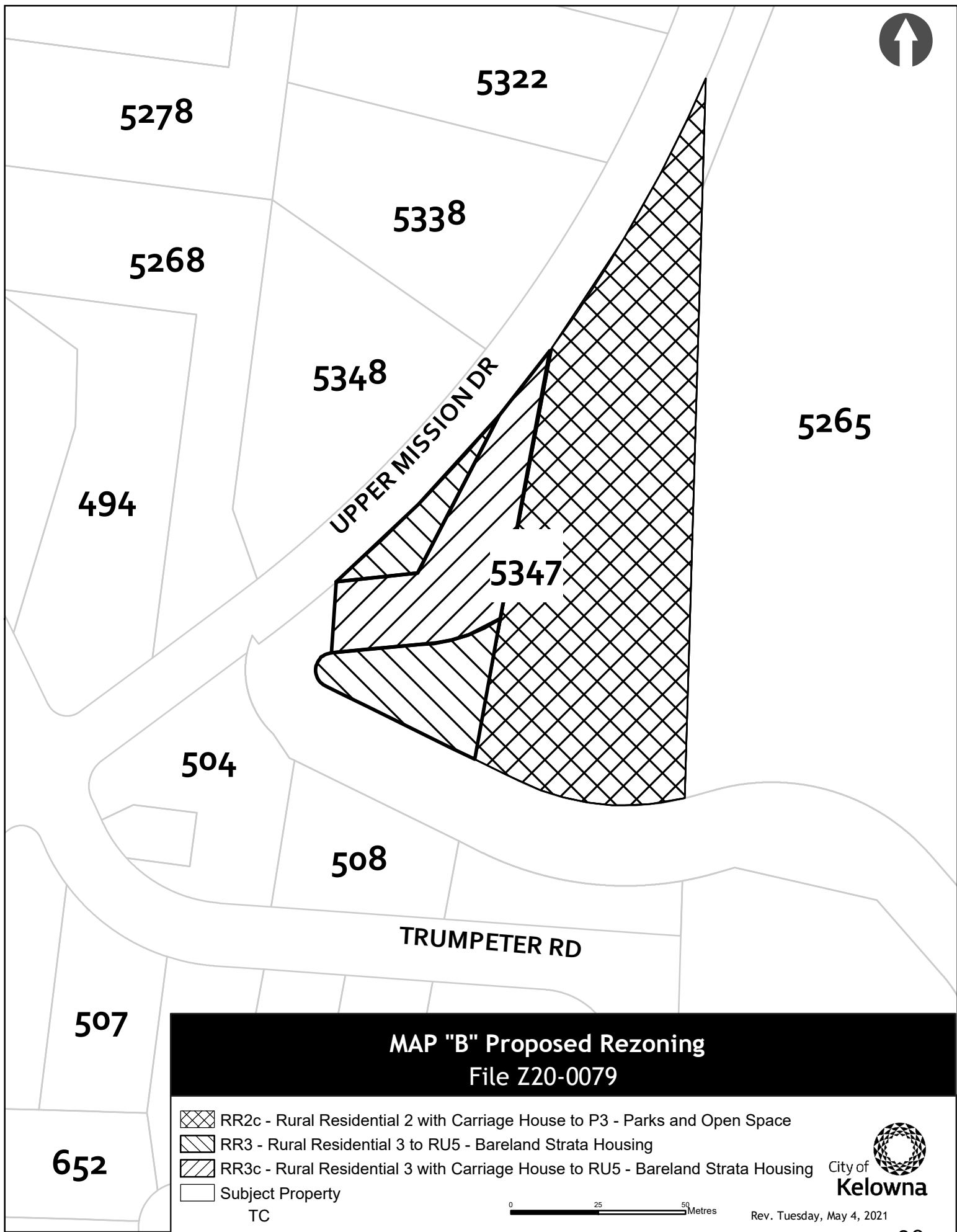
-  PARK - Major Park/Open Space to S2RES - Single/Two Unit Residential
-  Subject Property

TC





0 30 60 Metres

Rev. Tuesday, May 4, 2021





MAP "B" Proposed Rezoning
File Z20-0079

-  RR2c - Rural Residential 2 with Carriage House to P3 - Parks and Open Space
 -  RR3 - Rural Residential 3 to RU5 - Bareland Strata Housing
 -  RR3c - Rural Residential 3 with Carriage House to RU5 - Bareland Strata Housing
 -  Subject Property
- TC

0 25 50 Metres



OCP20-0016 & Z20-0079 5347 Upper Mission Drive

OCP Amendment & Rezoning Application

Proposal

- ▶ To change the Future Land Use designation for a portion of the subject property from the PARK – Major Park/Open Space (public) and S2RES – Single/Two Unit Residential designations to the PARK – Major Park/Open Space (public) and S2Res – Single/Two Unit Residential.
- ▶ To rezone the subject property from RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, RR3c – Rural Residential 3 with Carriage House to the Ru5 – Bareland Strata Housing and P3 – Parks and Open Space zone

Development Process

Sept 4, 2020

Development Application Submitted

Staff Review & Circulation

Mar 16, 2021

Public Notification Received

May 31, 2021

Initial Consideration

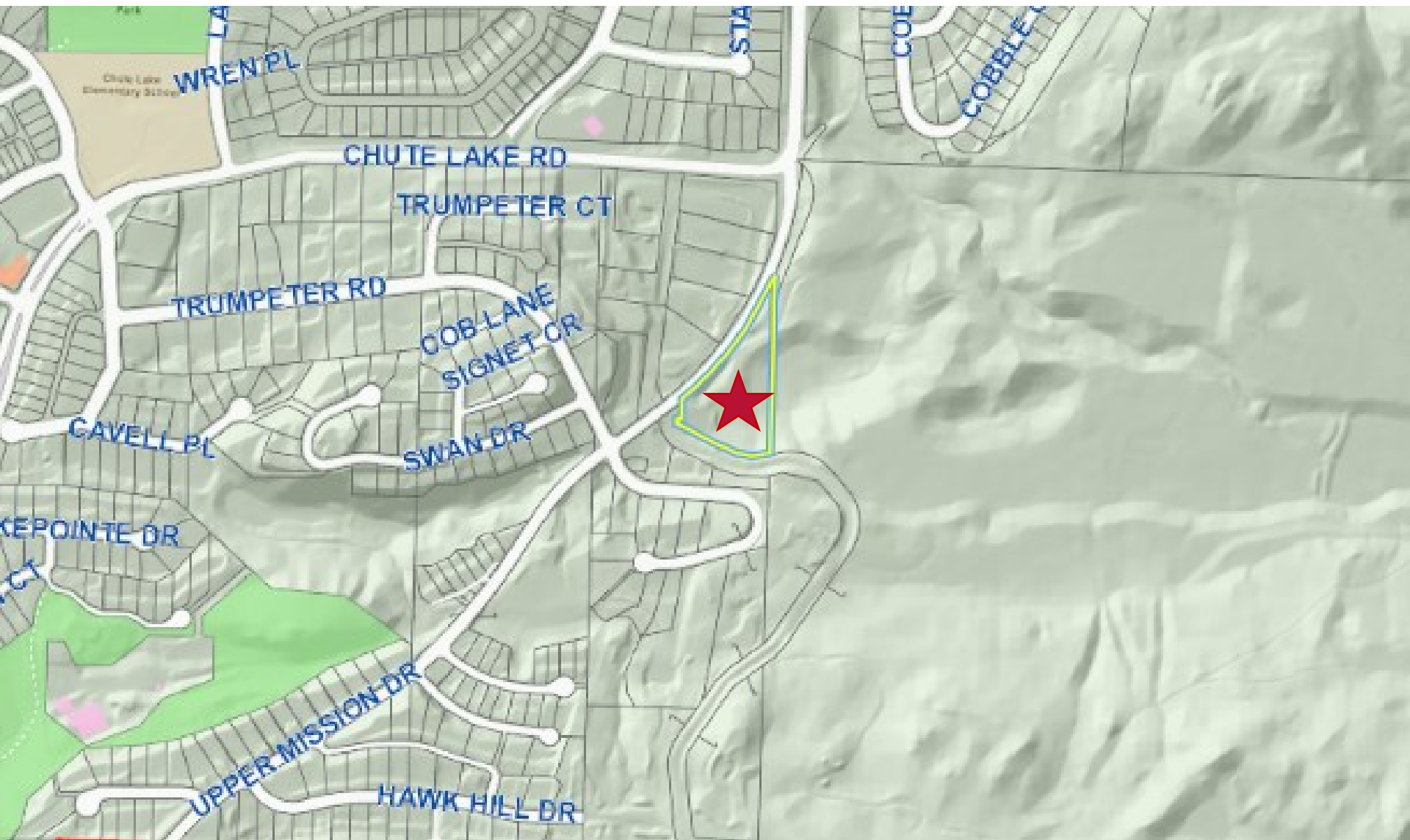
Public Hearing
Second & Third Readings

Final Reading

Subdivision/Building Permit

Council
Approvals

Context Map



OCP Future Land Use / Zoning



Subject Property Map



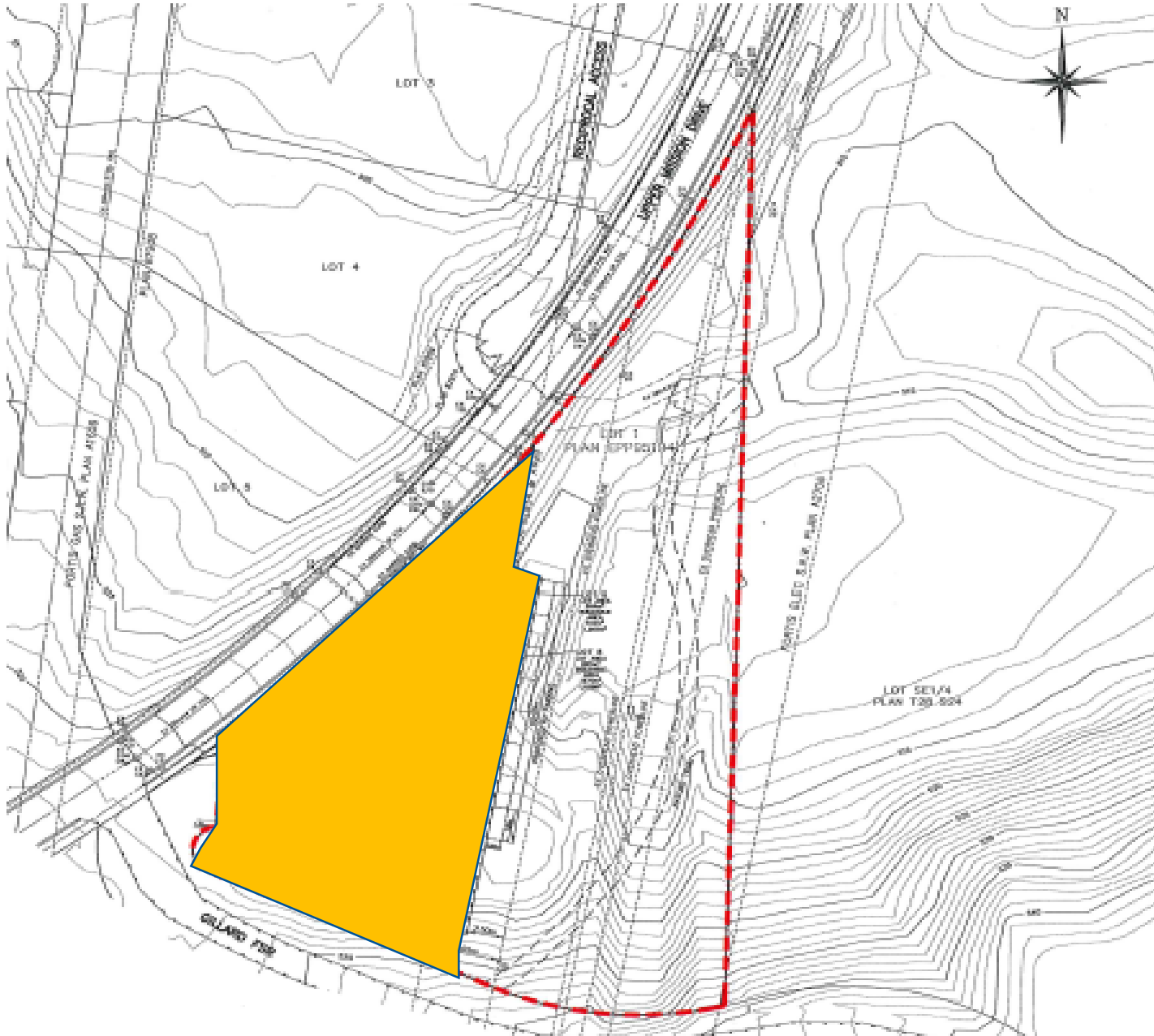
Street View



Proposal Overview



Conceptual Site Plan



Objective 5.2 Develop Sustainably

- ▶ **Policy .3 Complete Suburbs.** Support a mix of uses within Kelowna's suburbs, in accordance with "Smart Growth" principles to ensure complete communities. Uses that should be present in all areas of the City, at appropriate locations, including commercial, institutional, and all types of residential uses (including affordable and special needs housing) at densities appropriate to their context.
- ▶ **Policy .5 Integrated Land Use.** Integrate land use approaches wherever possible to improve opportunities for biodiversity, ecosystem connectivity, recreation, agriculture and local food production, while reducing conflicts.

Staff Recommendation

- ▶ Development Planning Staff recommend **support** for the Official Community Plan and Rezoning Amendment application
 - ▶ Meets suburban residential and park policies and objectives
 - ▶ Maintains over half of the property as park and open space
 - ▶ Limits residential accesses from Upper Mission Drive
 - ▶ Integrates well within existing area
 - ▶ Meets infill growth policies within the Permanent Growth Boundary



Conclusion of Staff Remarks



CITY OF KELOWNA
MEMORANDUM

Date: October 7, 2020
File No.: Z20-0079
To: Community Planning (WM)
From: Development Engineering Manager (JK)
Subject: 5347 Upper Mission Dr Plan EPP95194 Lot 1

Development Engineering has the following comments and requirements associated with this application to rezone from RR2c, RR3, and RR3c to Ru5 and P1 to accommodate a bare-land strata subdivision.

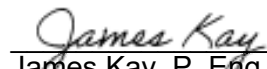
The Development Engineering Technologist for this project is John Filipenko ASCT

1. General

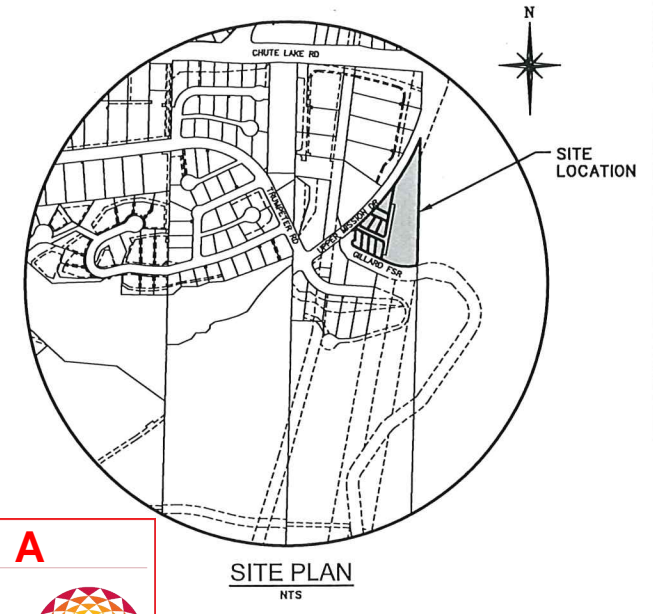
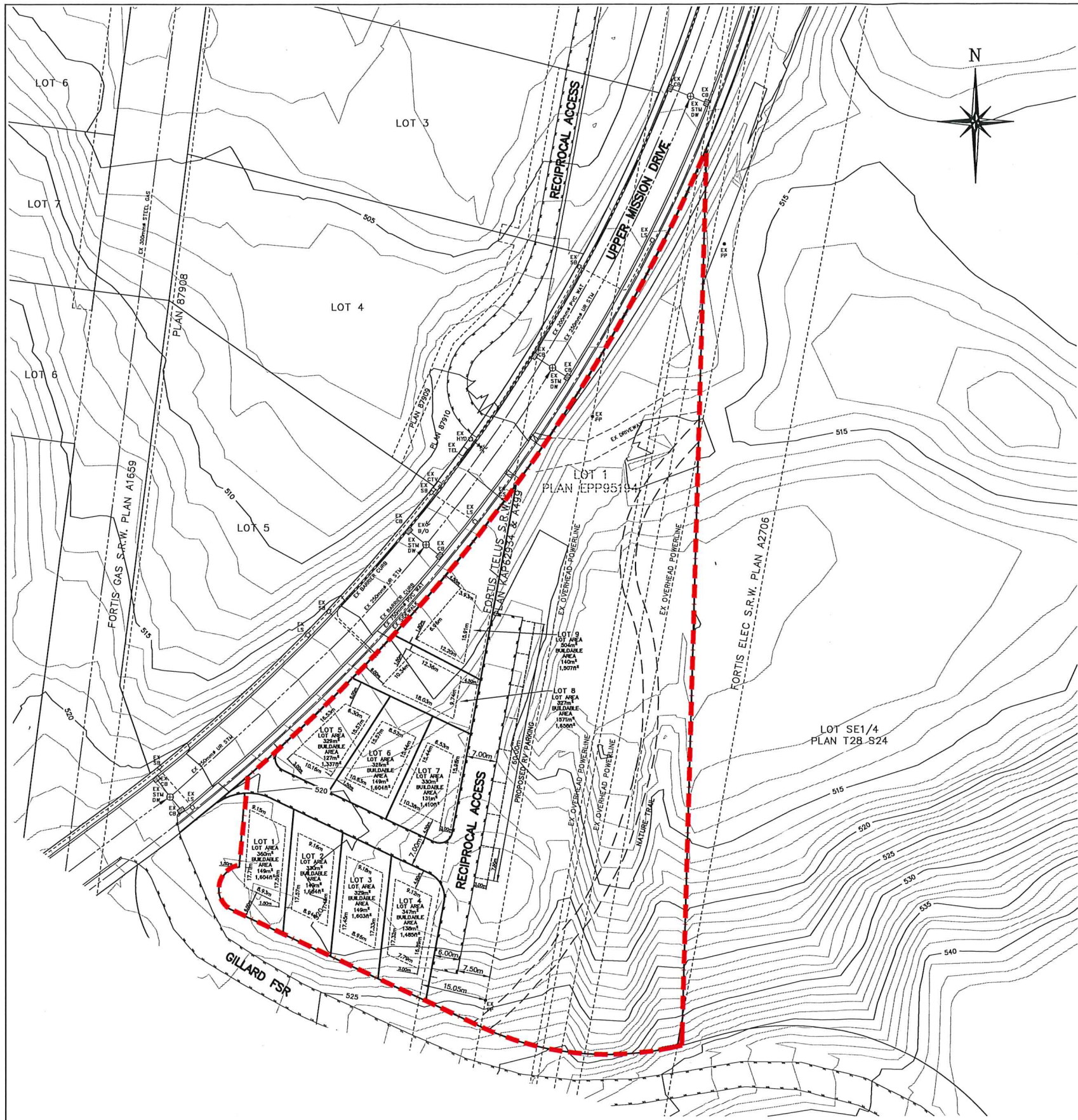
The proposed redevelopment includes the subject parcel being subdivided into 9 bare-land strata lots.

A subdivision application will require servicing that include the installation of additional services and construction of a new access to the site. The work will require road cuts, boulevard and pavement restoration.

Development Engineering is prepared to defer the requirements of the rezoning to the subdivision stage.


James Kay, P. Eng.
Development Engineering Manager

JF



ATTACHMENT A

This forms part of application
OCP20-0016/Z20-0079

Planner
Initials **WM**

City of Kelowna
COMMUNITY PLANNING

NOTES

LOCATIONS AND OFFSETS OF EXISTING UTILITIES ARE COMPILED FROM THE MOST RECENT INFORMATION AVAILABLE, BUT ARE NOT GUARANTEED ACCURATE, AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ALL UTILITIES NOT NECESSARILY SHOWN.

LEGAL DESCRIPTION

SUBDIVISION OF LOT 1, PLAN EPP95194,
SEC. 24, TP 28, S.D.Y.D.

LEGEND

--- SUBDIVISION BOUNDARY

--- EXISTING GROUND CONTOUR

UTILITIES

POTABLE WATER	CITY OF KELOWNA WATER UTILITY
NATURAL GAS	FORTIS BC NATURAL GAS
TELEPHONE	TELUS
ELECTRICITY	FORTIS BC
SEWAGE DISPOSAL	COMMUNITY (CITY OF KELOWNA)
FIRE PROTECTION	KELOWNA FIRE DEPARTMENT
GARBAGE COLLECTION	COMMUNITY (CITY OF KELOWNA)

PROPOSED ZONING

PROPOSED ZONING	RUS
LAND USE	SINGLE FAMILY URBAN RESIDENTIAL
PROPOSED SUBDIVISION AREA	1.15 ha.
TOTAL No. OF RUS LOTS	9
MINIMUM LOT AREA	325m ²
MINIMUM LOT WIDTH	12.0m
MINIMUM LOT DEPTH	25.0m

EXISTING ZONING

EXISTING ZONING	RR3
LAND USE	SINGLE FAMILY RURAL RESIDENTIAL
PROPOSED SUBDIVISION AREA	1.15 ha.
MINIMUM LOT AREA	1600m ²
MINIMUM LOT WIDTH	18.0m
MINIMUM LOT DEPTH	30.0m

PROPOSED SETBACKS

FRONT YARD	4.5m
SIDE YARD	1.5m
SIDE FLANKING YARD	3.0m
REAR YARD	6.0m

EXISTING SETBACKS

FRONT YARD	6.0m
SIDE YARD	2.0m
SIDE FLANKING YARD	4.5m
REAR YARD	7.5m

LEGEND	
CATCH BASIN	○ SANITARY MH (EXISTING OR FUTURE)
ELECTRICAL BOX	● SANITARY MH (PROPOSED)
HYDRANT	○ STM# STORM MH (EXISTING OR FUTURE)
VALVE	● STM# STORM MH (PROPOSED)
LAMP STANDARD	□ TRANSFORMER
UTILITY JUNCTION BOX	□

No.	DATE	BY	REVISION	CHK'D	No.	DATE	BY	REVISION	CHK'D

D.E. Pilling & ASSOC.
CONSULTING ENGINEERING
2200-540 Gower Avenue, Kelowna, B.C. V1Y 4T7
PH: 250.783.2315
FX: 250.783.6559
E: repp@pillings.ca

DATE	E. PILLING, P.ENG.
DRAWN	A.W.
DESIGN	PACE
APPROVED	D.E.P.
DATE	NOVEMBER 2019
SCALE	1:500

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT
5347 UPPER MISSION DRIVE
ESSENTIAL IDEA LTD.
PRELIMINARY LOT LAYOUT

CITY FILE No.	—
DRAWING NO.	2475-P1
DIVISION	REV. NO.
	0

CITY OF KELOWNA

BYLAW NO. 12217

Official Community Plan Amendment No. OCP20-0016 – 5347 Upper Mission Drive

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 for a portion of Lot 1 District Lots 24 Township 28 SDYD Plan EPP95194, located on Upper Mission Drive, Kelowna, B.C., from the PARK - Major Park/Open Space (public) designation to the S2RES – Single/Two Unit Residential designation as shown on Map A attached to and forming part of this bylaw ;
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

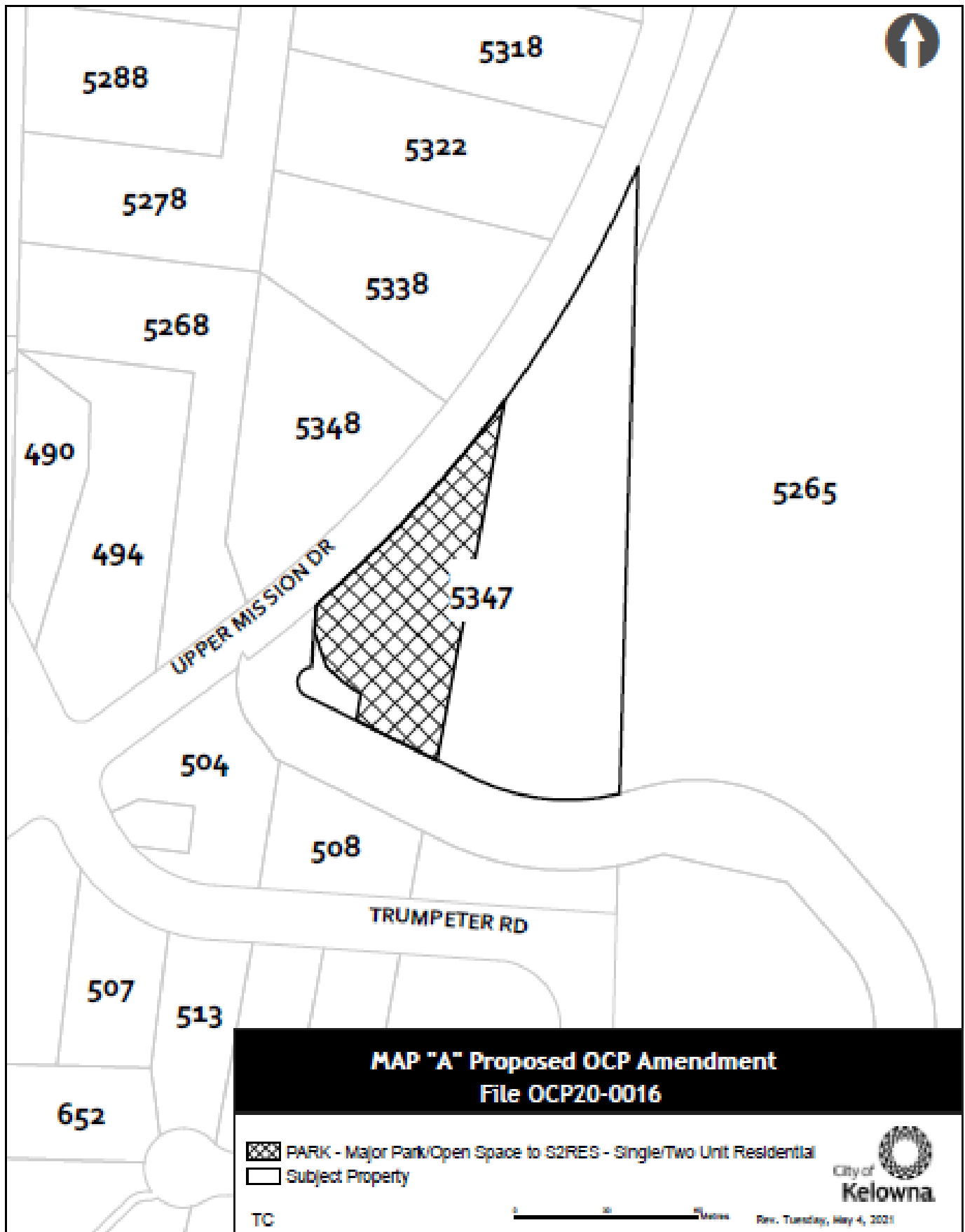
Considered at a Public Hearing on the

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. 12218

Z20-0079 - 5347 Upper Mission Drive

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of portions of Lot 1 District Lots 24 Township 28 SDYD Plan EPP95194 located on Upper Mission Drive, Kelowna, BC from the RR2c – Rural Residential 2 with Carriage House, RR3 – Rural Residential 3, and RR3c – Rural Residential 3 with Carriage House zones to the RU5 – Bareland Strata Housing and P3 – Parks and Open Space zones as shown on Map "B" attached to and forming part of this bylaw;
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

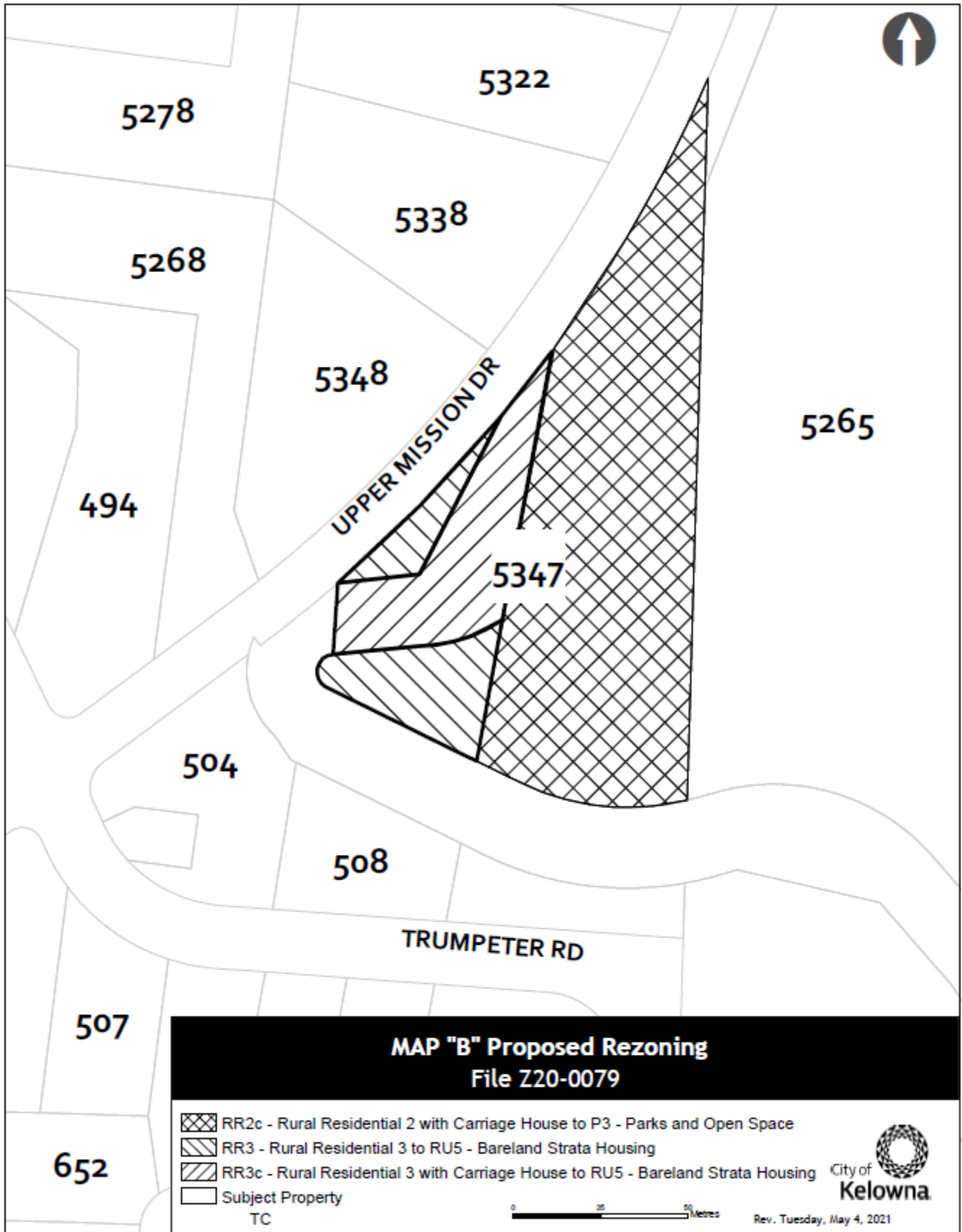
Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



REPORT TO COUNCIL



Date: May 31, 2021

To: Council

From: City Manager

Department: Development Planning Department

Application: Z21-0049

Owner: Nonis Developments LTD., INC
NO. BC0938873

Address: 5008 South Ridge Dr

Applicant: Mark Nonis

Subject: Rezoning Application

Existing OCP Designation: COMM - Commercial

Existing Zone: C1 – Local Commercial

Proposed Zone: C2 – Neighbourhood Commercial

1.0 Recommendation

THAT Rezoning Application No. Z21-0049 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 2 District Lot 1688S SDYD Plan KAP68647, located at 5008 South Ridge Dr, Kelowna, BC from the C1 – Local Commercial zone to the C2 – Neighbourhood Commercial zone, be considered by Council;

AND THAT Council, in accordance with Local Government Act s. 464(2), waive the Public Hearing for the Rezoning Bylaw;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the registration of a restrictive covenant on title precluding the use of the property for a gas bar.

2.0 Purpose

To rezoning the subject property from C1 – Local Commercial to C2 – Neighbourhood Commercial to allow additional commercial uses on the property, and to waive the public hearing.

3.0 Development Planning

Staff recommend that Council give initial consideration to the rezoning bylaw. There is limited commercial land available in the South Ridge neighborhood in the Upper Mission, with only two other commercially designated areas within 3 ½ kilometers. Allowing additional intensity of commercial use on the site is not expected to impact other commercial sites or negatively impact the surrounding residential neighborhood.

4.0 Proposal

4.1 Background

The application to rezone the subject property was considered by Council under Z15-0064 in 2016. The application and bylaw expired after 3rd reading in November 2017 as the applicant had not satisfied the engineering requirements. The applicant submitted another application to rezone the subject property in 2017 under Z17-0114, but it was cancelled before bylaw adoption. As such, the applicant has reapplied and is seeking to move forward with the rezoning.

The subject lot was created as part of the South Ridge neighbourhood. It was designaged C1 – Local Commercial in the Zoning Bylaw, which allows a limited degree of commercial activity.

The applicant has indicated that the uses permitted in the C1 zone are too limiting, and has applied to amend the bylaw to allow C2 – Neighbourhood commercial uses.

	C1 – Local Commercial	C2- Neighbourhood Commercial
Primary Uses	(a) agricultural machinery services (where uses was in existence prior to July 1st, 1998) (b) child care centre, major (c) community garden (d) gas bars (where uses was in existence prior to July 1st, 1998) (e) personal service establishments (f) retail stores, convenience	(a) animal clinics, minor (b) child care centre, major (c) community garden (d) financial services (e) food primary establishment (f) gas bars (g) health services (h) liquor primary establishment, minor (i) offices (j) participant recreation services, indoor (k) personal service establishments (l) public libraries and cultural exhibits (m) recycled materials drop-off centres (n) retail stores, convenience (o) supportive housing
Secondary Uses	(a) agriculture, urban (b) amusement arcades, minor (c) apartment housing (d) child care centre, minor (e) home based businesses, minor (f) residential security/operator unit	(a) agriculture, urban (b) amusement arcades, minor (c) apartment housing (d) child care centre, minor (e) group homes, minor (f) home based businesses, minor (g) residential security/operator unit (h) retail liquor sales establishment (C2rls only)

The C2 zone allows several uses which are not permitted in the C1 zone – most notably offices, food establishments and health services.

The C2 zone also allows gas bars. While staff support the C2 zone on the site to allow the majority of uses, staff believe that the traffic and noise impact of a gas bar or car wash at this location would be inappropriate to the neighbourhood. Staff recommend that if the zone is amended from C1 to C2, that it be

amended in conjunction with the registration of a restrictive covenant prohibiting the development of a gas bar or car wash.

4.2 Project Description

Due to the previous rezoning application submitted for the subject property in 2017, a Development Permit application was submitted in 2020 under DP20-0069 and was approved at the staff level. The subject property was developed in accordance with the Development Permit and currently exists under C2 zoning regulations. The existing building is located on the south side of Frost Road and the west side of South Ridge Drive and is two stories in height. There are designated commercial spaces on the main floor with residential units on the second floor and an 11 stall parking lot on the south side of the property.

4.3 Site Context

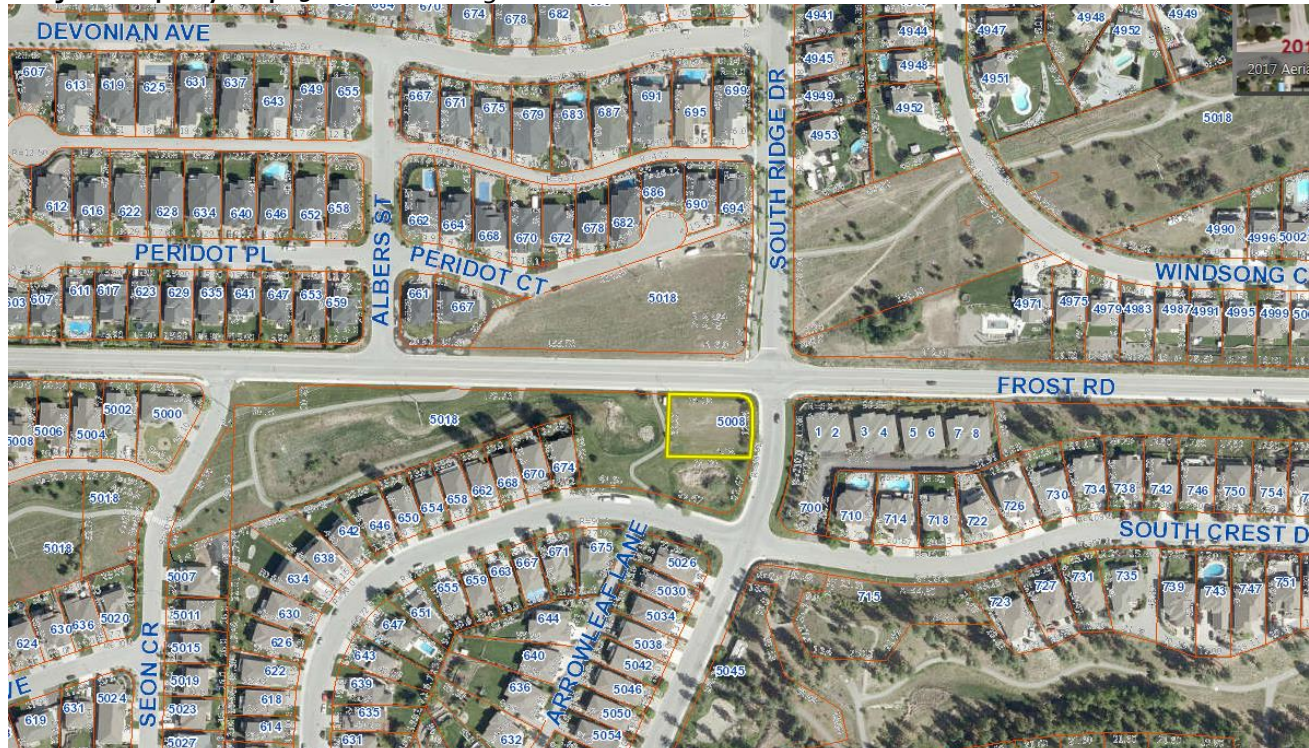
The subject property is in the Southwest Mission OCP Sector and is bordered on 3 sides by public park and open space, effectively buffering the site from residential development on 3 sides. There is a duplex complex across the road.

The site is well suited for commercial use on the corner of Frost Rd and South Ridge Dr and centrally located within the overall neighbourhood.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P3 – Parks and Open Space	Park
East	RM2 – Low Density Multiple Unit	Two Unit Residential
South	P4 - Utilities	Park
West	P4 - Utilities	Park

Subject Property Map: 5008 South Ridge Dr



5.0 Application Chronology

Date of Application Received: May 5, 2021
Date Public Consultation Completed: January 7, 2018

Report prepared by: Bronwyn Wydeman, Planner I
Reviewed by: Dean Strachan, Community Planning & Development Manager
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Conceptual Plans for DP20-0069



Z21-0049

5008 South Ridge Drive

Rezoning Application



Proposal

- ▶ To rezoning the subject property from C1 – Local Commercial to C2 – Neighbourhood Commercial to allow additional commercial uses on the property.

Development Process

May 5, 2021

Development Application Submitted



Staff Review & Circulation



Public Notification Received



May 31, 2021

Initial Consideration



Public Hearing
Second & Third Readings



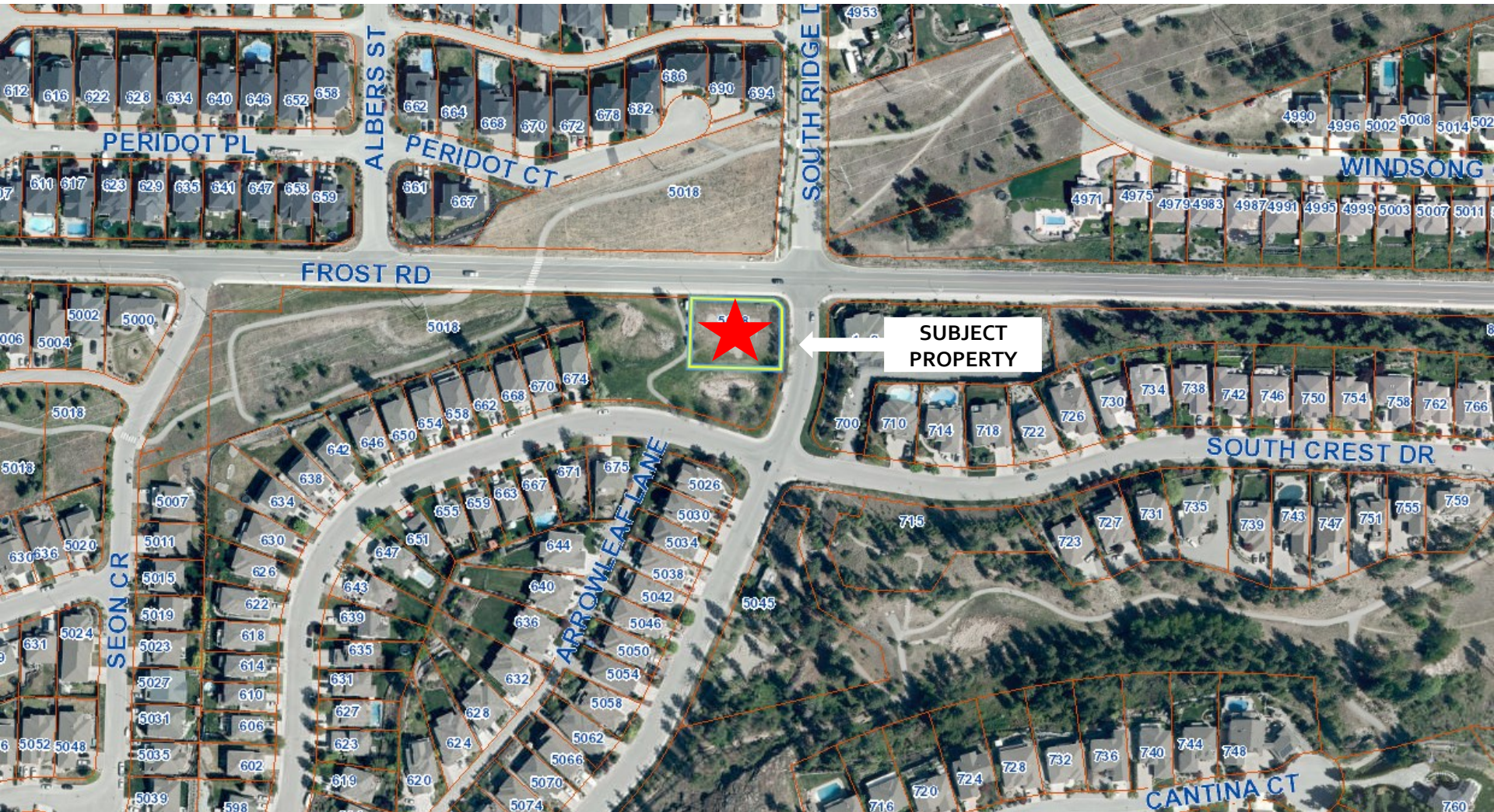
Final Reading
DP & Variances



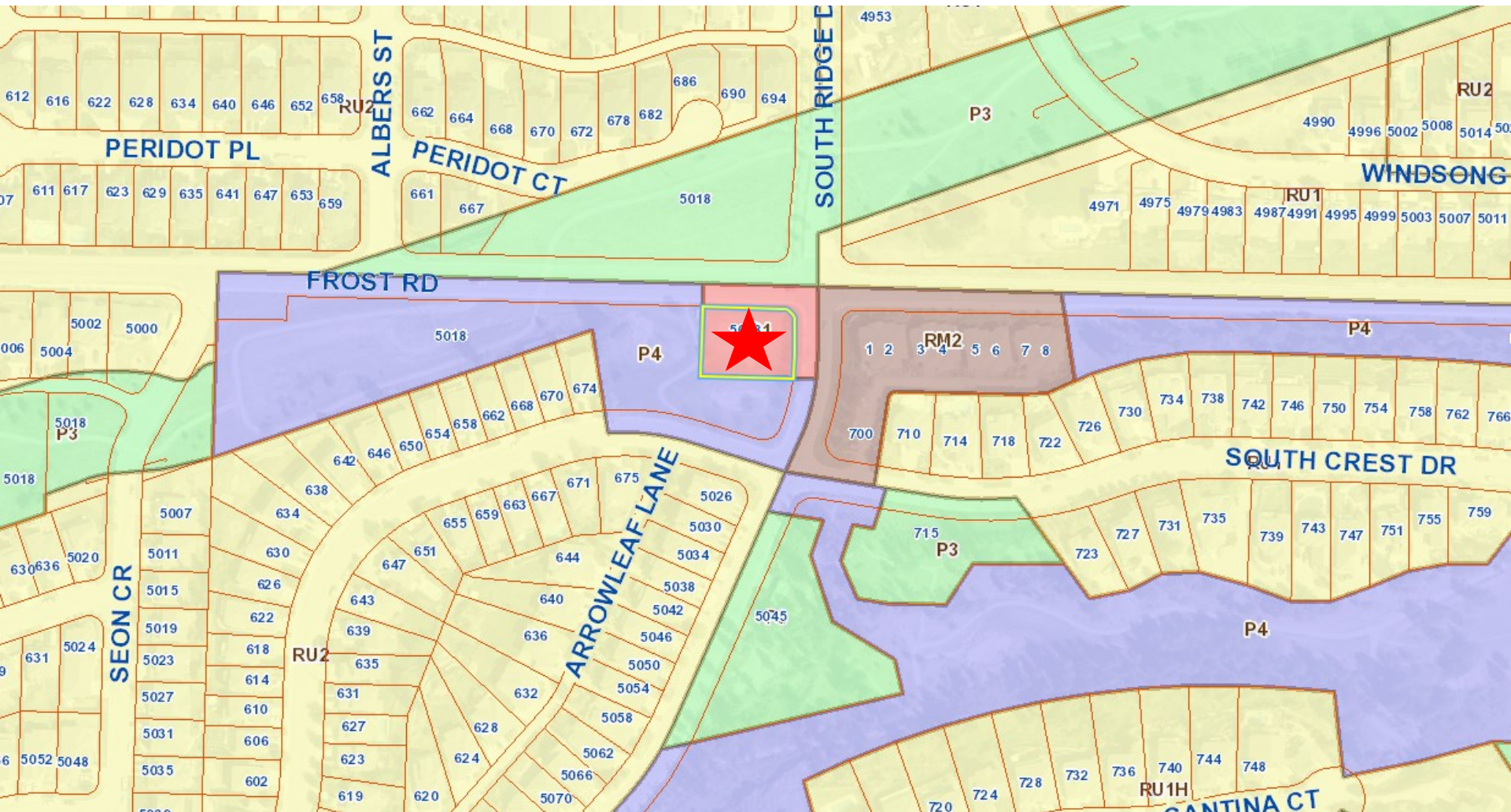
Building Permit

Council
Approvals

Context Map



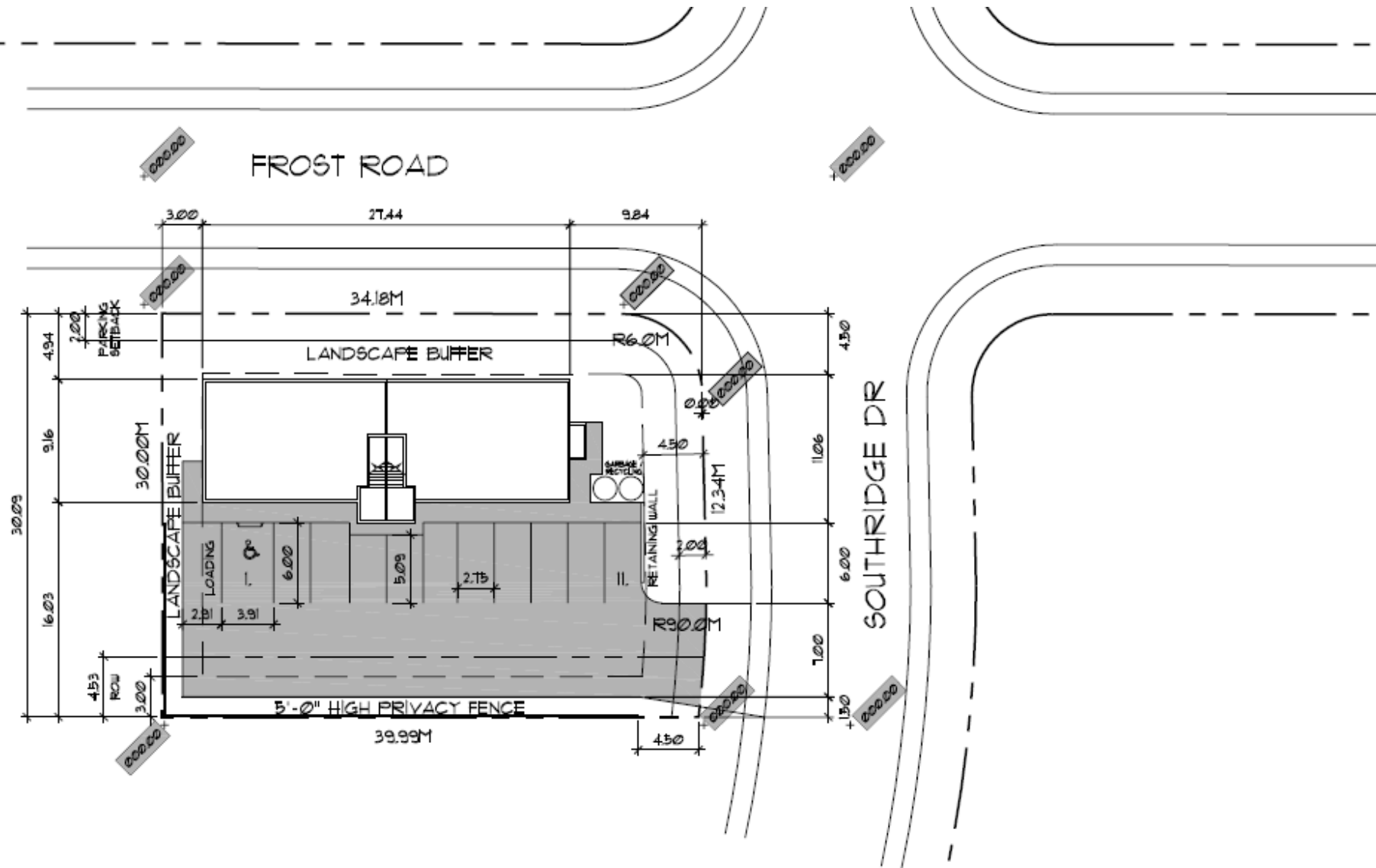
Zoning



Subject Property Map



Site Plan



Project/technical details

- ▶ Applicant has applied to rezone from C1 – Local Commercial to C2 – Neighbourhood Commercial
- ▶ Commercial on main floor with residential above
- ▶ Applicant has agreed to register covenant on site precluding site being used as gas bar or car wash

Project/technical details

	C1 - Local Commercial	C2- Neighbourhood Commercial
Primary Uses	<p>(a) agricultural machinery services (where uses was in existence prior to July 1st, 1998)</p> <p>(b) child care centre, major</p> <p>(c) community garden</p> <p>(d) gas bars (where uses was in existence prior to July 1st, 1998)</p> <p>(e) personal service establishments</p> <p>(f) retail stores, convenience</p>	<p>(a) animal clinics, minor</p> <p>(b) child care centre, major</p> <p>(c) community garden</p> <p>(d) financial services</p> <p>(e) food primary establishment</p> <p>(f) gas bars</p> <p>(g) health services</p> <p>(h) liquor primary establishment, minor</p> <p>(i) offices</p> <p>(j) participant recreation services, indoor</p> <p>(k) personal service establishments</p> <p>(l) public libraries and cultural exhibits</p> <p>(m) recycled materials drop-off centres</p> <p>(n) retail stores, convenience</p> <p>(o) supportive housing</p>

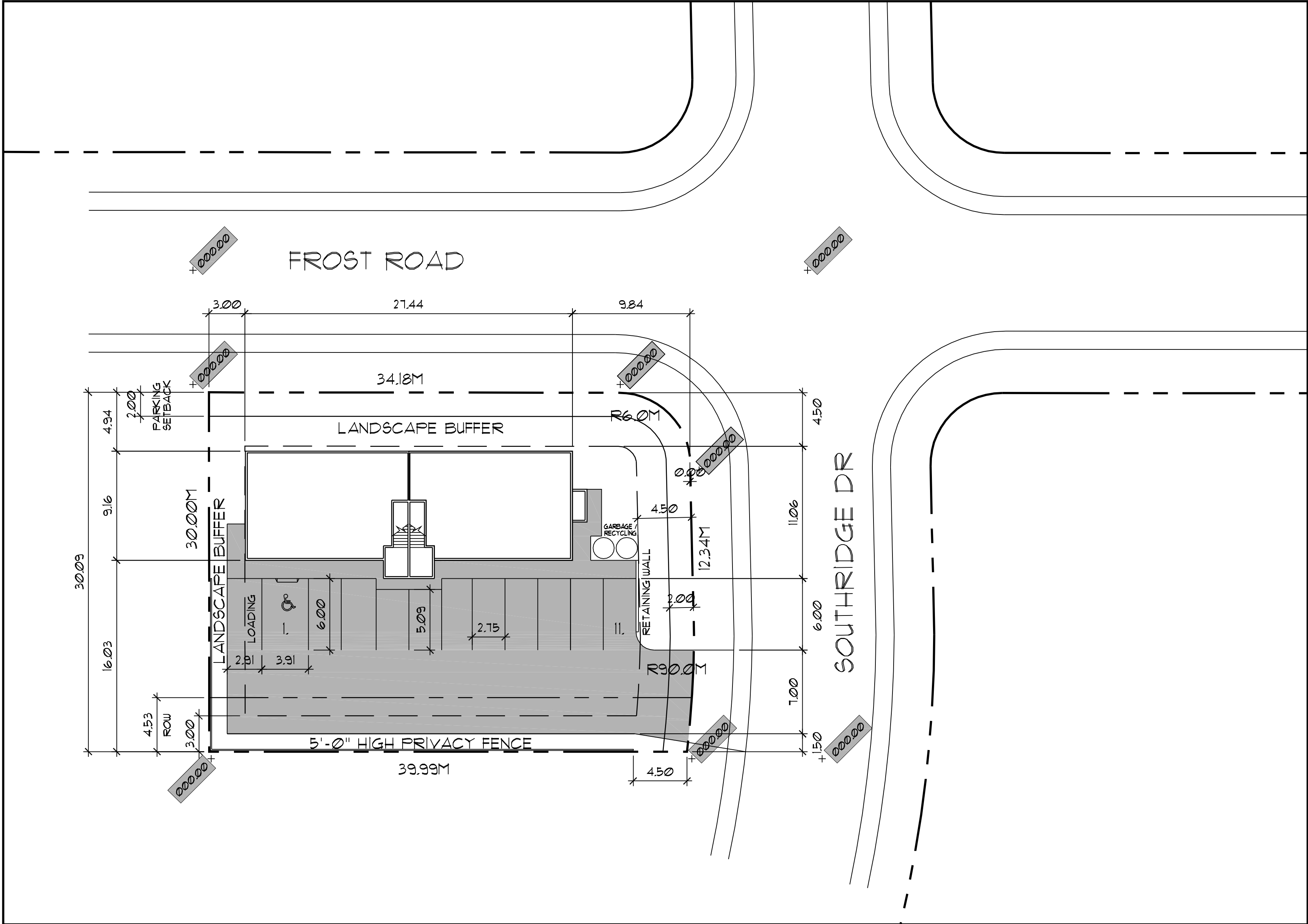
Staff Recommendation

- ▶ Staff recommend support of the proposed Rezoning:
 - ▶ Most additional uses are appropriate for the neighborhood
 - ▶ The use covenant will restrict those uses which are not appropriate

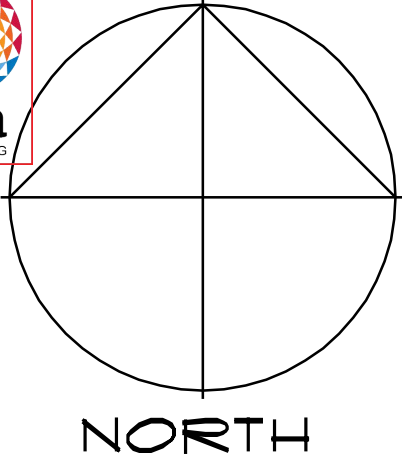


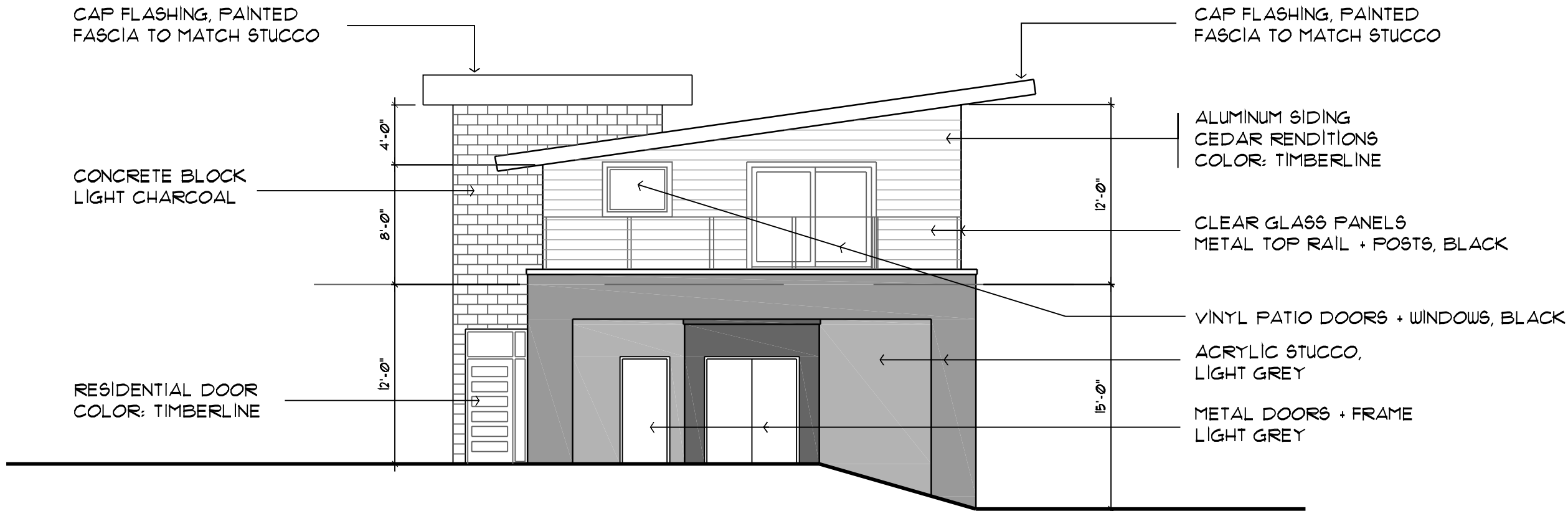
Conclusion of Staff Remarks

PROJECT DATA		
CIVIC ADDRESS: 5008 SOUTHRIDGE DRIVE		
LEGAL DESCRIPTION: LOT 2, PLAN 68647, DL , O.D.Y.D.		
CURRENT ZONING: C1 LOCAL COMMERCIAL		
ZONING BYLAW REQUIREMENTS		
SITE AREA: 12,995 SQ.FT. (1,207.3 SQ.M.)		
BUILDING AREA:		
MAIN FLOOR (SERVICE): 2,520 SQ.FT. (234.1 SQ.M.)		
SECOND FLOOR (RESIDENTIAL): 2,120 SQ.FT. (197.0 SQ.M.)		
4,640 SQ.FT. (431.1 SQ.M.)		
	REQUIREMENTS	EXISTING
LOT WIDTH	40.0m	30.0m
LOT DEPTH	30.0m	39.99m
LOT AREA	830 sq.m.	1,207.3 sq.m.
	PERMITTED	PROPOSED
FAR COMMERCIAL	0.3 (362.2 sq.m.)	0.19 (234.1 sq.m.)
FAR RESIDENTIAL	0.2 (241.5 sq.m.)	0.16 (197.0 sq.m.)
SITE COVERAGE	0.35 (422.6 sq.m.)	0.22 (260.1 sq.m.)
HEIGHT (m)	10.5m/ 2.5 STOREYS	9.0m/ 2 STOREYS
SETBACKS (m)		
FRONT (SOUTHRIDGE DRIVE)	4.5m	9.84m
SIDE (FROST ROAD)	4.5m	4.94m
SIDE (SOUTH)	3.0m	16.03m
REAR (WEST)	3.0m	3.0m
PARKING		
RETAIL @ 2.0/100 sq.m. GFA x 234.1 sq.m. = 5 STALLS		7 STALLS
RESIDENTIAL 2/UNIT = 4 STALLS		4 STALLS
LOADING @ 1/1900 sq.m. GFA = 1 STALL		1 STALL
BICYCLE PARKING		
CLASS I @ 0.2/100 sq.m. GLA or 1/10 EMPLOYEES = 1 SPACE		1 SPACES
CLASS II @ 0.6/100 sq.m. GLA = 2 SPACES		2 SPACES
LANDSCAPE BUFFERS (m)		
FRONT (SOUTHRIDGE DRIVE)	3.0m	4.5m
SIDE (FROST ROAD)	3.0m*	4.94m
SIDE (SOUTH)	3.0m*	OPAQUE BARRIER
REAR (WEST)	3.0m*	3.0m
		* OR OPAQUE BARRIER
LANDSCAPE TREATMENT LEVELS		
FRONT (SOUTHRIDGE DRIVE)	2	2
SIDE (FROST ROAD)	3	3
SIDE (SOUTH)	3	3
REAR (WEST)	3	3



SITE PLAN
SCALE: 1" = 20'-0"





SOUTHRIDGE ELEVATION

SCALE: 1/8" = 1'-0"



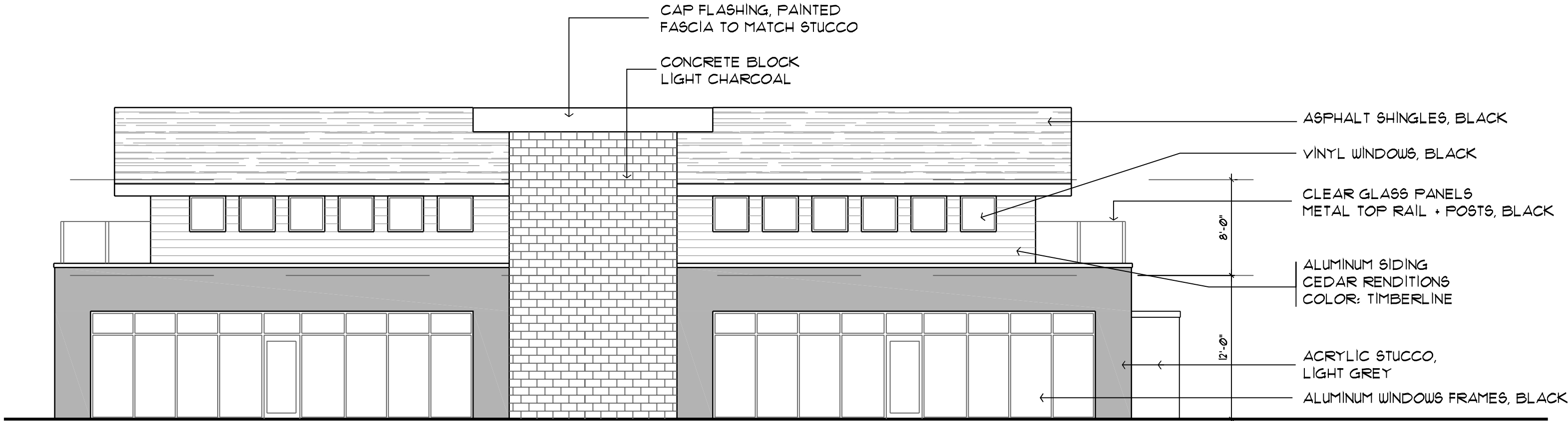
WEST ELEVATION

SCALE: 1/8" = 1'-0"



FROST ROAD ELEVATION

SCALE: 1/8" = 1'-0"



PARKING (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"

5008 SOUTHRIDGE DR, KELOWNA

LOT 2, PLAN 68647

SCALE: 1/8" = 1'-0"

ELEVATIONS

DATE: FEB 22020

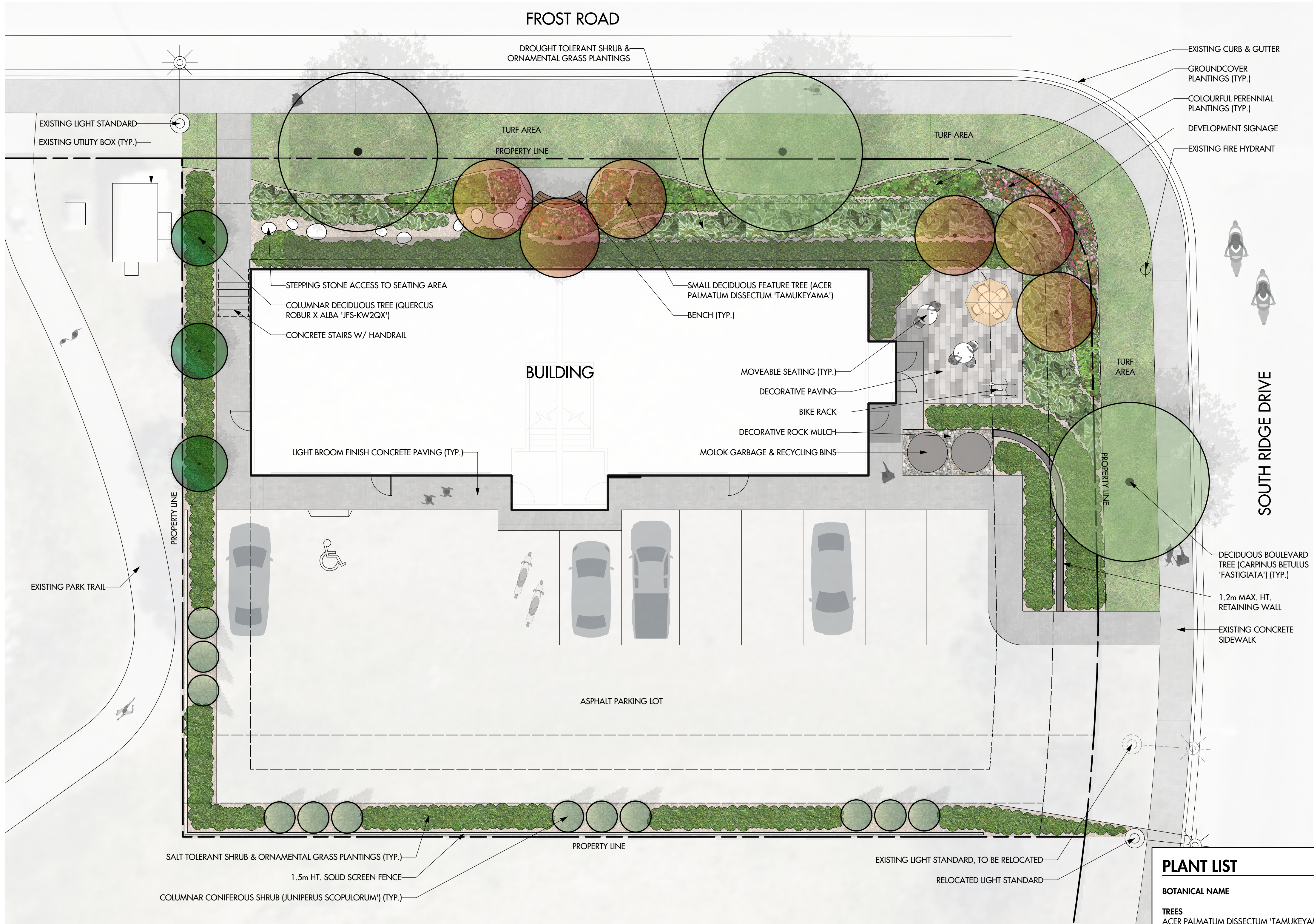
DRAWING No.

A3



OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

303 - 590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca

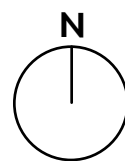


NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CSLA STANDARDS & ALL OFFSITE LANDSCAPE IMPROVEMENTS TO MEET CITY OF KELOWNA BYLAW 7900 REQUIREMENTS.
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 DOUGLAS RED FIR MULCH AS SHOWN IN PLANS. 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 PALMATUM DISSECTUM 'TAMUKEYAMA'	TAMUKEYAMA JAPANESE MAPLE	6	6cm CAL.
CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAM	3	6cm CAL.
QUERCUS ROBUR X ALBA 'JFS-KW2QX'	SKINNY GENES OAK	3	6cm CAL.
SHRUBS			
CORNUS SANGUINEA 'WINTER BEAUTY'	BLOOD TWIG DOGWOOD	7	#02 CONT. /1.8M O.C. SPACING
FORSYTHIA X INTERMEDIA 'MINDOR'	SHOW OFF FORSYTHIA	4	#02 CONT. /2.5M O.C. SPACING
JUNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNIPER	12	#15 CONT. /1.5M O.C. SPACING
PHYSCARPUS OPULENSIS 'MINDIA'	COPPERTINA NINEBARK	4	#02 CONT. /2.5M O.C. SPACING
PINUS SYLVESTRIS 'GLAUCOA NANA'	DWARF BLUE SCOTCH PINE	6	#02 CONT. /2.0M O.C. SPACING
RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	4	#02 CONT. /2.5M O.C. SPACING
SAMBUCUS NIGRA 'EVA'	BLACK LACE ELDERBERRY	6	#02 CONT. /2.0M O.C. SPACING
SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	7	#02 CONT. /1.8M O.C. SPACING
PERENNIALS, GRASSES & GROUNDCOVERS			
ARTEMISIA SCHMIDTIANA 'SILVER MOUND'	SILVER MOUND ARTEMISIA	17	#01 CONT. /0.9M O.C. SPACING
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FOERSTER'S FEATHER REED GRASS	9	#01 CONT. /1.2M O.C. SPACING
EUPATORIUM DUBIUM 'LITTLE JOE'	LITTLE JOE DWARF JOE PYE WEED	6	#01 CONT. /1.5M O.C. SPACING
HEMEROCALLIS 'RUBY STELLA'	RUBY STELLA DAYLILY	17	#01 CONT. /0.9M O.C. SPACING
IGULARIA STENOCEPHALA 'THE ROCKET'	THE ROCKET IGULARIA	6	#01 CONT. /1.5M O.C. SPACING
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	6	#01 CONT. /1.5M O.C. SPACING
PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	6	#01 CONT. /1.5M O.C. SPACING
MATTEUCIA STRUTHIOPTERIS	OSTRICH FERN	13	#01 CONT. /1.0M O.C. SPACING
SEDUM SPECTABILE 'AUTUMN JOY'	AUTUMN JOY STONECROP	17	#01 CONT. /0.9M O.C. SPACING



PROJECT TITLE
5008 SOUTH RIDGE DRIVE

Kelowna, BC

DRAWING TITLE

**CONCEPTUAL
LANDSCAPE PLAN**

ISSUED FOR / REVISION		
1	20.01.07	Review
2		
3		
4		
5		

PROJECT NO.	20013
DESIGN BY	KM
DRAWN BY	KM
CHECKED BY	FB
DATE	FEB. 7, 2020
SCALE	1:100
PAGE SIZE	24"x36"

SEAL



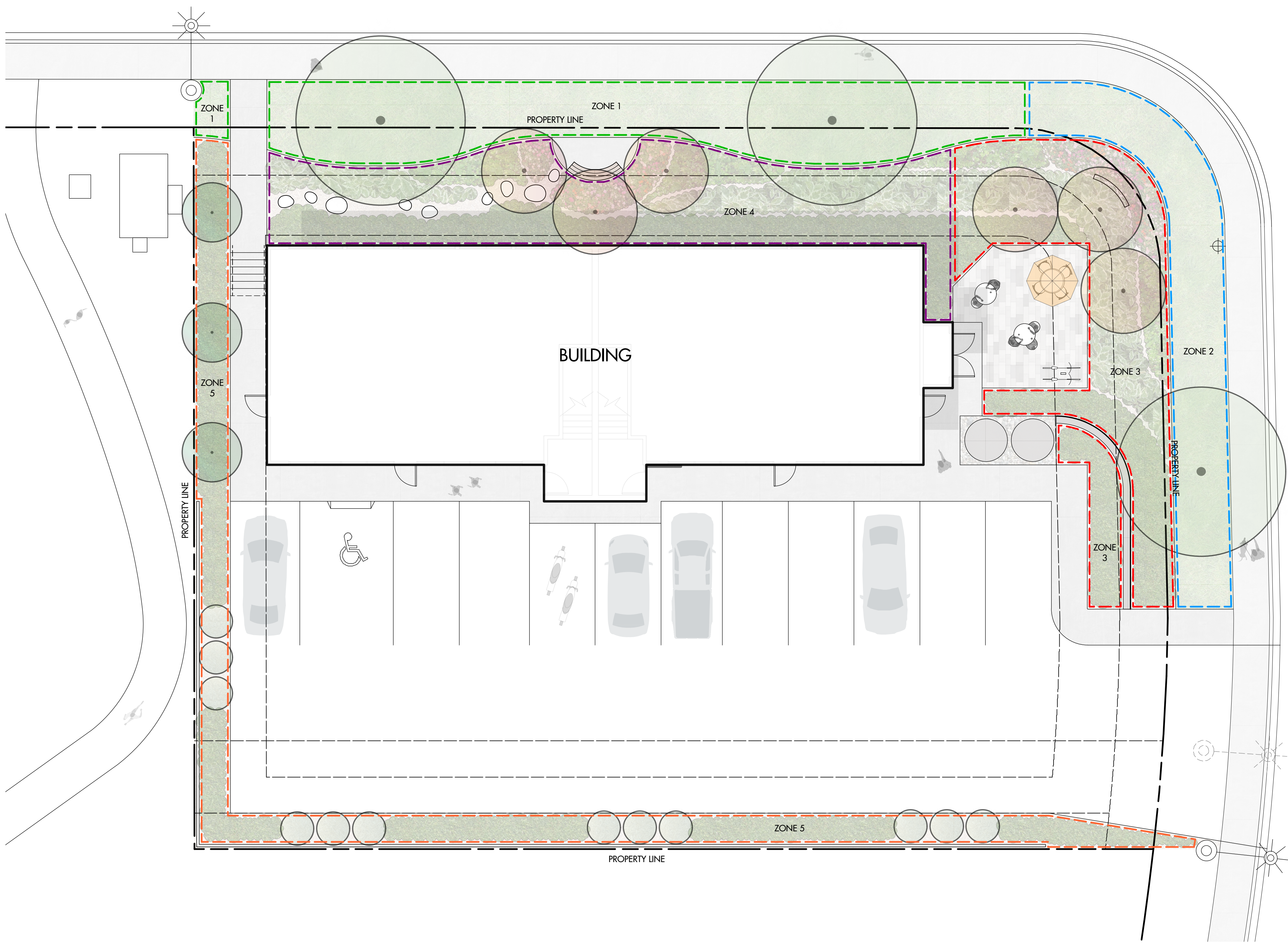
DRAWING NUMBER

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FROST ROAD



SOUTH RIDGE DRIVE

ATTACHMENT A

This forms part of application
Z21-0049

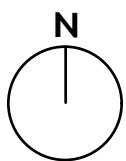
Planner Initials BW

City of Kelowna
DEVELOPMENT PLANNING



OUTLAND DESIGN
LANDSCAPE ARCHITECTURE

303 - 590 KLO Road
Kelowna, BC V1Y 7S2
T (250) 868-9270
www.outlanddesign.ca



PROJECT TITLE

5008 SOUTH RIDGE DRIVE

Kelowna, BC

DRAWING TITLE

WATER CONSERVATION
& IRRIGATION PLAN

ISSUED FOR / REVISION		
1	20.01.07	Review
2		
3		
4		
5		

PROJECT NO.	20013
DESIGN BY	KM
DRAWN BY	KM
CHECKED BY	FB
DATE	FEB. 7, 2020
SCALE	1:100
PAGE SIZE	24"x36"

SEAL



DRAWING NUMBER

L 2/2

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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. 10480 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 ET VALUE OF 7" / 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.

IRRIGATION LEGEND

- ZONE #1: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 100 sq.m.
MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 143 cu.m.
- ZONE #2: LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 61 sq.m.
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 87 cu.m.
- ZONE #3: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 98 sq.m.
MICROCLIMATE: EAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING
ESTIMATED ANNUAL WATER USE: 54 cu.m.
- ZONE #4: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 108 sq.m.
MICROCLIMATE: NORTHWEST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING
ESTIMATED ANNUAL WATER USE: 60 cu.m.
- ZONE #5: HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 96 sq.m.
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 51 cu.m.

WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 463 cu.m. / year
ESTIMATED LANDSCAPE WATER USE (WU) = 398 cu.m. / year
WATER BALANCE = 65 cu.m. / year
*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

CITY OF KELOWNA
BYLAW NO. 12222
Z21-0049
5008 South Ridge Drive

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1 District Lot 1688S SDYD Plan KAP68647 located on South Ridge Drive, Kelowna, B.C., from the C1 – Local Commercial zone to the C2 – Neighbourhood 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

Public Hearing waived by the Municipal Council this

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: May 31, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12134 for Z19-0118 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated May 31, 2021 with respect to the summary of correspondence received for Rezoning Bylaw No. 12134;

AND THAT Rezoning Bylaw No. 12134 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12134 and to give the bylaw further reading consideration.

Background:

On January 11, 2021, Council passed a resolution directing staff to recommend that Council waive the Public Hearing for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received. This resolution is in effect until the Order of the Provincial Health Officer regarding gatherings and events is rescinded or replaced to allow for in-person attendance at public hearings or until Council provides further direction on waiving public hearings.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Previous Council Resolution

Resolution	Date
AND THAT Council direct staff to recommend that Council waive the public hearing for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff, and are not expected to generate significant public input based on correspondence received at the time of the report to Council;	January 11, 2021

Discussion:

Rezoning Application Z19-0118 for 2405 Taylor Crescent was brought forward to Council for initial consideration on May 10, 2021. At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between May 12, 2021 and 9 am on May 25, 2021.

The Office of the City Clerk received no correspondence for this application.

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12134, located at 2405 Taylor Crescent, further reading consideration.

Internal Circulation:**Considerations applicable to this report:*****Legal/Statutory Authority:***

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Considerations not applicable to this report:***Existing Policy:******Financial/Budgetary Considerations:******External Agency/Public Comments:******Communications Comments:***

Submitted by: S. Woods, Legislative Technician

Approved for inclusion: S. Fleming, City Clerk

cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12134

Z19-0118

2405 Taylor Crescent

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

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

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

Read a first time by the Municipal Council this 10th day of May, 2021.

Public Hearing waived by the Municipal Council this 10th day of May, 2021.

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: May 31, 2021
To: Council
From: City Manager
Subject: Rezoning Bylaw No. 12138 for Z21-0013 Summary of Correspondence
Department: Office of the City Clerk

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated May 31, 2021 with respect to the summary of correspondence received for Rezoning Bylaw No. 12138;

AND THAT Rezoning Bylaw No. 12138 be forwarded for further reading consideration.

Purpose:

To receive a summary of correspondence for Rezoning Bylaw No. 12138 and to give the bylaw further reading consideration.

Background:

On January 11, 2021, Council passed a resolution directing staff to recommend that Council waive the Public Hearing for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff and are not expected to generate significant public input based on correspondence received. This resolution is in effect until the Order of the Provincial Health Officer regarding gatherings and events is rescinded or replaced to allow for in-person attendance at public hearings or until Council provides further direction on waiving public hearings.

The public has the opportunity to submit written correspondence for applications where the Public Hearing has been waived. Notification is done through signage on the subject property, newspaper advertisements, and mailouts in accordance with the *Local Government Act* and Development Application Procedures Bylaw No. 10540.

Previous Council Resolution

Resolution	Date
AND THAT Council direct staff to recommend that Council waive the public hearing for rezoning applications that are consistent with the Official Community Plan, have a recommendation of support from staff, and are not expected to generate significant public input based on correspondence received at the time of the report to Council;	January 11, 2021

Discussion:

Rezoning Application Z21-0013 for 4617 Fordham Road was brought forward to Council for initial consideration on May 10, 2021. At this meeting, Council passed a resolution to waive the Public Hearing and correspondence was accepted between May 12, 2021 and 9 am on May 25, 2021.

The Office of the City Clerk received one piece of correspondence and this has been circulated to Council. It is summarized as follows:

- one letter of concern/opposition

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following the public notification period, staff are recommending that Council give Rezoning Bylaw No. 12138, located at 4617 Fordham Road, further reading consideration.

Internal Circulation:***Legal/Statutory Authority:***

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the *Local Government Act* and upon considering correspondence submitted, Council may choose to:

- give a bylaw further reading consideration,
- advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Considerations not applicable to this report:***Existing Policy:******Financial/Budgetary Considerations:******External Agency/Public Comments:******Communications Comments:***

Submitted by: S. Woods

Approved for inclusion: S. Fleming, City Clerk

cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12138

Z21-0013

4617 Fordham Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 12 District Lot 357, ODYD, Plan 17105 located at Fordham Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU6 – Two Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 10th day of May, 2021.

Public Hearing waived by the Municipal Council this 10th day of May, 2021.

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. 12171

Z20-0089

4255 Bedford Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 2 Section 32 Township 29 ODYD Plan KAP76256 located at Bedford Road, Kelowna, BC from the RR1 – Rural Residential 1 zone to the RR1c – Rural Residential 1 with Carriage House zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 1st day of March, 2021.

Public Hearing waived by the Municipal Council this 1st day of March, 2021.

Read a second and third time by the Municipal Council this 22nd day of March, 2021.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: May 31, 2021

To: Council

From: City Manager

Subject: 2040 Official Community Plan Phase 4 Public and Stakeholder Engagement Results

Department: Policy and Planning

Recommendation:

THAT Council receives the report titled "2040 Official Community Plan Phase 4 Engagement Results" dated May 31, 2021 for information.

Purpose:

To provide Council with the results of the 2040 Official Community Plan Phase 4 Public Engagement results.

Background:

Following a series of reports introducing Council to the draft 2040 Official Community Plan, staff initiated Phase 4 public and stakeholder engagement process to get feedback on the draft, as per Council resolution R0033/21/01/11 "THAT Council direct staff to initiate the Phase 4 public and stakeholder engagement process, as outlined in the report from the Policy and Planning Department dated January 11, 2021."

The purpose of this report is to summarize the results of that engagement and share next steps as the 2040 OCP process approaches its final phase.

Discussion:

Public and stakeholder engagement is a critical component developing an Official Community Plan (OCP), as its long-term success requires buy-in from members of the community and stakeholders who play a role in bringing it from concept to reality. As such, the 2040 OCP journey has brought many people and perspectives to build the policy framework of the city's future and the result is a bold, forward-thinking plan that reflects the spirit and intent of Kelowna's community vision, outlined in *Imagine Kelowna*.

The 2040 OCP is intended to provide the highest-level policy direction for the city as it grows. As such, a key point of the engagement process has been to apply a city-level lens to the direction received during engagement. This means that staff have identified the overarching policy directions that address very specific comments received from participants and have applied those concerns across the city.

With the final engagement process coming to an end, this report aims to summarize the following:

- *The foundations of the plan continue to be supported.* Throughout the *Imagine Kelowna* process and the numerous engagement processes during the 2040 OCP update, staff have heard consistently that Kelowna residents would like to see the city accommodate growth by focusing more of it towards the Urban Centres and Core Area, slowing suburban growth at the edge of the city, preserving agricultural lands and natural areas and being better positioned to take action on climate change. The various engagement processes have also revealed that residents expect to see transportation investments, parks and supporting infrastructure be delivered to accommodate that growth.
- *Some topics in the draft will need further refinement.* While the Plan's foundations, including the 10 Pillars, continue to be affirmed, there are some aspects of how future growth would be accommodated that warrant more attention as staff refine the draft Plan during the remainder of Phase 4. While all feedback is considered, clear themes have emerged which will inform noteworthy changes for content refinements. These themes are summarized later in this report. The in-depth Phase 4 Engagement Summary is provided in Attachment 1.

The topics, issues and concerns raised by participants as part of this latest and final round of engagement were numerous and varied and it is not possible to capture all of the feedback in this report or in the Phase 4 Engagement Summary (see Attachment 1).

How Did We Get Here? Previous 2040 OCP Engagement

The 2040 OCP process is rooted in a robust public and stakeholder process that aimed to establish high level directions first with broader and more general engagement in earlier phases, and to refine those directions with more targeted objectives and policies in later phases with more focused engagement.

The Phase 4 engagement process is the last of a series of engagement processes for 2040 OCP review, excluding the public hearing process included as part of Phase 5. As such, it is important for Council to consider this feedback in the context of the previous engagement processes, particularly *Imagine Kelowna*, *Pick Your Path* and the Neighbourhood Expos. To that end, a summary of all the engagement processes that informed the draft 2040 OCP processes is outlined below.

Figure 1: 2040 Official Community Plan Development Phases



Imagine Kelowna

While not formally part of the 2040 OCP process, the engagement process and resulting community vision that is *Imagine Kelowna* was an important part of laying the foundation for the 2040 OCP.

Developing *Imagine Kelowna's* vision, goals and principles, as illustrated in Figure 2, involved one of the largest public engagement exercises in the City's history, engaging over 4,000 residents.

Figure 2: Imagine Kelowna Principles and Goals



These goals form the foundation of the draft 2040 OCP, including the plan's growth strategy and the 10 OCP Pillars. Importantly, this process laid the foundation for future engagement work.

Phases 1 and 2: Pick Your Path

Public engagement in the early phases gathered feedback on one of four possible growth scenarios through the *Pick Your Path* process. *Pick Your Path* feedback aligned with what the City heard during *Imagine Kelowna*, that participants were most supportive of future growth being targeted more towards the Urban Centres, but importantly, to also signal more growth in the surrounding Core Area in the form of residential infill to accommodate more housing variety. Growth in suburban neighbourhoods would be slowed, protecting agricultural lands and environmentally sensitive areas and prioritizing transportation options that would benefit the highest number of residents.

Phase 3: Neighbourhood Expos

Following Council's selection of a preferred growth scenario, a more detailed land-use plan and early iterations of the Plan's foundations (which would later become the OCP pillars) were developed, and this work was translated to the public through a series of "Neighbourhood Expos".

Feedback received as part this process suggested that participants were still supportive of focusing most growth into Urban Centres and the Core Area, limiting suburban growth to protect rural and agricultural lands. However, participants shared concerns about adequately servicing the proposed land uses with a mix of transportation options and utility infrastructure, a strong desire for more park space

in high growth areas, concern over the loss of tree canopy and urban vegetation to accommodate density, and building heights in the Urban Centres.

This engagement again reinforced continued support for the OCP's foundations, but policy work as part of the draft Plan would need to address these topic-based issues that are important to the community.

Phase 4 Public and Stakeholder Engagement

With due consideration of the feedback received through previous engagement, Phase 4 engagement intentionally focused less on how effectively the key directions of the Plan's objectives and policies deliver the growth strategy vision, and instead this phase of engagement set out to inform and consult with the public and stakeholders (see Figure 3) on:

- Key directions for Urban Centres;
- Promoting residential infill in the Core Area;
- Protection of agricultural lands and build-out of suburban neighbourhoods; and
- Climate action and environmental preservation

In response to limitations of COVID-19 restrictions, public and stakeholder engagement was impacted by restricting opportunities for in-person meetings and interactions. As such, most of the Phase 4 engagement was provided online with the exception of a public display at City Hall that allowed people to learn about the plan and provide feedback. As outlined in the Council report dated January 11, 2021, the engagement tactics included the following:

- Online surveys and an in-person interactive display
- Online focus groups and discussion forums
- Online stakeholder workshops
- Indigenous engagement

The level of participation from the community is outlined in Figure 4 (below) and in Attachment 1.

Online Surveys and In-Person Interactive Display

The OCP Phase 4 engagement process included a survey that was delivered both online through the *Get Involved* page and through an in-person interactive display made available at City Hall. The survey outlined key directions that the draft OCP was signaling to support the plan's growth strategy and OCP Pillars, and participants were asked to what extent they supported these directions. Participants also had an open-ended opportunity to provide additional thoughts on the draft Plan.

Figure 3: Citizen and Stakeholder Groups



Figure 4: Phase 4 Participation at a Glance.



Support for the key directions was high, with 87% of respondents indicating they mostly supported directions the draft Plan. Where respondents indicated that they mostly, somewhat, or did not support the key directions, they were asked to elaborate on what they felt was missing. A summary of the themes from this process is outlined in the Attachment 1: Phase 4 Engagement Summary.

Online Focus Groups and Discussion Forums

Staff hosted three 90-minute online focus groups to engage with Kelowna citizens on key directions for 3 theme areas: 1) climate action and environment, 2) Urban Centres and residential infill, and 3) suburban neighbourhoods and agricultural lands. During each session, participants were presented with an overview of the Plan's key policy directions and approach. Participants were then asked what they liked about the key directions, what needed improvement and what was missing. The results of these focus groups are summarized in Attachment 1: Phase 4 Engagement Summary.

Participants also had the opportunity to ask questions and subject matter experts answered during the live session. Any questions that went unanswered were posted and responded to on the *Get Involved* site.

Stakeholder Workshops

Staff hosted a series of over 30 workshop sessions with key community stakeholders between December 2020 and May 2021. The purpose of these sessions was to review the draft plan with local businesses, education, community health and wellness interests, as well as other levels of government to get detailed feedback on its content. The sessions held and the resulting themes are outlined in detail in Attachment 1: Phase 4 Engagement Summary.

Attachments 2 – 11 include the written feedback from stakeholders as well as individuals and organizations that were not part of the stakeholder engagement process. This feedback will be included as part of refinement of the draft OCP.

Indigenous Engagement

In keeping with the Truth and Reconciliation Calls to Action, the City has worked to ensure that the development of the 2040 OCP is representative of the diverse voices of Indigenous communities in the area. In September 2019, the City engaged the services of a local Indigenous consultant to assist in the development and delivery of a process to engage with Indigenous communities and to ensure policies are crafted with an Indigenous lens. Engagement sessions followed shortly after and concluded in early 2020 with the following organizations:

- Westbank First Nation (including Chief and Council, the Elder's Council, the Youth Council, the Family Programming Group and staff)
- Okanagan Indian Band (including Chief and Council and staff)
- Okanagan Nation Alliance
- Ki-Low-Na Friendship Society
- Kelowna Metis Association

At their request, OKIB staff have informed OKIB Chief and Council about the directions of the draft OCP with materials provided by the City. Staff have confirmed that no additional comments or concerns were raised during these discussions. Westbank First Nation and the Okanagan Nation Alliance will be available to provide feedback in June 2021, and staff will strive to incorporate any such feedback as part of the OCP refinement process during Phase 4.

Major Themes Identified

Major themes that were identified throughout Phase 4 engagement process are outlined below in Figure 5. While all feedback is being considered during the plan refinement process, these themes will likely require greater consideration through the plan refinement process. It is worth re-iterating that the majority of engagement participants are fully or mostly supportive of the directions in the plan, so the concerns and considerations constitute a much smaller sampling of engagement participants.

Figure 5: Phase 4 Engagement Major Themes

Excitement about draft OCP	Concerns about draft OCP	Considerations for OCP Refinement
Overall Document Structure & Implementation		
The OCP Pillars have a high level of support.	The OCP Pillars rely too much on technical language, and at times their intent is unclear.	Develop refined wording to better articulate the intent of each pillar.
Support for the draft Plan's foundations (Pillars, key directions) remains strong.	There needs to be a stronger commitment by the City to follow the Plan. Currently, there are too many OCP amendments.	Provide more clarity on the role of the OCP as a guiding document as well as the role of implementation actions to follow its adoption.
Positive comments/sentiment on the scope and comprehensive nature of the draft Plan.	The document is very long and at times it can be difficult to find and understand relevant policies.	Seek opportunities to reduce and consolidate policies where possible. Continue to develop online version of the document in keeping with "Online First" approach that will improve searchability to find relevant policies.
Urban Centre Development		
There is high level of support for key directions to focus employment and higher density housing forms in Urban Centres.	There are concerns about the proposed height policies, particularly in Pandosy and Downtown.	Re-examine height policies and maps for Urban Centres.
There is high level of support for key directions to reinforce Urban Centres as the city's largest activity hubs.	Public safety remains a concern, particularly Downtown and in parks.	Explore opportunities for broad policy direction regarding public safety. Feedback to be provided to other city departments for consideration in future planning work as part of OCP implementation
There is support for aligning density along key transit corridors, with Urban and Village Centres as hubs.	Consider allowing for more commercial uses along Transit Supportive Corridors.	Review Future Land Use and Core Area policies related to Transit Supportive Corridors.
Housing and Residential Infill		
There is a high level of support for approach to providing greater housing variety in Core Area and Urban Centres.	More emphasis is needed on housing affordability, particularly housing that meets the needs of existing residents and families.	Seek opportunities for greater emphasis on affordability in OCP and future implementation actions. Prioritize residential infill strategy as an implementation action.

The provision of more context sensitive infill is supported.	There needs to more attention paid to the design of infill (form and character), the retention of trees and greenery, and parking.	Review the Form and Character Design Guidelines in the draft plan. Use feedback to guide more detailed implementation actions.
Support for residential infill that is sensitive to heritage contexts.	Future land use and policies needed to be stronger to adequately protect Heritage Conservation Areas.	Review Core Area and Heritage policies and land use in the draft plan. Use feedback to guide future heritage planning.
Suburban Neighbourhoods and Rural Lands		
There is a high level of support for the approach to slowing growth in the suburban neighbourhoods and protecting agricultural lands.	Some residents were concerned that this approach would create more housing affordability challenges, while others wanted to the City to take a harder stance on slowing suburban growth.	Clarify the intent of the "Stop Planning New Suburban Neighbourhoods" Pillar (including associated policy language and implementation actions). Do not modify the Growth Strategy.
There is support for completing the remaining suburban neighbourhoods and improving livability.	There is a desire for more clarity on the role of suburban Village Centres and flexibility for housing types in those neighbourhoods.	Review the Suburban Neighbourhoods chapter to provide greater clarity for the plan's vision for that district.
Equity and Inclusion		
There is a high level of support for key directions that address equity and inclusion.	The draft Plan's policies seem vague and are lacking in specifics.	Explore opportunities for additional policy and greater emphasis for the role of implementation actions.
Transportation, Parks and Infrastructure		
Residents are eager for greater emphasis on active transportation and transit options.	Investments in corresponding infrastructure needs to keep pace with growth.	Provide feedback to inform finalization of the Transportation Master Plan.
The emphasis on providing more parks and public spaces in high growth areas/urban locations was widely supported.	Greenspace in general needs to be better protected, especially in the Urban Centres, the Core Area and along the lake. Tree canopy retention is vital.	Continue to emphasize new parks in high growth areas. Clarify how other issues like tree protection will be addressed as part of the implementation plan.
Climate Change and Natural Environment		
General sentiment of climate action and community responsibility is valued in the draft Plan's approach.	Targets need to be more aggressive, and the City needs to start taking more decisive action.	Explore refinements to climate related policies. Examine the climate action implementation activities to ensure high impact.
Environmental protection is a strong focus area of the community, and strong agreement to protect and maintain environmental systems integrity.	Concern about the City's commitment to take the necessary steps to have meaningful impact on environmental protection and climate resiliency.	Clarify the role of implementation actions related to environmental protection. Ensure OCP environmental indicators are selected to carefully monitor progress.

Next Steps

As outlined above, the next steps in the OCP planning process will focus on refinements to the draft Plan. As these refinements take place, staff will continue to collaborate with stakeholders to ensure that the refined OCP content balances as many of the community sentiments while achieving the Plan's growth strategy objectives.

Of note, the Parks Planning team will be coming forward with a parks report to update Council on the corresponding parks approach to support the 2040 growth strategy in the coming weeks. As noted in the public engagement summary report, the inclusion of green space, parks and tree canopy coverage is a key ingredient to support urban livability as the city grows and densifies.

As outlined in Figure 6, refinements will take place throughout Summer 2021, with a revised draft OCP presented to Council for their consideration later this year. At that time, Council will decide to initiate the bylaw reading process, public hearing and final approval.

Figure 6: Remaining Phases in 2040 OCP Process



Conclusion:

The purpose of Phase 4 engagement was to hear from city-wide voices and to use their knowledge to inform and refine the draft policy intentions during the final phase of drafting the Plan. The objectives and policies reflect what Kelowna needs to accomplish city-building that is transformational and affirming of our citizens vision. Engagement has been comprehensive and extensive, and this final phase of outreach has captured a general sentiment that our residents are passionate about the path forward for a livable, sustainable, and resilient future city.

With the completion of the Phase 4 engagement, the 2040 OCP process is moving towards its final stages. The engagement volume and significant feedback from citizens and community stakeholders has underscored that the community is excited for a 2040 OCP that gives our community a renewed growth strategy direction to guide current and future city-wide growth decisions. This rich, valuable content equips staff to make adjustments to the draft Plan and continue forward for Council's consideration with the OCP adoption before year end.

Internal Circulation:

Planning & Development Services
Partnerships & Investment
Development Planning
Infrastructure

Corporate Strategic Services
Active Living and Culture
Integrated Transportation
Infrastructure Engineering
Parks and Buildings
Communications

Legal/Statutory Authority:

Local Government Act, Section 471-478

Existing Policy:

Imagine Kelowna
2030 Official Community Plan
Council Policy No. 372: Engage Policy

Submitted by: R. Miles, OCP Project Planner

Approved for inclusion:



D. Noble-Brandt, Dept. Manager of Policy & Planning

Attachments:

1. 2040 Official Community Plan Phase 4 Engagement Summary Report
2. Submission from Kelowna South Central Association of Neighbourhoods, dated March 17, 2021
3. Letter from Argus Properties Ltd., dated March 25, 2021
4. Letter from Ministry of Agriculture, Food and Fisheries, dated March 26, 2021
5. Email from Okanagan Mission Residents Association / Kettle Valley Neighbourhood Association dated March 30, 2021
6. Report from Agricultural Land Commission, dated March 31, 2021
7. Submission from Watt Road property owners dated March 31, 2021
8. Letter from Uptown Rutland Business Association dated April 7, 2021
9. Resolution from Agricultural Advisory Committee dated April 8, 2021
10. Letter from Urban Development Institute – Okanagan Chapter dated May 4, 2021
11. Letter from Kelowna Chamber of Commerce dated May 14, 2021



City of
Kelowna

Engagement summary report:

2040 Official Community Plan | Phase 4

Spring 2021

Purpose of engagement: To inform and consult with citizens and stakeholders on key directions being taken with the Official Community Plan

Engagement timeline: January to May 2021





Table of contents

Executive summary	1
The road to 2040: looking back on our engagement journey	2
Participation pathway, OCP 2018-2021	2
Phase 4 engagement overview.....	3
Engagement strategy	3
Ways that we engaged	3
What we heard	4
Key themes	4
Survey results	5
Virtual focus groups	17
Online discussion forums	18
Social media key themes	19
Stakeholder feedback	19
Conclusion	21
Public outreach.....	22
Engagement feedback	22
Survey.....	22
Focus groups.....	22
About our survey participants	23
Appendix A: Engagement Phases 1-3.....	25
Phase 1-2 Recap: Pick Your Path	25
Phase 3 Recap: Neighbourhood Expos.....	25

Executive summary

Kelowna is a uniquely desirable place to live, offering a wide array of opportunities to work, play, learn and belong. As a result, it's quickly growing and evolving – how we grow matters because it affects all of us. The 2040 Official Community Plan (OCP) is about making the right choices in shaping our community's collective future.

Public engagement

The 2040 OCP journey has brought many people and perspectives to build the policy framework of our city's future – the result is a bold, forward-thinking plan that reflects the spirit and intent of our community vision, outlined in Imagine Kelowna.

The draft 2040 OCP, presented to the public for feedback in early 2021, is the result of years of dialogue with the public and stakeholders.

This final round of consultation sought to build on earlier engagement to ensure the plan's key directions met the community's expectations and to understand how or where it might be improved.

This report recaps the entire engagement process to date and provides detailed overview of Phase 4 engagement activities (page 3) and results, including: key themes (page 4) and what we heard via survey participation (page 5), virtual focus groups (page 17), online discussion forums (page 18), and stakeholder meetings (page 19).

Next steps

As we harness input to complete plan refinements, the final plan will represent the collection of voices from across our community.



The road to 2040: looking back on our engagement journey

In 2018, the City of Kelowna began the process to update its Official Community Plan and Transportation Master Plan (TMP); however, the development of the OCP began, in large part, with our Imagine Kelowna community vision.

The goals within Imagine Kelowna acted as the foundation for the OCP, and the OCP's key directions set out to achieve the goals laid out by the community through this extensive visioning exercise.

Participation pathway, OCP 2018-2021

Following Imagine Kelowna, both the OCP and TMP projects have undertaken separate and joint public and stakeholder engagement initiatives. The complete journey is summarized here.

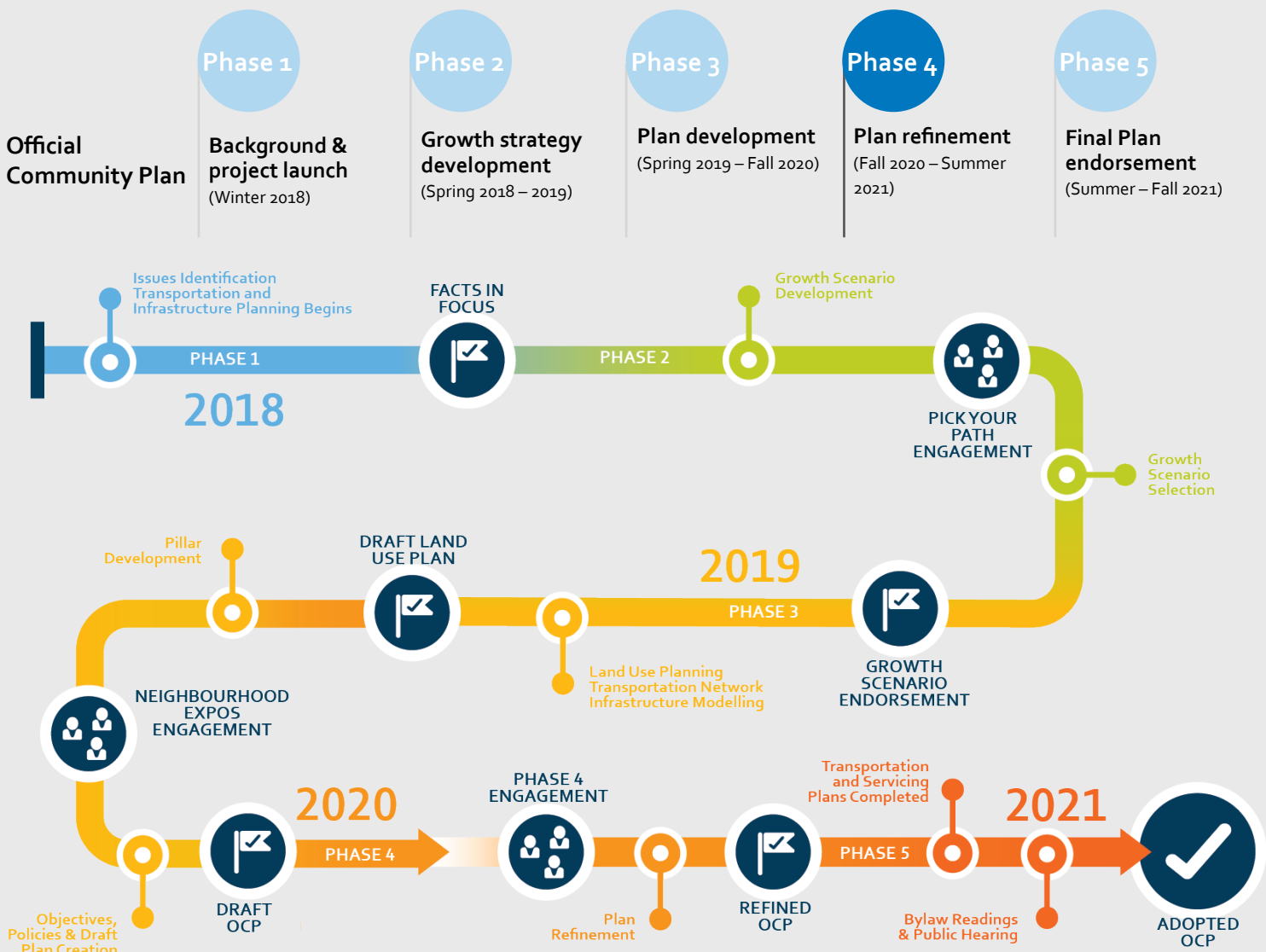




Figure 1. Summary of public participation, 2018-2021. See Appendix A for a detailed summary of OCP engagement phases 1-3

Phase 4 engagement overview

In 2021, the draft 2040 OCP was presented to the public and engagement was designed to build on earlier rounds of public engagement, including Imagine Kelowna. The remainder of this report focuses on feedback received through 2020 public engagement activities and includes brief summaries of stakeholder engagement activities and results.

Engagement strategy

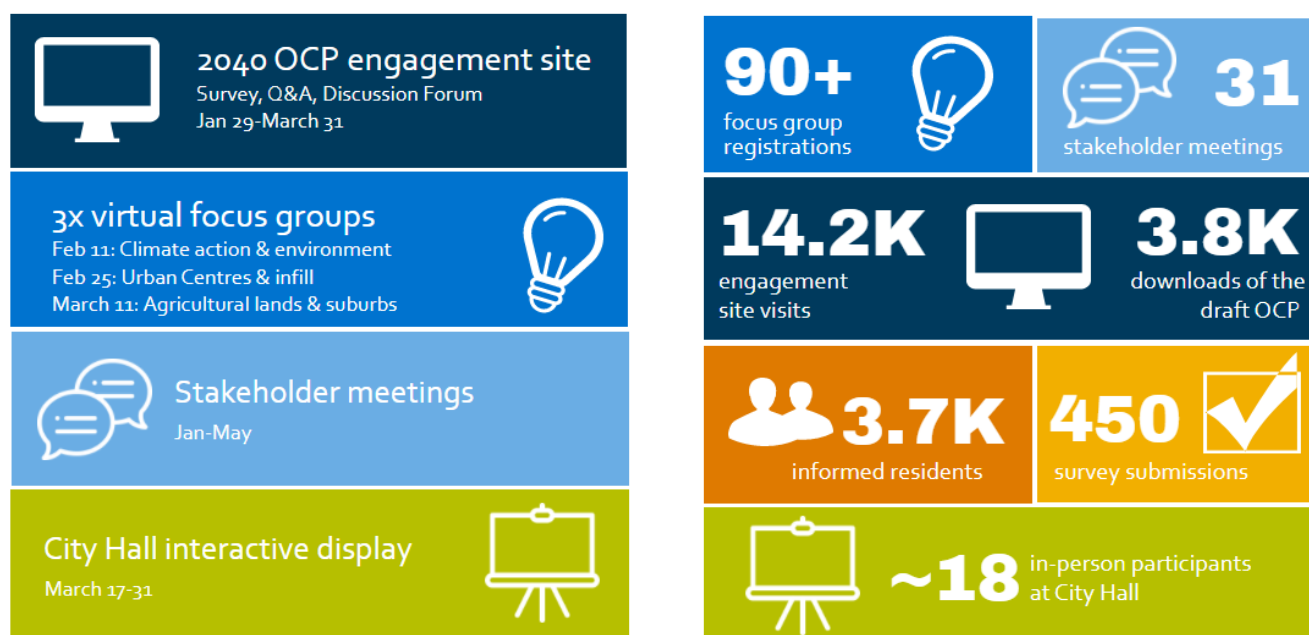
Because the draft 2040 OCP has been shaped over the course of several years, through multiple rounds of engagement, the team did not revisit topics where the public's preferences are already well understood or endorsed by Council (e.g. the growth scenario).

This final phase of engagement set out to inform and consult with public and stakeholders on:

- Urban Centre key directions
- residential infill key directions
- climate action and environment key directions
- agricultural lands and suburban neighbourhood key directions

Ways that we engaged

Phase 4 engagement spanned the course of approximately two months and included a variety of participation options. Because COVID-19 prevented in-person gatherings, engagement took place primarily online.



Limitations

While a variety of tactics were used to reach a diverse range of citizens (see: Public outreach), results from open surveys such as the one provided during this final phase of OCP engagement do not represent a statistically significant, random sample of all Kelowna citizens. Due to the opt-in and open nature of participation, results do not necessarily reflect the views of all Kelowna citizens.

What we heard

The foundations of the Plan continue to see strong support. In keeping with the feedback heard during the Imagine Kelowna, Pick Your Path and the Neighbourhood Expos process, the OCP Pillars, the growth strategy and the key directions that guide the draft plan's objectives continue to be supported by participants in the engagement process.

Key themes

Housing affordability

Many comments spoke to the need for a greater focus on the affordability of housing, citing rapidly rising prices for all housing types across the city. Comments ranged from supporting infill housing to address housing prices, concerns that infill housing continues to sell at high prices, and that limiting future suburban growth would put further pressure on housing prices. Questions about greater tenure/tenancy variety were raised as well, with options like rental and co-op housing being cited as areas that also needed attention beyond home ownership.

Plan administration and implementation

A common theme throughout the engagement process was a concern about the City's capacity to deliver on OCP implementation items and to consistently apply the policies of the plan when delivering projects or considering development proposals. This theme was prevalent across the survey's topic areas, with a feeling that the OCP's policies will not withstand the pressure from the development community and that the City has been moving too slowly in implementing its own strategies, such as addressing climate action, for example.

Building heights/dispersed density

Building heights have been a major topic of discussion amongst Kelowna residents, both as part of and outside this engagement process. Recent proposals for tall towers and larger scale projects Downtown and in Pandosy have further galvanized the discussion on building heights in the community and the role that they play in the city's future growth.

Comments related to building heights as part of Phase 4 Engagement were varied and nuanced, but a clear theme emerged that there are concerns with the height of buildings being proposed in the Urban Centres, particularly Pandosy and Downtown, as well as in some parts of the Core Area. However, there was also discussion about the role that taller buildings play in a city that is aiming to densify, and some taller buildings would be supported in areas farther from the lake or in Urban Centres like Capri-Landmark or Rutland.

Parks, public spaces and greenery

The need for more green space, parks and public spaces was a frequent theme throughout the engagement results. Participants were very supportive of the draft Plan's key directions, but some wanted to see more emphasis on parks and public space, and more acquisition of parks to align with high growth areas. Others focused on opening up more of the lakeshore for public use, whether it be new parks or better public access to and along the lake. Other participants still spoke to the need to maintain and grow our tree canopy, lamenting the loss that has come with redevelopment and infill in the Urban Centres and Core Area.

Public safety

Concerns about crime and safety, particularly Downtown, but also in other neighbourhoods, was cited as an issue that seemed to be missing in the draft OCP, with many comments citing homelessness as a barrier to achieving the vision of the draft plan.

OCP Pillars

While the directions outlined in the draft OCP's pillars received a high level of support from participants, there were some comments that descriptions of the pillars used too much technical language, and didn't provide enough clarity on how they would be realized. Feedback indicated that the Pillars would benefit from greater clarity in their description and be more strongly linked to the objectives, policies and implementation actions outlined in the draft plan.



The 2040 OCP survey consisted of several multiple-choice options with opportunities for qualitative input.

The survey provided background on the OCP's key directions and sought to understand how well respondents support various goals identified through earlier phases of consultation. Participants were also asked for input on how to improve upon the key directions in order to help identify any necessary refinements to the draft.

Imagine Kelowna: Top 5 goals

When asked which of the goals from Imagine Kelowna will be most important as we grow, survey respondents said:



This was followed closely by:

- Take action on climate change
- Grow vibrant urban centres and limit sprawl

Our 10 OCP Pillars



Focus investment in Urban Centres



Stop planning new suburban neighbourhoods



Target growth along transit corridors



Promote more housing diversity



Incorporate equity into city building



Strengthen Kelowna as the region's economic hub



Protect agriculture



Prioritize sustainable transportation & shared mobility



Protect & restore our environment



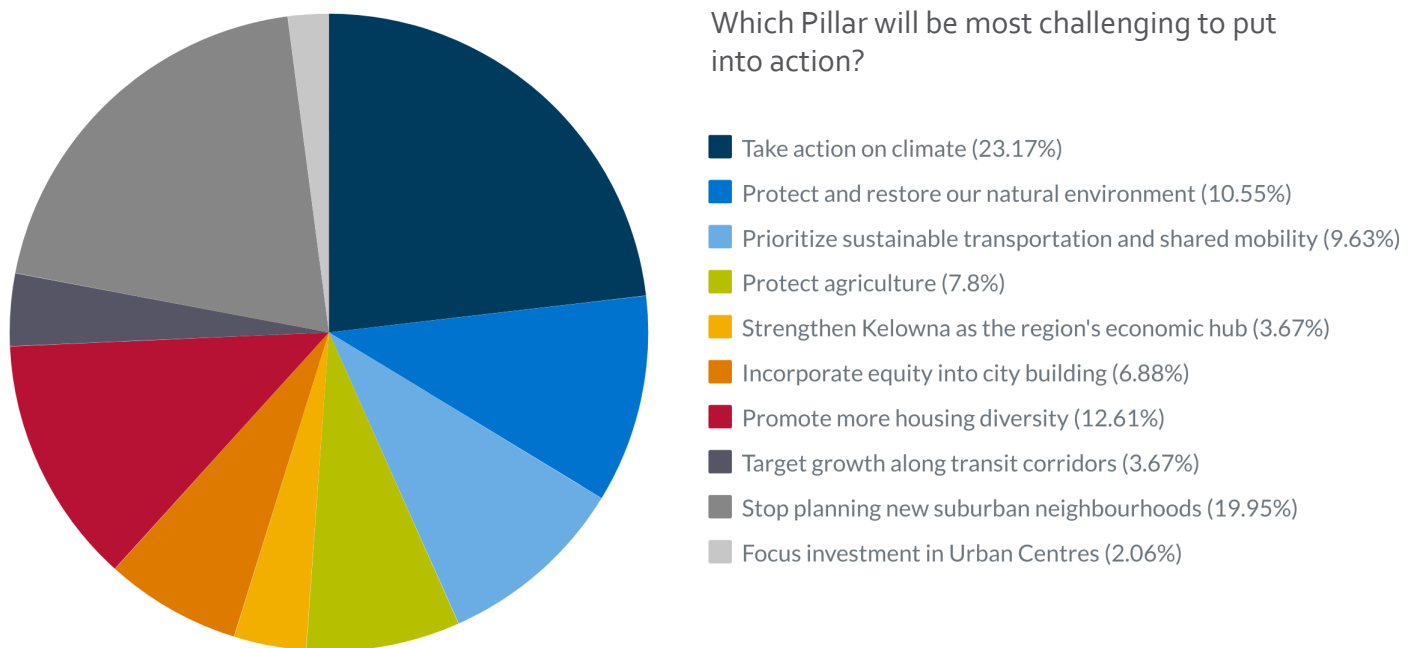
Take action on climate

Respondents indicated that all 10 pillars were "very" or "somewhat" important; however, support for the "incorporate equity into city building" and "stop planning new suburban developments" Pillars was somewhat divided.

While most respondents agreed that the Imagine Kelowna goal “protect and restore the environment” will be a topmost priority as Kelowna grows, at the same time, respondents felt the most challenging Pillar to put into action will be “take action on climate,” citing: development pressure and competing priorities, difficulty changing peoples’ individual behaviours, and concerns that Kelowna on its own has limited ability to make meaningful change on this front. This was followed by “stop planning new suburban neighbourhoods.” Respondents felt that challenges related to the success of this pillar included market demand, development pressure and affordability issues.

75 per cent of survey respondents felt the 10 OCP Pillars were easy, or mostly easy to understand. Suggestions for improvements included simplifying language (less jargon) or being more explicit (less broad/vague) in what the Pillars set out to achieve. The term “equity” appears not to be very well understood, based on comments and conflicting survey responses (i.e. respondents who said equity was not very important, but felt housing access/affordability was a pressing issue).

Other themes that emerged included climate skepticism and a desire from the community to see a strong commitment to following through on the Pillars and Plan. Additionally, some respondents expressed concerns and confusion related to “stop planning new suburban developments.”



Many people will not prioritize climate action. People will find it difficult to change their habits. Developers looking for profit over embracing measures to be sustainable. Unfortunately many people do not believe that climate change is real.

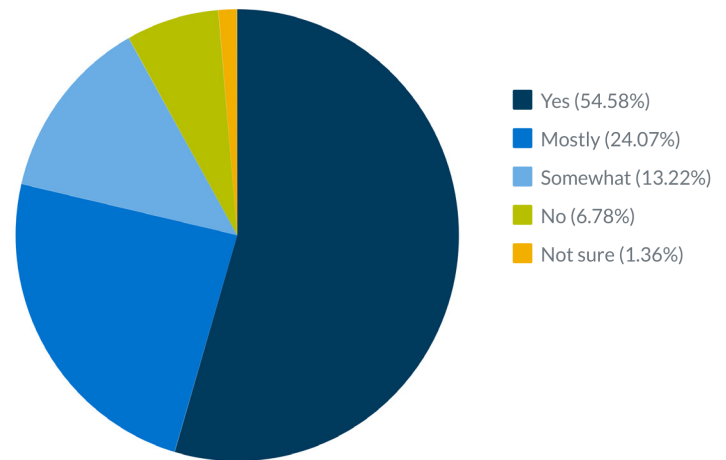
Survey response

Urban Centres

Participants were asked whether the following key directions support the vision of creating more complete, vibrant Urban Centres:

Key directions:

- Directing new larger office buildings and post-secondary campuses into Urban Centres
- Supporting new sidewalk patios and mobile uses like food trucks in the Urban Centres
- Directing the city's taller buildings to Downtown and Capri-Landmark while focusing on mid-rises and shorter buildings in select locations in Pandosy, Rutland and Midtown
- Designing new buildings to be more visually interesting and unique, particularly at street level
- Prioritizing public amenities, services, shops and infrastructure investments in Urban Centres
- Encouraging diverse cultural experiences and creating great public spaces like new parks, plazas and more lively, walkable streets



Recommendations

When asked how the key directions might be improved, common responses identified a need for more affordable housing, greater emphasis on crime and safety concerns, more parks, more parking, and general concerns related to building heights (typically calling for lower building heights). More specific feedback related to building heights and density called for spacing between towers/view corridors and the need to spread density out across the city.



I believe in higher density, but Kelowna must be really careful in spacing tower buildings, so we do not create a sunless city centre

Survey response

Greenspace, trees and interactions with nature are incredibly important to quality of life in urban environments. This is not captured here.

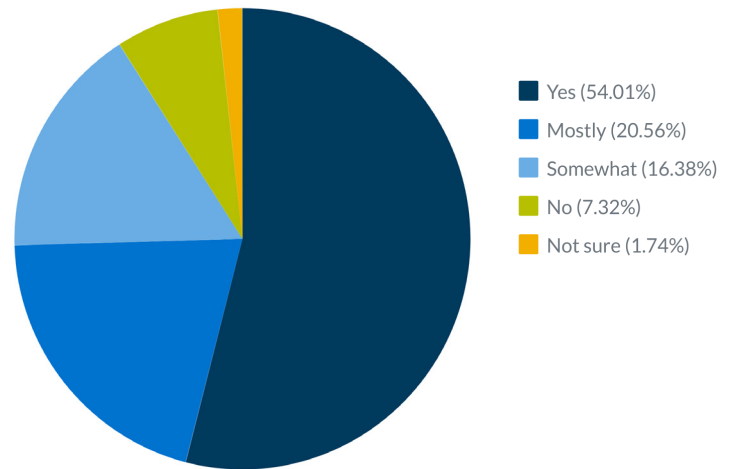
Survey response

Housing diversity in the Core Area

Participants were asked whether the following key directions support the vision of creating more housing choice in the Core Area:

Key directions

- Designing new missing middle housing so that it fits the character of the existing neighbourhood
- Supporting site design that provides onsite parking and preserves mature trees as much as possible
- Keeping higher density housing types like apartments focused along corridors and Urban Centres
- Considering limited opportunities for infill in the Heritage Conservation Area consistent with heritage development guidelines. Infill may include suites, carriage homes, second homes, subdivisions, and multiple dwelling housing. Large infill projects requiring lot consolidations would be discouraged



Recommendations

When asked how the key directions might be improved, the most common response was related to the need for more affordable and/or low-income housing in the Core Area. Other common themes included: the need for more trees/greenery, parks/greenspace, and family-oriented housing; concerns related to building heights and the variety and design standards of infill in the Core Area were also heard.



I think higher density housing gives families the opportunity to live in Core Areas rather than keeping them along corridors and Urban Centers. Families deserve to live in neighborhoods even if they can only afford a small apartment

Survey response

Development currently is knocking down single family houses and eliminating the character of the existing neighbourhood, building large fourplex units, not in keeping with surrounding environment and not offering diverse housing for seniors and families.

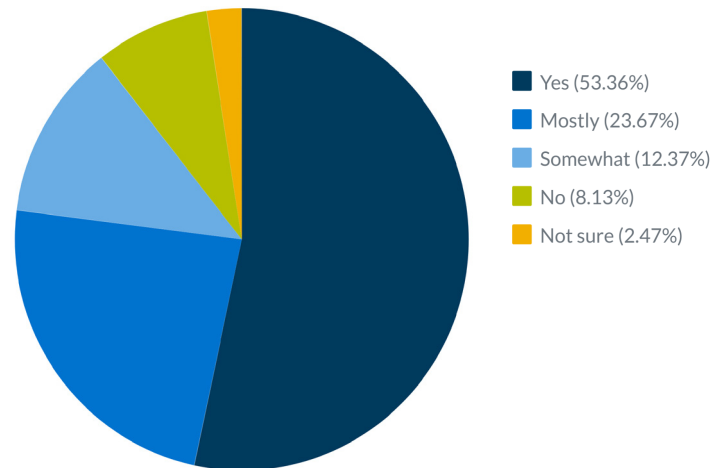
Survey response

Transit supportive corridors

Participants were asked whether the following key directions support the vision of enhancing connectivity by transit:

Key directions

- Supporting investments in transit along key corridors that connect our Urban Centres and Core Area neighbourhoods
- Focusing low rise apartments along current and future transit corridors like Richter Street, Pandosy Street, Rutland Road and Clement Avenue
- Keeping buildings residential along most of the corridor, but allowing for some commercial uses like cafes and corner stores at certain intersections



Recommendations

When asked how the key directions might be improved, the most common responses were related to actions needed from the Transportation Master Plan, including more cycling and pedestrian infrastructure, better transit service and measures to improve general traffic flow along the corridors themselves.

When it came to the OCP, common themes included a desire to explore more mixed-use along transit supportive corridors as well as concerns related to building heights in Pandosy and Downtown, as well as noise and livability near corridors.



A commitment to walking/biking corridors away from busy streets [is needed]. There also needs to be ample green spaces for people to enjoy. Those are important when you get hemmed in by tall buildings and lose your view of the surrounding mountains

Survey response

You forgot about the people who really need alternate transport. The ones who can't afford to drive and who don't live in convenient apartments in the preferred zone

Survey response

Parks & public spaces

Participants were asked whether the following key directions support the vision of creating and enhancing shared spaces for more people to enjoy:

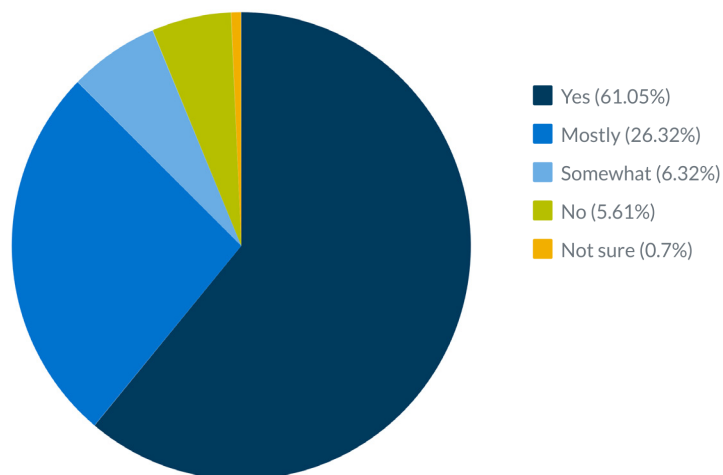
Key directions

- Building more parks in the Urban Centres and the Core Area
- Opening up more waterfront for public use
- Undertaking streetscape and laneway projects in our Urban Centres
- Designing parks to be more inclusive, safe and welcoming
- Promoting more public art and more cultural facilities



87%

of survey respondents indicated that the key directions listed fully (61.1%) or mostly (26.3%) support the vision of creating and enhancing shared spaces for more people to enjoy.



Recommendations

When asked how the key directions might be improved, the most common themes included the need for more lake/beach access, more sports facilities and recreation park expansion, general park acquisition in areas targeted for growth, a focus on safety and accessibility in parks and public spaces, more naturalized areas, and improvements in park design.



As long as green spaces and urban parks are increased while housing density increases as well. More people need more access to nearby nature.

Survey response

Missing more playgrounds for kids in the new living areas. Lots of apartment buildings have been built and their amount is keep growing but not many kids facilities are being developed for new living areas.

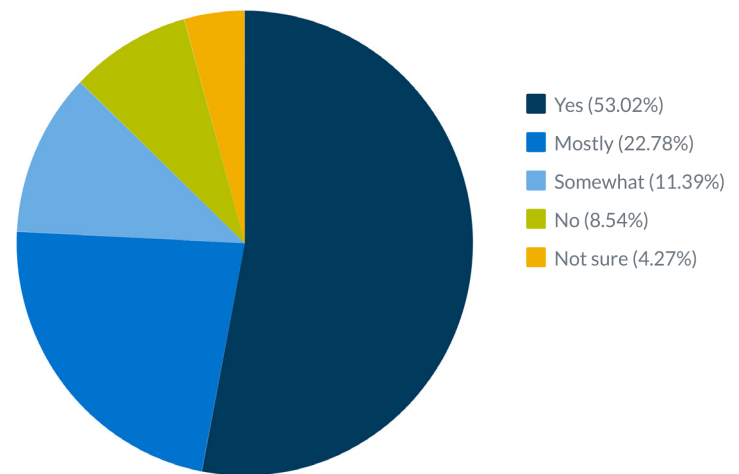
Survey response

Equity

Participants were asked whether the following key directions support the vision of building a more inclusive, equitable community with better access to housing and services as we grow:

Key directions

- Taking action on Reconciliation with Indigenous peoples
- Providing a greater variety of housing types and tenures, including housing with supports
- Prioritizing the location of childcare, schools, medical services and social supports in our Urban Centres and Core Area
- Reducing the effects of displacement due to gentrification
- Investing in more inclusive parks and public spaces
- Celebrating of culture and diversity



Recommendations

When asked how the key directions might be improved, common themes included need for better outreach and engagement with those who have been historically excluded and who tend to be most affected by worsening inequality, clarity around implementation and action items, more supports/services for marginalized populations, homelessness action rooted in Indigenous knowledge/culturally safe practices, and greater consideration of individuals with diverse abilities and mobility challenges. In a shift compared to past engagement, growing concerns related to housing affordability for middle-income earners (as opposed to those experiencing or at greatest risk of experiencing homelessness) were also expressed.

As a young nurse raised in Kelowna, the possibility of starting a family in a detached home is becoming more unattainable every year. I would love to see more multi family housing geared towards young families

Survey response

I hope to see a priority shift to addressing the housing issues in the city, particularly in regards to affordability. We are rapidly turning into a city where only the rich can afford to live here, the people making their coffee can't.

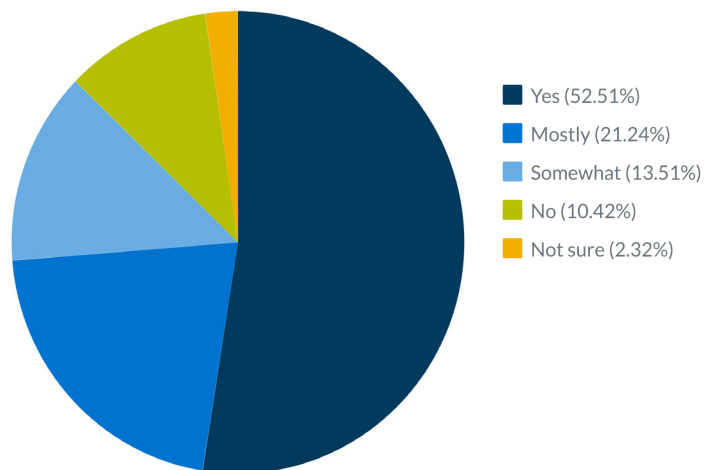
Survey response

Agricultural lands

Participants were asked whether the following key directions support the vision of protecting agricultural lands and hillsides from sprawl:

Key directions

- Minimizing growth in outlying areas – no new suburbs beyond those approved under the 2030 OCP
- Protecting agricultural land from encroachment – lands outside of the permanent growth boundary would not be supported for further development unless designated in the 2030 OCP



Recommendations

When asked how the key directions might be improved, respondents were somewhat divided. Some suggested that hillside and suburban development is necessary and that more ALR land should be made available for development, while others indicated that more should be done to curb outward growth; comments also suggested skepticism that the Permanent Growth Boundary will be upheld.



Support [is] needed for struggling farmers to make agriculture, particularly smaller scale agriculture, profitable and desirable.

Survey response

I'm skeptical that this permanent growth boundary will actually be enforced.

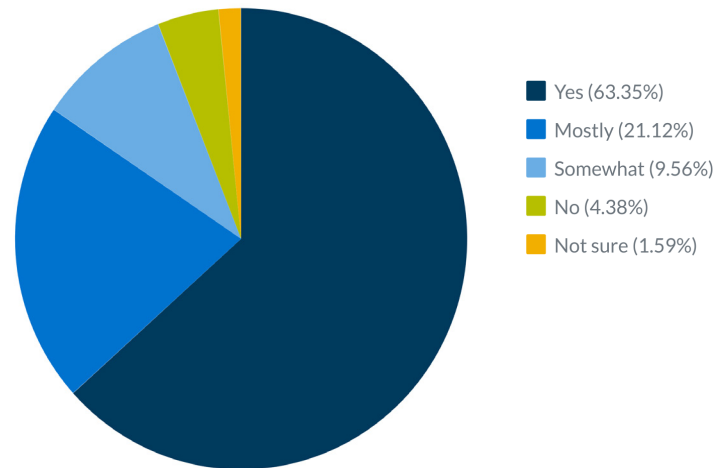
Survey response

Completing suburban neighbourhoods

Participants were asked whether the following key directions support the vision of making existing suburban neighbourhoods more complete:

Key directions

- Completing village centres to serve the surrounding neighbourhood
- Improving the pedestrian experience and walkability
- Encouraging corner stores, cafes and other amenities in suburban neighbourhoods
- Supporting ground-oriented multi-family dwellings



Recommendations

When asked how the key directions might be improved, respondents cited concerns related to affordability and equity. Respondents also called for a greater variety of housing types, more density and amenities (retail/commercial) and better walkability in suburbs: in other words, respondents felt the key directions could go further in order to create more complete suburban neighbourhoods. Other concerns were related more closely to the TMP, calling for the expansion of active transportation amenities and transit service in the suburbs.



Create 15 minute cities, healthy buildings, design centres for walking and biking and gathering instead of cars. And encourage stores to provide healthy options (such as plastic free items & organic food, bulk items) so the people can be healthy.

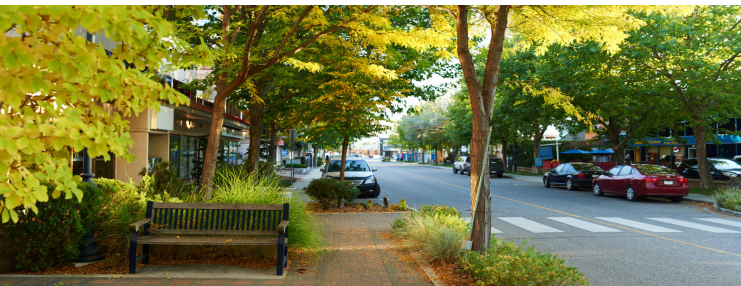
Survey response

Growing sustainably

Participants were asked whether the following key directions support the vision of creating more compact communities that minimize our environmental impact as we grow:

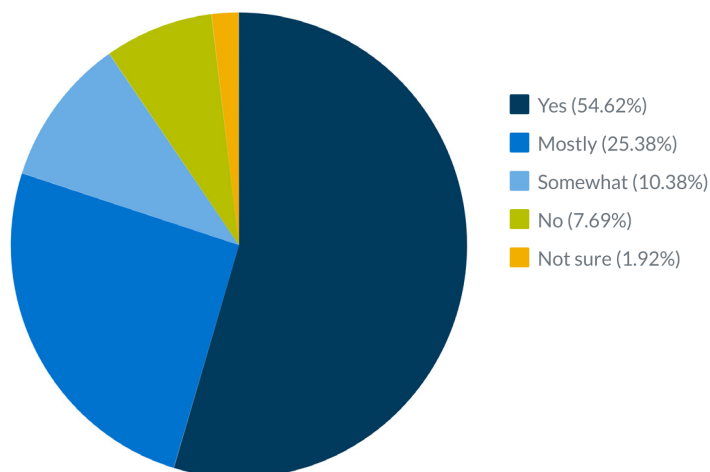
Key directions

- Supporting more compact housing forms to limit sprawl, protect agriculture and leave more land in a natural state
- Encouraging energy-efficient, multi-unit housing
- Focusing employment growth in Urban Centres
- Creating amenity-rich neighbourhoods that meet more of people's daily needs and require less trips by car
- Continuing to protect and preserve ecologically sensitive lands
- Growing in areas that best support transit, walking, and biking to lower greenhouse gas emissions



80%

of survey respondents indicated that the key directions listed fully (54.6%) or mostly (25.4%) support the vision of creating more compact communities that minimize our environmental impact as we grow.



Recommendations

When asked how the key directions might be improved, respondents called for more actions to reduce auto-dependency – while most recommendations fit more closely within the scope of the TMP, many are also supported by the OCP's growth land use plan. Participants also wanted to see concrete steps taken to ensure successful implementation.

This was accompanied by a call for more affordable housing, more green space, along with concerns about potential environmental impacts of densification. In addition, respondents wanted to see more electric vehicle (EV) infrastructure and more sustainable development and/or greener construction. Respondents also wanted to see concrete steps taken to ensure successful implementation.



Incorporate more green space into city planning, whether that is green roofs, more trees on streets and in gardens, creating green corridors, limiting water use on lawns, restricting the residential use of pesticides, etc.

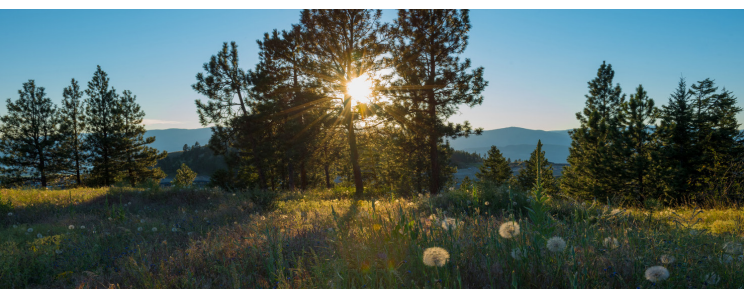
Survey response

Protecting our environment

Participants were asked whether the following key directions support the vision of protecting our natural environment from the impacts of development:

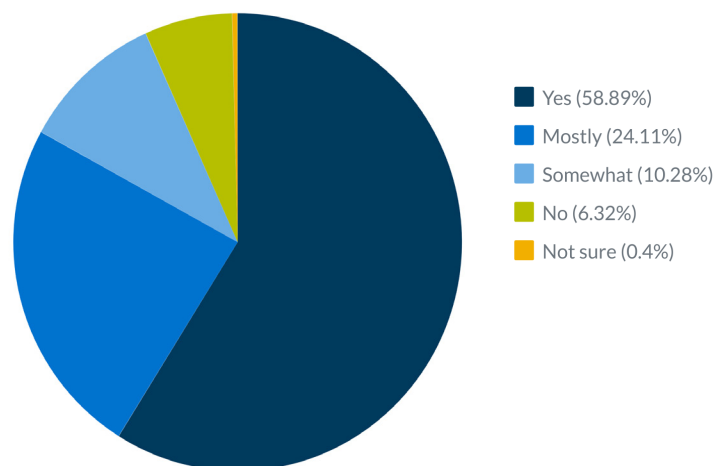
Key directions

- Reducing air pollution from motor vehicles by discouraging land uses and activities that require idling and encouraging other modes of transportation
- Preserving the health of Okanagan Lake
- Protecting ecologically sensitive lands and species at risk
- Enhancing biodiversity and landscape diversity
- Protecting and expanding a healthy urban forest
- Minimizing growth in outlying areas
- Preserving ecosystem corridors for habitat connectivity, migration and wildlife populations



83%

of survey respondents indicated that the key directions listed fully (58.9%) or mostly (24.1%) support the vision of protecting our natural environment from the impacts of development.



Recommendations

When asked how the key directions might be improved, respondents called for an aggressive EV strategy, pesticide bans, and protection of local waterways. Respondents also wanted to see policies related to vehicle idling and a strong commitment to putting environmental policies into action. Additional comments were related to the need to support alternative modes of transportation, better transit, and more meaningful collaboration with Indigenous communities.



In addition to supporting other modes of transportation Kelowna could adopt a more aggressive EV plan - I think Kelowna is lagging in this aspect compared to other cities in BC.

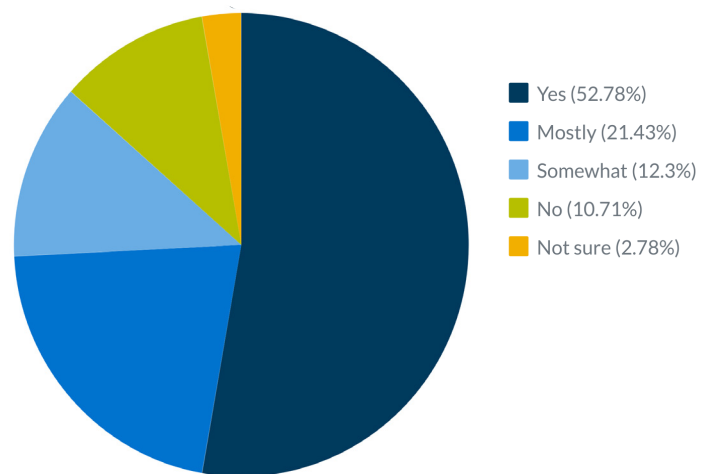
Survey response

Taking action on climate change

Participants were asked whether the following key directions support the vision of demonstrating leadership and accountability on climate action, while building community resilience in the face of climate change:

Key directions

- Transitioning to 100% renewable energy by 2050
- Improving energy efficiency in new and existing buildings
- Reducing our GHG emissions by 80% by 2050
- Supporting low-carbon transportation options like cycling or electric vehicles
- Limiting growth in car-dependent areas, such as suburban hillsides, and investing in active transportation and transit networks
- Prepare for and become resilient to the impacts of climate change by improving vulnerable infrastructure and adapting to extreme weather events
- Collaborating with syilx/Okanagan People to incorporate Indigenous knowledge in climate change action



Recommendations

When asked how the key directions might be improved, the most common response called for more aggressive timelines and goals related to climate action. Next, calls for more energy efficient buildings were heard. Some comments expressed concerns that the pace of growth may negatively impact the environment due to congestion/vehicle emissions and unsustainable building practices or building types.



Built up areas should also respect the ecological functions of the land. Plantings to mitigate the urban heat island effect (trees), encouraging water infiltration, native plantings to support pollinators, etc. should be part of any future development.

Survey response

Virtual focus groups

During each 90-minute session, dozens of participants were presented with an overview of the Plan's development process, the 10 OCP Pillars and specific key directions. Participants were then asked what they **liked** about the key directions, **what needed improvement** and what was **missing**.

Participants also had the opportunity to ask questions which were answered by subject matter experts during the live session. Any questions that went unanswered during the session were posted and responded to on Get Involved.

Focus Group #1: Climate action and environment

DO MORE TO LIMIT SPRAWL DENSITY/CENTRALIZED GROWTH
PROTECTING SENSITIVE LANDS/SPECIES AT RISK AG EMISSIONS
GREENER CONSTRUCTION METHODS REDUCING CAR-DEPENDENCY
SOLAR PROJECTS VALUES-ALIGNED REGIONAL APPROACH
PRESERVING OKANAGAN LAKE STRONGER WORDING/CLARITY
TREE COVER CAR-FREE ZONES ENHANCING BIODIVERSITY
MORE AGGRESSIVE TIMELINES ADDRESSING ENERGY POVERTY
ACTIVE TRANSPORTATION STRONGER EMISSIONS TARGETS
ONGOING EDUCATION/OUTREACH/PROGRAMMING DATA/MONITORING
EV STATIONS IN NEW BUILDINGS PASSIVE HOUSE DESIGN
IMPLEMENTATION/FOLLOW THROUGH/STICK TO PLAN

Focus Group #2: Urban Centres and residential infill

COMMUNITY GARDENS ADHERENCE TO OCP WALKABILITY
UNIQUE APPROACH FOR EACH CENTRE GREAT STREETSCAPING
SUPPORT INDEPENDENT BUSINESS VS. 'BIG BOX' COMMERCIAL DENSITY
DIVERSE HOUSING TYPES/TENURES CO-HOUSING/ALTERNATIVE HOUSING
MIXED USES TRAFFIC CALMING HOUSING DIVERSITY IN CORE AREA AMENITIES
SENSE OF COMMUNITY/CONNECTION LIMITS ON BUILDING HEIGHTS HEIGHT MAPS
ACTIVE TRANSPORTATION COMPLETE THE BOULEVARDS FOR CORE AREA STREETS
CALIBRATING DCC RATE TO SQUARE FOOTAGE COMPLETE COMMUNITIES
PARKS / PUBLIC SPACE CLARITY AROUND APPROVAL PROCESS
BUILDING THAT REFLECT THEIR NEIGHBOURHOODS / VISUALLY INTERESTING

Focus Group #3: Agricultural lands and suburban neighbourhoods

HOUSING VARIETY DENSER SUBURBS
DISCOURAGE BIG CORPS IN VILLAGE CENTRES
MORE WALKABLE SUBURBS INFILL INCENTIVE
SUPPORT SMALL FARMERS VILLAGE CENTRES
TRAFFIC MITIGATION STRONGER LANGUAGE PLAYGROUNDS
PROTECTING AG LAND BROADER RANGE OF USES ON AG LAND
LIMIT NON-FARM USE OF AG LAND TRANSPORTATION OPTIONS
MORE COMPLETE SUBURBS TRAIL PRESERVATION COMMUNITY GARDENS
SMALLER FOOTPRINT FOR HOUSES SUSTAINABLE BUILDINGS
GREENER LANDSCAPING/DISCOURAGE LAWNS LIMITING NEW SUBURBAN DEV.



Online discussion forums

Comments on the discussion forums spanned a number of topic areas and were focused on the Plan's key directions.

Comments from 18 participants in the discussion forum echoed feedback via other mechanisms and included:

General support for key directions such as:

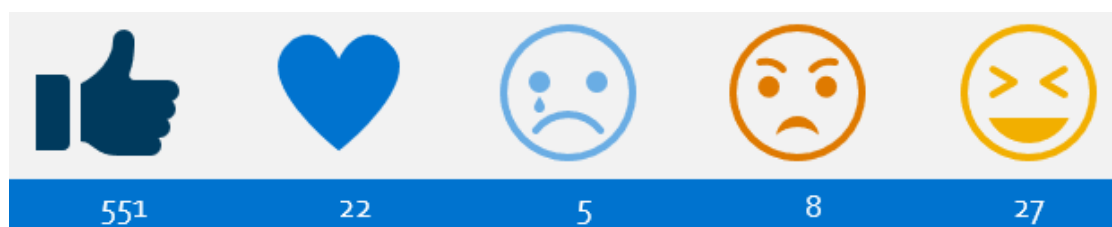
- Building more community resilience, by mitigating and adapting to climate change, fostering more food security and protecting the natural environment
- Focus on equity and inclusion
- Context-sensitive missing middle housing in the Core Area
- Application of an Indigenous lens in the Plan's development
- Support for the directions of the Plan overall

Concerns / recommendations related to:

	<p>Affordability</p> <ul style="list-style-type: none"> • Concerns that the growth strategy will not lead to lower housing prices • Comments that infill and redevelopment will advance further gentrification • Need for monitoring of housing affordability in the Plan
	<p>Waterfront access</p> <ul style="list-style-type: none"> • Request for greater emphasis on lake access, parks and walkways
	<p>Action on Reconciliation / collaboration with Indigenous communities</p> <ul style="list-style-type: none"> • Calls to center Indigenous knowledge within the Plan, with more details about how it will be used. If and when used, credit should be given
	<p>Transportation/mobility challenges</p> <ul style="list-style-type: none"> • Need for more holistic approach to transportation planning
	<p>Residential infill</p> <ul style="list-style-type: none"> • Worries that multi-family housing is not family-friendly • Concerns related to lack of private yards and greenspace in neighbourhoods seeing residential infill • Need for new, varied and different designs for ground oriented multi-family housing
	<p>Climate & environment</p> <ul style="list-style-type: none"> • Concerns about the demolition of existing buildings for infill and redevelopment and the impact on waste • Need to protect more natural areas and mature trees • Need for more aggressive targets and timelines

Social media key themes

When gauging sentiment (reactions) on the City's OCP-related social media posts, the results were favourable/ positive. However, social media comments themselves tended to be critical.



Although not uncommon for comments on social media to skew in this direction, the concerns raised are worth noting, echo comments received via the survey, and were related to:

- Pace of growth – Kelowna is growing too fast, infrastructure isn't keeping up
- Affordability – Kelowna is no longer affordable and new development isn't helping
- Growing inequality – quality of life eroding for Kelowna's middle-to-low income earners
- Building heights – buildings are too tall, should be setback from Okanagan Lake
- Density – should be more dispersed, human-scale, avoid 'tall and sprawl'
- Consistency in decision-making/application of OCP policies (sticking to the plan)
- Influence of developers in shaping growth
- Use / impact of variances – concerns that 'extreme' use of variances in relation to building heights undermines the OCP and public trust

Stakeholder feedback

Staff hosted a series of over 30 workshop sessions with key community stakeholders between December 2020 and May 2021. The purpose of these sessions was to review the draft plan with local business, education, community and health and wellness interests, as well as other levels of government, to get detailed feedback on its content.

Participants included:

- School District #23: December 15
- Urban Development Institute: February 2, 4 and 26 and April 7, 13, 20, 22
- Kelowna South-Central Association of Neighbourhoods: February 3
- Tourism Kelowna: February 3
- KLO Neighbourhood Association: February 5
- Okanagan College: February 8
- University of British Columbia: February 10
- Regional District of Central Okanagan (Regional Growth Strategy Steering Committee): February 10
- Kelowna Business Associations: February 17
- Regional District of Central Okanagan (District Staff): February 19 and March 19
- Heritage Stakeholders: February 23
- Equity and Inclusion Stakeholders: February 25
- Ministry of Transportation and Infrastructure and BC Transit: February 26
- Ministry of Agriculture: March 4
- Environmental and Climate Stakeholders: March 8
- Agricultural Land Commission Executive: March 10
- Okanagan Mission Residents Association / Kettle Valley Neighbourhood Association: March 17
- Agricultural Stakeholders: March 18
- Kelowna Downtown Knox Mountain Association: March 23
- Uptown Rutland Business Association: March 25
- Engel and Volkers: March 29
- Tourism Kelowna (Stakeholder Plug-In Session): March 30
- Kelowna Arts Council: April 8
- Agricultural Advisory Committee: April 8
- ReMax Kelowna: April 20
- Kelowna Chamber of Commerce: May 5
- Agricultural Land Commission (Site visits): May 12

Themes raised by stakeholder groups and others who provided feedback were varied. In no particular order, this included:

Redevelopment in Urban Centres and the Core Area

- Refinement of heritage policies and stronger protection for the Abbott Street and Marshall Road Heritage Protection Areas
- Faster advancement of neighbourhood planning initiatives (Rutland, Pandosy and the North End Industrial Redevelopment Plan)
- Requests for greater participation and partnerships to develop and implement new neighbourhood plans
- Concerns about building heights signaled in the Urban Centres, specifically Pandosy and Downtown for lower heights, coupled with feedback to explore taller buildings in Rutland
- Concerns about redevelopment, infill and units signaled for specific neighbourhoods
- Requests for clearer directions for transportation policies, specifically road and streetscape designs

Development in suburban neighbourhoods and protection of agricultural lands

- Concerns about the impacts of slowing suburban growth on housing prices as well as impacts on regional growth
- More detailed policy guidance for Village Centres in Suburban Neighbourhoods
- Requests for greater investment in transportation infrastructure of all types, including active transportation, transit and road projects
- Recommendations for stronger protection of agricultural lands, aligned with greater emphasis on improving the economic viability of the agricultural sector

City-wide directions

- More robust policy language in Chapter 9: Equitable Community
- Concerns about the impacts on owners of properties signaled in the draft plan for park uses
- Refinements and considerations for the OCP Monitoring and Indicators components of the Plan
- Comments related to transportation issues, including emphasis on beautification along highways through urban centres and a desire to see goods movement emphasized more
- Requests for greater collaboration and coordination of planning efforts with regional partners
- Requests for changes to the Future Land Use map for specific properties

Document structure and clarity

- Request for a smaller, leaner more condensed document
- Questions about the clarity of policy maps



Indigenous engagement

In keeping with the Truth and Reconciliation Calls to Action, the City has worked to ensure that the development of the 2040 OCP is representative of the diverse voices of Indigenous communities in the area. In September 2019, the City engaged the services of a local Indigenous consultant to assist in the development and delivery of a process to engage with Indigenous communities and to ensure policies are crafted with an Indigenous lens. Engagement sessions followed shortly after and concluded in early 2020 with the following governments and communities:

- Westbank First Nation (including Chief and Council, the Elder's Council, the Youth Council, the Family Programming Group and staff)
- Okanagan Indian Band (OKIB), including Chief and Council and staff
- Okanagan Nation Alliance
- Ki-Low-Na Friendship Society
- Kelowna Metis Association

At their request, OKIB staff have informed OKIB Chief and Council about the directions of the draft OCP with materials provided by the City. Staff have confirmed that no additional comments or concerns were raised during these discussions. Westbank First Nation and the Okanagan Nation Alliance will be available to provide feedback in June 2021, and staff will strive to incorporate any such feedback as part of the OCP refinement process during Phase 4.

Conclusion

Through this final phase of public engagement, it remains clear that the residents continue to support the community's Imagine Kelowna vision. That vision continues to be a compass for the OCP as we work together to solve some of our community's most pressing issues.

The community has again expressed that the Kelowna of tomorrow should be inclusive, equitable, and sustainable. This means protecting our natural environment, making meaningful progress towards Reconciliation, and ensuring that everybody who lives here can make a living, find suitable housing, and get around easily and safely. To do this, we must be bold and unafraid to do things differently.

As we look ahead, the challenges of the future require us to make a plan and commit to it wholeheartedly.



Public outreach

Channel	Reach
Get Involved	Aware: 10.7K Informed: 3.8K Engaged: 543
Castanet ads x 2 months	2.7 million impressions
Daily Courier ads x 3	33,000 readers (average 11,000 readers per ad)
Organic Facebook and Instagram posts	57,200 reach / 58,900 impressions
Twitter posts	11,400 reach / 185,000 'potential' reach
Social media ads	81,200 reached / 387,400 impressions
5 GovDelivery emails : 2x News Releases, 3x e-bulletins	Kelowna 2040, Engagement, News Release, Environment, Imagine Kelowna lists 10,000+ subscribers
Posters	Various locations

Engagement feedback

Public engagement met objectives to inform and consult with interested members of the public on the various project topics. Nearly all (91 per cent) in-person respondents indicated that they understood the presentation information, while more than half (58 per cent) of all respondents indicated that the material provided enough information for them to provide an informed opinion about the project.

Survey

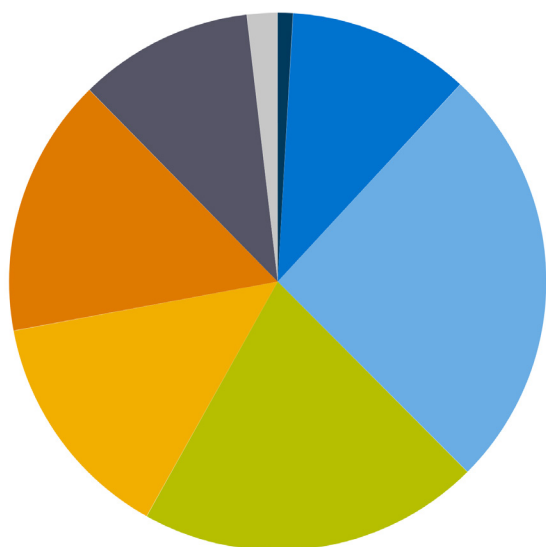
93%	of survey respondents said the information was clear / easy to understand (73% answered "yes" , 20% answered "mostly")
86%	said they had enough information to participate in a meaningful way (answered 65% "yes" and 21% answered "mostly")
70%	said they understood how their input was going to be used. Respondents who answered no to this received an explanation of how feedback will help inform the development of the final plan.

Focus groups

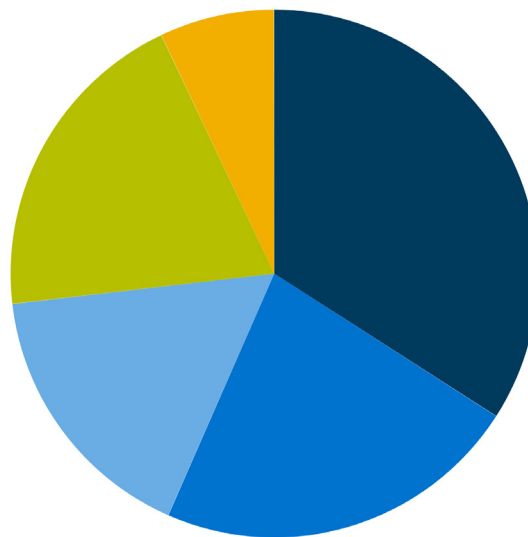
90 %	of respondents said the sessions provided the right level of information
73%	said they learned something new
55%	found the online format allowed participants to share their thoughts and learn about other participants' views. Another 36% said "somewhat." One respondent answered "no."
82%	said the virtual format was more convenient than an in-person session
70%	said they understood how earlier phases of engagement have helped shape the draft OCP
70%	said they understood how their involvement in the focus groups will help inform revisions to the draft plan

About our survey respondents

More than 25% of respondents were aged 25-34. This represents the largest age group. Well over half of respondents were younger than 45.



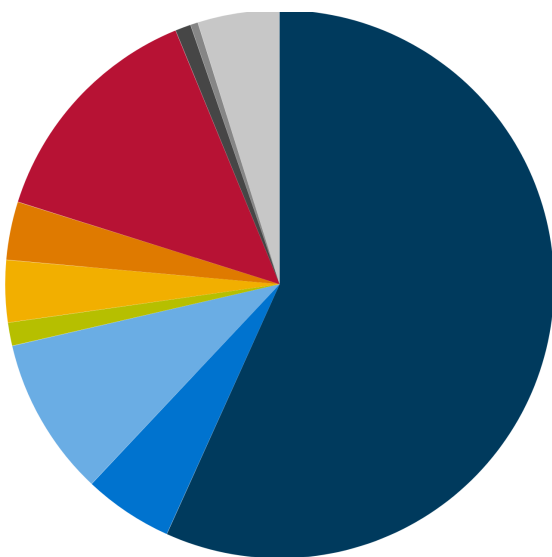
Respondents' ages



How long respondents have lived in Kelowna

Respondents most commonly said they have lived in Kelowna for over 20 years. Over half of respondents said they were born here or relocated from within B.C. About 43% moved to Kelowna from another province or country.

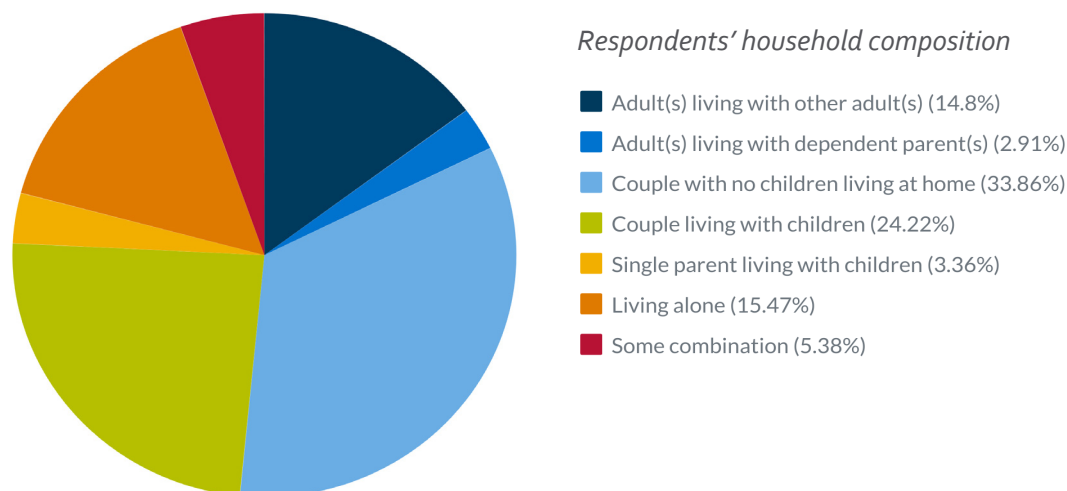
Consistent with demographic data, the vast majority of respondents live in single-detached homes.



What type of homes respondents live in

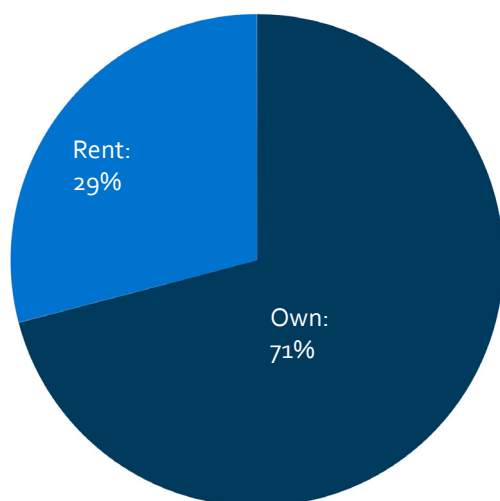
- Single detached house (56.75%)
- Semi-detached house (5.26%)
- Rowhouse/townhouse (9.38%)
- Mobile/modular home (1.37%)
- Apartment/flat in duplex (3.66%)
- Apartment in a building that has 5+ storeys (3.43%)
- Apartment in a building with <5 storeys (13.96%)
- Other single-attached house (0.92%)
- Currently without stable housing (0.46%)
- Other (4.81%)

The most common household composition reflected among respondents was “couple living with no children living at home.” This is consistent with demographic data, however, this household type represents nearly half of Kelowna residents but only a third of respondents.

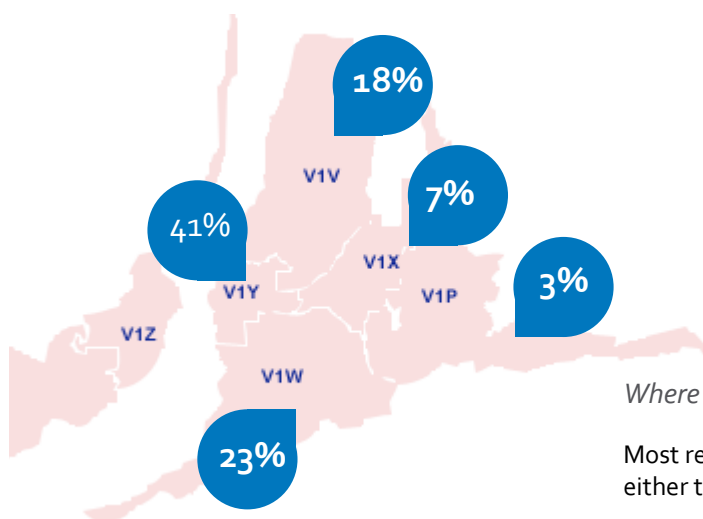
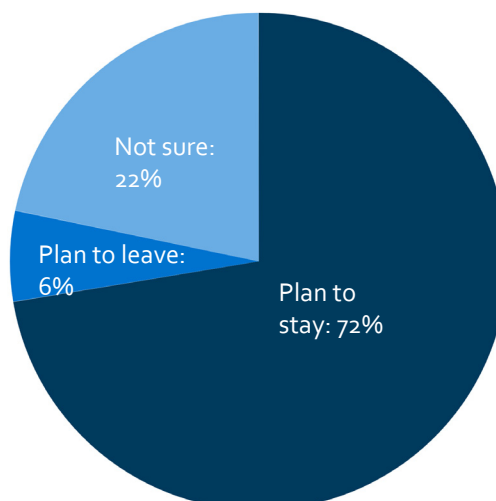


Consistent with demographic data, the majority of participants own their homes. The vast majority of respondents plan to stay in Kelowna for the next 10 years. Those who said “no” or “not sure” commonly cited reasons which included: lack of job opportunities, high cost of living and Kelowna’s evolution from a small town to a bigger city.

Respondents' tenure type: rent or own



Respondents' intent to stay in Kelowna



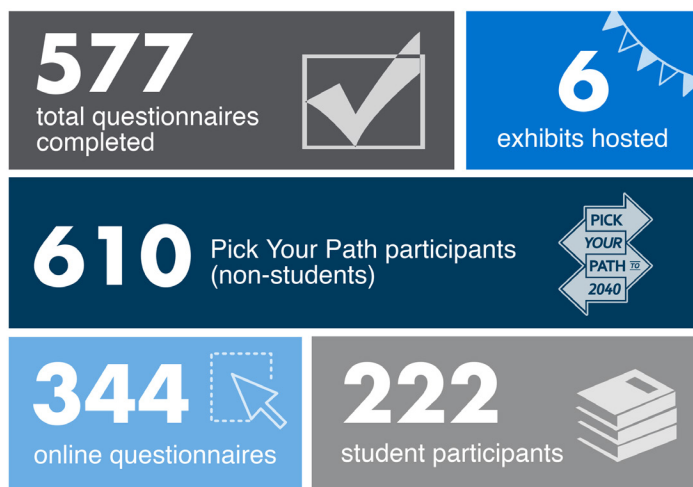
Where respondents live

Most respondents indicated they live in either the V1Y and V1W postal code areas.

Appendix A: engagement phases 1-3

Phase 1-2 Recap: Pick Your Path

An early step in the development of the 2040 OCP was to develop a 20-year growth strategy. This was done through an exercise called Pick your Path, which allowed residents to participate in a "Choose your own adventure"-style exercise where, based on their responses, they would arrive at their preferred growth scenario.



Key findings

Based on public input collected through the Pick Your Path to 2040 engagement process, most of the 577 participants indicated they wanted to see Kelowna move toward a progressive shift in growth with a focused Urban Core.

The questionnaire showed:

- A divide in preference for how residential growth should be focused and/or distributed between the Urban Core and suburban areas.
- A desire to live close to amenities and employment.
- A divide in preference for either a mix of development in the Urban Core and suburban areas or more development in the Urban Core. Very few respondents wanted to see dispersed development in suburban areas with higher infrastructure maintenance costs.
- Some concern regarding how the City will manage growth and the increased traffic that might come along with it.
- Some concern about what increased density will look like in terms of building height, as some respondents indicated a preference for increasing density through a variety of building heights rather than only through high-rise buildings.

Following Pick Your Path, Council endorsed a growth strategy in winter 2019, which identifies generally where future residential growth would be targeted between 2020 and 2040.

The growth strategy has guided the draft Future Land Use Plan and other policies for the Official Community Plan, Transportation Master Plan, and 20-Year Servicing Plan.

Phase 3 Recap: Neighbourhood Expos

The next phase of public engagement and communication, conducted in 2019, sought to keep residents informed of directions being taken and decisions being made for these plans, as well as to consult with them on key elements in order to inform policy development.



Proposed land use directions that respondents' liked

The most common comments received about what respondents like about the directions include: increasing density, urban centre developments, limiting suburban development in rural areas, protecting ALR, limiting sprawl, and the general direction of the land use map.

Other positive comments about proposed directions referred to mixed-use development, supporting UBC growth, Okanagan College expansion, growth in the hospital area, and protecting heritage areas.

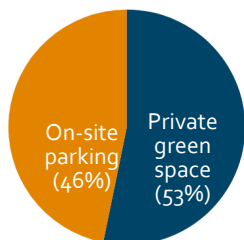
Changes suggested by respondents

The most common comments received about what respondents want to see more of in the land use directions include: improving diverse transportation options, limiting sprawl, increasing density, reducing growth-related traffic congestion, and increasing commercial development in neighbourhoods (including suburban neighbourhoods).

Other comments related to a desire to increase parks, protect natural areas (including by not developing on hillsides), protect the tree canopy, and allow only low building heights near the lake.

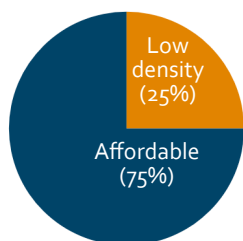
Infill housing preferences

As infill housing can provide diverse housing choices in areas that are primarily single-family and generate density to support transit and local amenities, the public was asked to identify their priorities for these areas in a series of trade-off questions.



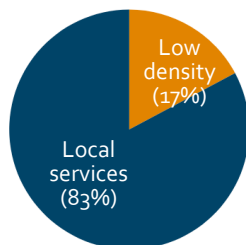
Private green space and on-site parking

Results for this question are somewhat even, with the majority of respondents (53 per cent) indicating that they would prefer more private green space and less on-site parking on infill property.



Density and affordability

When considering that, as a general rule, the greater number of units that can be accommodated on an individual lot, the more affordable those units can be, most respondents (75 per cent) indicated a preference for affordability compared with low density.



Density and local services

When asked to consider how adding more housing diversity through, for example, townhouses and houseplexes, to support new neighbourhood services in Kelowna's core area, most respondents (83 per cent) indicated a preference for more local services rather than low density.



*KSAN's Review
Of
Kelowna's Draft 2040 OCP*

March 12, 2021

KSAN's Review of the Draft 2040

Introduction

The Kelowna South Central Association of Neighbourhoods (KSAN) is located roughly between the downtown area and Pandosy and areas south, and from the lake to as far east as Burtch Road (Figure 1). The KSAN area is affected by traffic and people from the north, the south, the east, and from the West Kelowna area as they all pass through our central location to go to other areas. Therefore, the draft 2040 OCP is of great interest to KSAN as the policies and plan will affect the livability and sustainability of the KSAN area. As well, many aspects of the OCP affect all citizens, such as climate change effects, transportation, consultation, food security, institutions such as Kelowna General Hospital, densification, and affordability. The KSAN Board has therefore reviewed the draft 2040 OCP generally and in some cases specifically, though it is not a thorough review of the whole document due to its size and complexity as it is currently not hyperlinked.



Figure 1. The KSAN area.

As a broad statement, the KSAN Board does find the document generally well done but our concern such as with many citizens of Kelowna, is that the OCP polices may not be followed. One of the 10 pillars

of the 2040 OCP is the protection of agricultural land and yet even as recently as noted in the Daily Courier of March 6, 2021, the Planning Department supported the use of agricultural land for the expansion of a non-agricultural use (a school at Benvoulin Road). These kinds of supports for non-conforming projects that are contrary to this proposed OCP suggests that for whatever reason, even though this is a new OCP, it will not be followed.

The following are our comments and areas where the KSAN Board recommends revisions to improve the draft 2040 OCP. Please feel free to reach out to Susan Ames, KSAN President at s.ames@telus.net if you require clarification on any parts of this document or if you would benefit from any other input from the KSAN Board.

Densification

The City is projecting an increase in population (Map 2.2, Page 29) and has planned it to reduce urban sprawl. The City's proposed 2040 OCP response to an increase in population is to permit no additional growth in these outlying/hillside communities. *KSAN supports this.*

Currently up-zoning is increasing density in the KSAN area but not in a balanced way. Up-zoning is resulting in an increase in real estate prices as homes have now become a commodity. High density RU7 zoning on single family lots is resulting in the loss of green space as much of the lot is paved over or used for parking (Photo 1). The loss of setbacks and green space is reducing the sustainability of the KSAN area and the City in general.



Photo 1. RU 7 zoning resulting in loss of greenspace (Cadder Street).

The costs of the individual RU7 units are generally higher than the original cost of the single home and lot and are decreasing affordability. The costs of homes that can be zoned RU7 have increased substantially as such homes are destined for demolition and replacement with four high priced units. For

example, a single-family home lot (883 Sutherland Avenue) where the house has been removed (Photo 2) is asking \$1,500,000 (March 07, 2021).

The Description for this property on MLS states:

“RU7 ZONING! Development Permit issued for a unique corner lot 4 unit townhome Development on the Ethel St bike corridor, Back Lane! Downtown Development Property, Lot 0.187 acre (50 ft x 136 ft).”



Photo 2. Single family lot asking \$1,500,000 (March 2021).

The KSAN Board recommends that the city pause on these zonings until they can carry out a complete review of the impacts of the RU7 zoning.

KSAN is opposed to any plans to four-lane Pandosy and Richter, which would irreparably harm our peaceful enjoyment of our property, our environment, our thriving local businesses, and our quality of life. Moreover, this would not achieve the City’s goals of affordability and livability and countering climate change. We suggest that a less impactful, more affordable and sustainable option would be to instead allow more infill and densification of the neighbourhoods but limiting the surface coverage. We generally support low rise to four storey apartment buildings along the Pandosy transit corridor (exclusive of the Heritage Conservation Areas) which will reduce the impact of loss of views compared to taller buildings. *KSAN supports the adoption of design guidelines to fit the neighborhoods.*

KGH & Institutional Projections

Kelowna General Hospital (KGH) is required for a growing community. KSAN understands that IH is a Provincial jurisdiction. However, the KGH precinct as Council knows, is pushing out long-standing KSAN

residents, which is something KSAN cannot support, as this attacks our neighbors, increases traffic and parking intrusion, and our quality of life.

The KSAN Board is very concerned about Objective 5.6 (Page 71):

“Support the strategic and planned growth of the Kelowna General Hospital campus as the region’s most critical health facility.”

KGH is already too large for a residential neighbourhood. It has been compared to a factory along the lake front (Photo 3).



Photo 3. KGH expansion into the KSAN area.

KSAN suggests that a more convenient approach for all of Kelowna’s residents that would address KSAN’s concerns would be a more system-based approach that KSAN is seeking from the City including:

- Decentralize – promoting the building of more satellite urgent care centers in locations such as in Rutland, Capri Mall, West Kelowna, etc. This would stop the ongoing KGH expansion and intrusion into our residential neighbourhoods.
- H-Pass - a traffic study done a decade ago suggested several innovative ways to promote active transport of staff to work to reduce staff traffic through our neighbourhoods or the demolition of homes for parking lots. In particular, KSAN supports the notion of all staff getting an H-Pass to

reduce traffic and parking demand, which spillover into our quiet roads and result in the demolition of homes for parking.

- Pay Parking - We understand that there is a 9- year waiting list for KGH staff to get parking at approximately \$1/day. This could be priced to a more modern rate which would promote and pay for the staff H-Pass and reduce the request for more staff parking facilities.
- The City has designated neighbourhoods as Health District which has resulted in residential homes being demolished for parking and hospital buildings such as on Speer St. This spread of the Health District boundary into our neighbourhoods has caused inflated costs to housing as speculation has increased and up-zoning has been allowed by the City. KSAN does not want to lose any more neighbourhoods to KGH or to speculation related to KGH.
- HD3 Transition Zone –reverse the recent decision to allow multi-family housing in this zone as this violates the process and agreement made with neighboring residents, KSAN, FRAHCAS, KGH and the City; the original HD3 zoning should be implemented.

Heritage Overview

Heritage is covered in Chapters 3 (Future Land Use), Chapter 5 (The Core Area), Chapter 11 (Heritage), and Chapter 23 (Heritage Conservation Area Development Permit Area). KSAN requests that a reference be made in the opening paragraph of Chapter 11 (Heritage) to Chapter 23 (Heritage Conservation Area Development Permit Area). Although it is recognized that the OCP is laid out to separate out Permit Areas, the public does not always recognize the inuendo of permit areas so it will not be expecting Heritage Conservation Areas (HCAs) to have a separate chapter. They will stop at Chapter 11 and think that is all there is concerning heritage unless they are alerted to Chapter 23.

The following are more specific revision requests/concerns related to heritage.

Chapter 3 – Future Land Use

Page 4. Map 3.1- Future Land Use Map

Heritage Conservation Areas (HCAs) are designated as Core Area Neighbourhood (C-NHD) in this draft OCP. This is a new designation for the City and for the HCAs. This designation allows:

- four-plexes
- row housing
- small scale commercial and complementary uses
- small lots
- low rise apartment housing and mixed use along transit supportive corridors

This designation of C-NHD will threaten the existence of the HCAs. Heritage, as defined by the standards and guidelines for the conservation of historic places in Canada, cannot be replaced as it has been previously constructed.

Remove the HCAs from Core Area Neighbourhood and return the HCAs to single/two unit residential or as HCA (single/two unit residential).

Page 32. Core Area Neighbourhood (C-NHD) Growth Strategy

The following statement under “Growth Strategy Role” is a concern to the KSAN Board as it has loose wording including “largely” and “particularly”:

“Except where located along a Transit Supportive Corridor, new development would be *largely* in keeping with the existing scale and building orientation of the neighbourhood to maintain the overall feel, *particularly in Heritage Conservation Areas.*”

This implies that new development may or may not be in keeping with existing scale and building orientation in the HCAs. Assuming that the HCA is removed from the CORE area, then please remove reference to HCAs from this paragraph.

KSAN agrees that new development such as carriage houses should be in keeping with the existing scale and building orientation in the HCAs to maintain the overall feel of the HCAs.

Page 32. Core Area Neighbourhood Summary Table:

Under the column head “Other Characteristics” in this table, the characteristic “Sensitivity to Heritage Conservation Areas” is a concern. Sensitivity is a loose word and has no firm meaning. Presuming the HCA is removed from the CORE area, remove “Sensitivity to Heritage Conservation Areas” from this table. The HCAs should **not** be referenced in this table nor as this designation (C-NHD).

Chapter 5: The Core Area

Page 69. Policy 5.3.6: “Respect the Heritage Conservation Area.”

Under this policy, KSAN has very serious concerns about the loose wording italicised in the following paragraph:

“Consider *limited* opportunities for infill, such as carriage homes, second homes, *subdivisions*, *the conversion of existing detached homes into suites*, and *new multiple housing* where such developments maintain the appearance of a single detached homes in a manner consistent with the Abbott Street and Marshall Street Heritage Conservation Areas Development Permit Guidelines. *Discourage larger infill projects where lot consolidations are required.*”

This whole paragraph is all about replacement and re-development of the HCAs. Words such as “consider limited opportunities” and “discourage” are words that allow for the replacement of the HCAs and violates the City’s own Heritage Plan Policy. The HCAs should not be part of the Core Area Neighbourhood and not be part of this Chapter 5. Policy 5.3.6 should be removed.

Chapter 11: Heritage

Page 115. Proposed New Policy 11.1.5

The KSAN Board recommends a new policy related to demolition:

Demolition Strategy. Conserve buildings in the Heritage Conservation Areas (HCAs) and on the Heritage Register by placing a value on demolition permits, based on construction replacement cost of wood windows, roof in good condition, wood floors, and other parts deemed of significant heritage value.” As a general demolition policy, value should be on replacement value of parts of a house in good condition rather than giving them a value of \$0 which is the current city policy. This will give value to the embedded energy of the building and encourage re-use and salvage. If it will cost to demolish a liveable heritage house, or any home, there will be less incentive to demolish it. Furthermore, strengthen enforcement on the current policy that “A demolition permit shall not be issued prior to the approval of a HAP and Building Permit, to properly comply with clause 605 (1) of the Local Government Act.” The current regulations are not being followed.

Page 117. Policy 11.4.1:

The KSAN Board recommends to add the italicized wording to Policy 11.4.1:

“Guide redevelopment in the Abbott Street and Marshall Street Heritage Conservation Areas outlined on Map 23.1 using the Abbott Street and Marshall Street Heritage Conservation Areas Development Guidelines in Chapter 23 *with principals reflected in the RU1 and RU1c zoning (large lots, single/two unit residential).*”

Heritage Planner

The KSAN Board recommends that the City should hire a qualified Heritage Planner on a part-time basis, with certified Heritage planning expertise, to oversee and proactively implement its Heritage Policy.

Currently, heritage planners from other jurisdictions are hired by developers to present/review their projects. Heritage is complex and such planners are sometimes unaware of the history of the heritage of the area and its importance in the City. A city heritage planner could work directly with the local heritage experts located in the City.

Consultation/Public Input

Residents have been silenced in effect due to cessation of in-person meetings and advisory committees. One of the foundations for OCP 2040, from Imagine Kelowna, is missing: Collaborative – meaning ‘foster resident-driven solutions’. We need to come back to look at the role of community/neighbourhood associations.

KSAN agrees with Objective 9.3 (Page 108):

“Develop diverse partnerships to advance complex social planning issues and increase community wellbeing”.

The KSAN Board would like to see more community involvement into City policy making, including:

- Funding & admin support to invoke, facilitate, acknowledge Neighbourhood Associations (NAs) meetings/input.

- Formal structures & processes to recognize and involve NAs in decisions that impact them; strengthen language and invoke consequences that all processes that do not follow this policy be rendered unenforceable.
- Prepare/review consultation annually to ensure consultation is being carried out.
- Adding NAs as key partners (see Policies 9.3.2 & 9.3.3).
- Reinstate the practice of developers getting sign off on a project from NAs before the project is reviewed by the Planning Department. Neighbourhoods Associations know their neighbourhoods best and often give good ideas to developers.
- Reinstate the reporting of the public's response to projects, at public hearings.

We attended several OCP workshops and noted that less than 50 residents were allowed to sign up and participate, despite many low-cost on-line (e.g., Zoom) software packages that allow upwards of 300 participants. Moreover, we note over the past decade the degree of resident inclusiveness has steadily declined. It is not surprising that resident input is often negative as a result when Council decisions impact us directly without our knowledge. The spiral continues downward as resident blame staff who work closely with the developers and support the projects before going to council and without alerting the NA that these projects are being reviewed by the Planning Department. These kinds of surprises result in the lack of trust by residents.

KSAN suggests several ways the city could turn this lose-lose into a win (Council)-win (staff)-win (resident), patterned after several successful civic examples that already exist:

- UDI has a committee of developers that regularly meet with staff and Councillors, regarding development matters (e.g., DCCs, zoning changes, up-zoning, height and setback variances, loss of views). KSAN suggests that a similar resident taxpayer/voter perspective of NAs would create balanced consultations.
- Commissions - Stronger linkages between Council and Advisory Committees – The cities of Vancouver and North Vancouver structure all their committees to include: one sitting councillor as council liaison, one city staff member as technical expert, associated advocacy group members, and several interested public volunteers. All meetings are open to the public and include admin support. KSAN suggests this would increase transparency, engagement, and support for City planning, especially as we head into some very difficult decisions on how to combat climate change and manage growth.

KSAN recommends the following commissions/committees:

1. Climate Change & SMARTer Growth
2. Heritage & Health Precinct
3. First Nations Partnerships
4. Taxation & Infrastructure
5. Congestion & Transport
6. Housing & Socialization
7. Waste Management
8. Food Security & ALR
9. Parks & Recreation

Climate Change

Overview

The introduction to “Chapter 12 – Climate Change Mitigation and Adaptation” in the document focuses on human urban activities and the built environment. As this chapter is about climate change, the important part of maintaining/planting vegetation and trees throughout the city needs to be mentioned right up front in this chapter. Even though climate change is an environmental issue, the focus in the chapter is on managing the built environment. It is recognized that trees are addressed in Chapter 4: Urban Centres and in Chapter 14: Natural Environment, but the preservation of trees and growing more trees in this chapter is noted towards the end of the chapter, in the 37th policy of the chapter: Policy 12.10.1.

Policy 12.1.1: “GHG emission reduction targets”

The City did not meet (and in fact retroactively weakened) its original climate change targets. KSAN would like to know how the City will achieve them this time, and what adaptive management program it will put in place as a back-up if/when it realizes it is not progressing as planned. Moreover, KSAN recommends that the OCP 2040 use more explicit language such as “climate crisis” and other drastic words.

Further, KSAN recommends and asks new policies are included for the following initiatives to counter climate change effects:

- Instigate car free zones in each urban center.
- Rotate Sunday car-free corridors connecting all City neighborhoods until the City’s active transport network is completed.
- Publicly display Happy/Frown Faces Air Quality monitors in each urban center core area, to engage and inform public on invisible impacts of air pollution, similar to what has been done in The Hague, NL and helped sway public support for car-free downtown business & tourism revitalization.
- Trial Neighborhood resident U-Pass (ComPASS), similar to the NECO Pass offered in Boulder, CO since 1990, and demonstrated in a joint Kelowna-UBCO 2012 study in Glenmore, which increased transit ridership by 30%, with 75% potential resident take-up.
- Expedite approval on permits for housing energy retrofits for heritage houses for example for furnaces, storm windows, roof insulation, etc.
- Replace all civic diesel engines with hydrogen fuel cells (HFCs)
- Make a goal to Net Zero CO₂ emissions by 2035. (Software such as Envision & California GREET can be used to assess all civic policy and infrastructure decisions).

Page 118. Policy 12.1.2: “Land use planning”

This is the second policy under climate change and it is called land use planning but it does not include the role of parks, trees, green space, vegetated setbacks around structures or the natural ecosystem in climate change and moderating climate change effects. This should be added as a bullet to this policy.

Page 122. Objective 12.10: “Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate.”

Objective 12.10 is the 10th objective of this chapter. It should be moved to the beginning of the chapter and be the first objective of the chapter to reflect the value of a greener city. There needs to be more policies that relate to tree protection, green space protection, etc. The focus should be to leave enough room to allow for vegetated setbacks, green spaces, trees, etc., including in downtown Kelowna, before starting the construction of new buildings.

Page 122. Policy 12.10.1. “Tree canopy”.

KSAN recommends that the tree canopy as identified in the Urban Forest Strategy be described as it is not clear what this is. There are 36 policies in Chapter 12 written before this one suggesting to the reader that the role of trees and vegetation are rather insignificant with respect to climate change. It is well understood that trees provide shade to reduce temperatures which prevents evaporation and the drying out of soils reducing the potential of soil erosion. The cooler temperatures provided by trees increase biodiversity and plant survival. Trees are big storers of carbon with the release of oxygen. Trees moderate rainfall, runoff, and flooding (and provide bird and other wildlife habitat). This Policy is very brief and doesn’t explain or direct the reader where to find the “Urban Forest Strategy”. (Is this a policy?)

Policy 12.10 needs to be expanded as it is not clear what the Urban Forest Strategy is about and where to find it.

KSAN recommends the following new policies:

New Policy

Reduce construction waste by recycling more of buildings before they are demolished.

New Policy

Add a system-based policy related to SMARTer Growth Neighborhood design that includes parks, bus connections, STEP code buildings, and auto-alternatives.

New Policy

Add the plan for roundabouts at most intersections to increase traffic flow which will reduce idling time, a lead cause of fossil fuel emissions and climate change.

New Policy

Require the laying of electric conduits under all new sidewalks to the curb in commercial and residential areas to allow for future street charging of electrical vehicles.

New Policy

Limit non-vegetated surface coverage of residential sites to 60% or the like.

New Policy

Kelowna to subsidize the cost of purchasing and installing solar panels on residential buildings.

Concrete Buildings

KSAN recommends that the impact of adding more concrete towers be reviewed/investigated. Concrete preparation is a major contributor to carbon dioxide (CO₂) emissions. The cement industry is one of the two largest producers of CO₂, creating up to 8% of worldwide man-made emissions of this gas, of which 50% is from the chemical process and 40% from burning fuel.

Airport

KSAN recommends that the expansion of the airport be limited and reviewed as airplanes are massive CO₂ emitters. Please see related article:

<https://www.theguardian.com/environment/2020/feb/27/heathrow-third-runway-ruled-illegal-over-climate-change>

Further, the airport has been located on agricultural land. Much of the airport is surface parking and buildings. Any expansion of runways or the airport will have to occur on agricultural land. As one of the 10 pillars of this 2040 OCP is the preservation of agricultural land, the expansion of the airport will be contrary to the OCP mandate and reduces our potential for food security which is even more critical if the population is predicted to increase.

Page 120. Objective 12.7: “Support the transition to emerging low-emission transportation technologies”

Given that 40% of all GHG emissions come from transportation, KSAN wants to see the City revise Objective 12.7 to include the underlined phrase ‘emerging low- and zero-emission transportation technologies’. This is in keeping with the federal Hydrogen Strategy launched in December 2020, for which Infrastructure & Communities Canada, as well as CleanBC are now offering significant funding to retrofit existing fleets as well as replace them with new Zero-Emission-Vehicle (ZEV) transportation technologies, including Hydrogen Fuel cells (HFCs), a leading made-in-BC technology, and one that more and more transit, heavy duty trucks, cars, and rail vehicles are using. HFCs produce no GHGs, only water as a by-product, and eliminate nuisance engine noise and carcinogenic particulates in high traffic areas, both of which Kelowna is experiencing in increasing severity.

Infrastructure – Environmental Management

Page 123. Policy 13.1.1: Infrastructure Investment Priorities

KSAN would like to see the City bump Priority 4: “Environmental responsibility” of Policy 13.1.1 to Priority 2, or possibly include it as a Regional need.

Moreover, this OCP does not have chapter called “Environmental Management”. Environmental Management could be included with the Climate Change Chapter 12: “Climate Change Mitigation and Adaptation and Environmental Management”.

Variances & Zoning

Kelowna approves 95% of variances (quote from Ryan Smith). Examples that have affected KSA area:

- Roof heights
- Number of stories
- Density (apt vs SFR)
- Heritage retention/restore vs demolition

KSA would like stronger wording to say that variances should be the exception and not the rule in the KSA area and across the city. We suggest that appropriate wording be included as a new policy in Chapter 16, Page 145, under Administration. Threat of enforcement/being caught/awareness can be avoided if the process is more transparent. As well, the risk of 'backroom deals circumventing policy' will be reduced as the risk of being 'outed' (i.e., public shaming) increases.

KSA has noted that as soon as an orange sign "**In Your Neighbourhood**" appears there will generally be an inappropriate development. This causes stress to the residents. They know there will be a public hearing and a successful application of inappropriate project often in established neighbourhoods. The introduction of developments/use that do not fit into the neighbourhood seems to occur no matter the public outcry. Good planning and consultation will reduce such stress felt by the residents.

Transportation

Urban sprawl is considered unsustainable in terms of costs of new infrastructure distant from the core area of the city, in terms of increasing vehicle traffic which is a major cause of climate change through congestion, idling, general requirements of car usage, and infringement on green sites. Such increased traffic from these outlying areas is also an intrusion through our core area neighborhoods which reduces the sustainability of the neighborhoods. Gordon, Ellis, Pandosy, and Sutherland occur in the KSA area and are now major throughfares.

Page 41. Figure 3.1 Future Land Use Map

The KSA Board supports the potential for low-rise apartments (4 storeys maximum) along transit support corridors as buffers to the single-family homes behind (except in the HCAs). As well, we are wondering how active transportation (AT) gets between urban centers. As avid cyclists, we would prefer parallel bike friendly streets like they have in Vancouver and other cities, away from busy, noisy, polluting, unsafe, higher-speed, vehicle traffic.

New Policy

Require electrical conduits under all new sidewalks throughout the city where on-street parking is allowed, to plan for charging for electrical vehicles.

In terms of technology innovation to address climate change, safety, and congestion (Policies 4.12, 5.22, 6.20), KSA would like the City to study hydrogen-powered civic ZEV tram/train technology (hyd rail) to provide more equitable low-cost, hi-capacity mobility for all ages, all abilities, including connections in the city and region wide for our residents and tourism. This was first introduced and recommended by our 2005 Okanagan Partnership public consultation process. UBCO research has

confirmed the business case, and technical feasibility for hydrail, which has been running in the EU tourism precincts for several years. Kelowna has an opportunity to increase its tourism attractiveness and be the first in the area to re-introduce tram trains. Similar systems are being advocated in the Fraser Valley and on Vancouver Island in the next five years.

Under Policy 4.21.2: To address traffic congestion, which occurs at intersections most often, KSAN would like to see 'roundabout retrofit' and 'roundabout first' programs in place of traffic signals, which are much less safe for pedestrians, bicycles, and vehicles, and which cause much higher delays, polluting congestion, and unsafe shortcutting through our neighborhoods.

Related to Policies 4.17.8 & 5.16.9:

- Policy 4.17.8.** **Roadway Modifications.** Implement roadway modifications based on the goals and priorities of the Transportation Master Plan to support mobility options for all modes.
- Policy 5.16.9.** **Roadway Modifications.** Implement roadway modifications based on the goals and priorities of the Transportation Master Plan to support mobility options for all modes.

Please confirm the meaning of the term 'roadway modifications = 'improvements' = widening'. More road lane-kms, means widening and displacement of badly needed housing, and degradation of living environment and quality of life by cars. We would like priorities in transport infrastructure to clearly state that investments be made in this order: AT, Transit, Shared, Freight, HOVs, then SOV (Policy 4.16.1; Page 52). Moreover, KSAN is against any road widening thru it. We request a moratorium on all new roads in Kelowna pending a study on the congestion reducing benefits of replacing signals with roundabouts, and roads with imbedded rails for tram / trains, (all of which could be funded by reduced road building budgets).

Related to Policy 5.17.7:

- Policy 5.17.7.** **Safe Crossings.** Create safe & accessible crossing opportunities on collectors and arterials.

What does safe crossings mean? KSAN is against installing any more signals. There are many other more sustainable and affordable safe options that exist.

Related to the following related to the Okanagan Rail Trail (ORT):

- Objective 5.19.** **Protect and enhance the Okanagan Rail Trail as a vital transportation corridor linking communities in the Okanagan Valley.**
- Policy 5.19.1.** **Okanagan Rail Trail Protection.** Ensure the long-term protection of the Okanagan Rail Trail by avoiding encumbrances within the Okanagan Rail Trail corridor, including but not limited to: driveways, crossings, and utilities.
- Policy 13.8.3.** **Okanagan Rail Trail Partnership.** Continue to partner and collaborate with the Okanagan Rail Trail Committee to manage and enhance the trail as well as protect the trail for the long-term opportunity to develop a multi-modal transportation corridor linking the communities along the corridor.

KSAN residents and businesses will benefit significantly from the City's many active transport corridors, both in health outcomes and tourism economic spin-offs. We see similarities in impact between our ORT and Canmore's bike/cross-country trail, and Victoria's Galloping Goose trail. We would hate to see

our ORT corridor used for a general purpose road link, which would destroy its pristine natural experience and resident/tourism value as a quiet, ambient cycling/walking/hiking route. Therefore, KSAN would like to have the City explicitly define “multi-modal corridor”. KSAN does not support its use for general purpose traffic. KSAN would support its use for quiet, slow-moving, ZEV transit and hydrail, which would promote regional and KSAN tourism economic spin-offs and resident health outcomes.

The introduction of Transportation (Page 98. Chapter 7) states the following:

The majority of people living in Kelowna’s Suburban Neighbourhoods are reliant on personal automobiles for most of their day-to-day trips due to their distance from employment hubs and their largely hillside context. As a result, there is limited opportunity to shift transportation trips to more sustainable forms of transport such as walking, biking or transit. Each new development in Suburban Neighbourhoods often require costly roadway expansion that create significant long-term costs for the City.

As new development areas continue to build roads, sidewalks and paths to connect to the existing transportation network, efforts will be made to improve connectivity to destinations like schools, parks and Village Centres through walking, biking and other transportation options. However, the City will continue to prioritize efforts for biking and transit expansion in **Urban Centres** and the **Core Area**.

Objective 7.10. Reduce dependence on the automobile where possible.

Policy 7.10.1. Accept Congestion. Recognize and accept that Kelowna’s streets will become busier as the city grows. Suburban neighbourhoods will have limited potential to shift away from driving, meaning that greater roadway capacity will be needed to support growth in suburban areas. Increases to roadway capacity should consider ways to mitigate impacts on livability of neighbourhoods in the **Core Area** and **Urban Centres**.

As we stated earlier under densification and growth, there are more affordable ways to accommodate growth than adding roads, and at the same time enhance liveability and equitable access. We are against four-laning Pandosy and Richter Streets – these corridors are already too narrow for safe cycling nor comfortable walking. Instead, we look to the City to use parallel bike friendly streets (e.g. , Ethel and Abbott), and promote a more complete adjacent communities with local jobs and services closer to homes that reduce vehicle kilometers travelled and increase bicycling/walking.

Please do not hesitate to contact KSAN if you have any questions or would more input. We hope this has been helpful.

Susan Ames, PhD, MSc, BSc

KSAN President



March 25, 2021

Mayor and Council
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Dear Mayor and Council:

RE: 2040 DRAFT OCP COMMENTARY

Argus Properties Ltd is one of British Columbia's premiere real estate investment and property management companies that has proudly served Kelowna for over 50 years. Together with our wholly-owned companies, we own and manage one of the finest portfolios of industrial, office, retail, residential, hotel and agricultural properties in the BC interior. Our innovative developments have been integral to transforming our community into the thriving municipality that Kelowna is today. Collectively, Argus Properties has over 750 people (pre-COVID) making us one of the largest private employers, if not the largest private employer in the City.

Of utmost importance, we strongly believe that due to the COVID pandemic, the rollout of the 2040 OCP is poorly timed. The 2040 OCP review must be delayed due to the unprecedented and limited ability to conduct meaningful consultation between staff, council and key stakeholders- namely the business community, landowners and the community-at-large. With the federal, provincial & health regulations prohibiting social & business gatherings, many people who would normally engage in consultation have been unable meaningfully do so in person. Staff and Council have been unable to conduct in-person public hearings, organize full in-person council meetings, or engage in face-to-face interactions with the community and affected business owners. It would be a fallacy to assume that phone-calls, zoom meetings and internet communications with a limited segment of Kelowna's population (less than 1% of the population) constitute a legitimate basis to lay the foundation of Kelowna's future.

Imagine Kelowna's vision was originally founded on the principles of widespread consultation, community-at-large, business community and stakeholder engagement. The 2040 OCP should act on these long-stated principles by creating opportunities for legitimate feedback, individual meetings with community & business stakeholders and organizations. This should include open houses, presentations, workshops, in-person meetings, which can only be organized once the COVID restrictions are lifted.

A delay in the 2040 OCP review is a responsible position to take and will allow Kelowna's citizens to craft a meaningful and representative community plan that is intended to shape the future of Kelowna over the next 20 years. Without meaningful, wide-spread, post-COVID community engagement, we will not build a strong foundation for the future, and the plan will have little legitimacy with the community-at-large or with the business community.

We commend the City for its hard work and dedication to produce the first draft of the 2040 Official Community Plan. We remain fully committed to help create a vision for Kelowna that is based on a foundation of trust and accuracy. We hereby provide our comments below.

Argus Properties is in full support of the City's move to further densification in appropriate areas, in particular close to major transportation corridors. We have long advocated for increased density along arterial roadways such as Richter Street and Pandosy Street in order to make productive use of land and increase housing affordability. Service industry workers in our city are highly vulnerable to high rents and have suffered under the preponderance and growth of short-term rentals, especially in the peak tourist season, when housing needs are at the highest.

Parking and turning radius are major costs in commercial, industrial and residential development. They are a barrier to the creation of affordable density near our urban centres. A focus on improved transit and active transportation options is therefore highly welcomed.

We are pleased to see attention given to specialized research and collaboration with UBC Okanagan in the Industrial Gateway area, near the airport. Argus already has a strong and lasting relationship with UBC Okanagan, as well as Okanagan College, and we look forward to our continued contribution in making these major economic engines grow. To note, in March 2021, we completed and turned over a substantial academic facility for UBC Okanagan on Innovation Drive.

The following concerns are in relation to specific sections of the draft OCP:

A. Proposed Policy 6.4.1 - Gateway Industrial & Hotel Lands

Argus Properties, through its wholly-owned companies, owns and operates a significant industrial portfolio and two hotels near the Kelowna Airport - Sheraton Four Points and Hilton Hampton Inn & Suites. For a long time, in support of the UBC Okanagan campus and the Kelowna International Airport, Argus has envisioned a hotel cluster between UBC Okanagan and the Airport, supported by a casino, convention space, parking and other amenities.

In 2016, Argus applied for an OCP change to lands contiguous to our Sheraton Four Points Hotel to accommodate future hotel uses. Inexplicably, this OCP amendment was altered by City staff without our knowledge or forewarning, and was surprisingly presented to council as an application for construction of only the Hilton Hampton Inn & Suites. To avoid further costly delay in construction, and avoid employee layoffs, we reluctantly proceeded with the OCP change and rezoning.

We are now deeply concerned to see that the draft 2040 OCP does not include our reasonable proposals to expand on the existing C9-zoned lands and create a contiguous clustering of hotels across the street from the airport. This is despite the fact that we have submitted a long-standing rezoning application for a third hotel and that the original OCP application was made in 2016.

It is important to note the following:

1. The Gateway area will continue to transform and grow significantly moving forward- by 2040, UBC will grow its academic community from 10,000 to over 20,000 (*source: UBC Okanagan Outlook 2040 document*); Kelowna YLW Airport will grow its passengers from 2MM passengers in 2019 to over 3.5MM passengers in 2045 (*source: ylw.kelowna.ca*);

2. We currently have an active rezoning application and official community plan amendment before the City, and are waiting to conduct a traffic study, once road usage is “normalized”.
3. In regards to our property contiguous to the Sheraton Four Points and Hilton Hampton Inn & Suites, the highest and best use of this property is clearly a cluster of hotels and related uses.
4. After ten years of planning, design, negotiations with the City and other regulatory bodies, the first phase of the Airport Business Park was finally subdivided circa 2006. It should be noted that all this was commenced *prior* to the existence of UBC Okanagan and *prior* to the significant expansion of the airport. Fifteen years later, Argus Properties and others own the undeveloped or partially developed industrial sites from the first phase. Additionally, UBC-owned lands to the south in their Innovation Precinct remain undeveloped. The past fifteen years and the projected growth in the airport corridor demonstrate that there is strong market demand for industrial uses, as well as complementary uses, such as expansion of our hotel cluster.

B. Proposed Chapter 22 – Industrial/Commercial/ ALR Boundaries

Argus commented on an earlier iteration of agricultural buffers in a June 2018 letter (Schedule A) to the City. The current BC Ministry of Agriculture *Guide to Edge Planning* recommends that a land use inventory be prepared and that a focus be made on critical edges (new urban development) instead of industrial areas or commercial areas. In fact, the guide states that industrial and commercial land uses have a moderate to high compatibility with agriculture, which is not reflected in the draft 2040 OCP. The guide states that impacts are to be shared on both sides of the ALR boundary, and a site-specific approach is the only reasonable course of action. The guide states as follows:

“The success of edge planning relies on shared responsibility. This philosophy requires that both agricultural and urban land users and decision makers seek opportunities and adopt approaches to ensure compatibility. More specifically, successful agricultural - urban edge planning relies on recognition that it is reasonable for landowners along both sides of the agriculture-urban boundary to share the benefits and impacts from edge planning implementation.” Page 7- Section 2.5 Edge strategy- Shared Responsibility

Argus Properties is disappointed to see that none of the Ministry’s recommendations were acted on since our letter of June 2018. In fact, the reasonable, site-specific measures suggested in the provincial guidelines have been abandoned in favor of the prescriptive and heavy-handed approach identified in the draft 2040 OCP. We are unaware of any ongoing harm to agriculture along existing edges that could not be remedied with a fence.

The amount of disruption and loss of scarce industrial, commercial and residential land with a value of tens of millions of dollars to the city and loss of jobs is disproportionate with any conceivable economic risk to the agricultural lands. We strongly recommend that an independent study be conducted to measure the economic impact vis-a-vis DCCs, tax base, job creation and affordable housing etc., so that Council has a complete picture when reviewing this aspect of the draft 2040 OCP.

C. Proposed Objectives 4.13, 5.12, etc. Rental-Only Zones and Affordable Housing

Re-designation to new rental-only zones should only be done with the cooperation of the affected landowners, and not through an arbitrary “taking of lands.” To date, rental-only zoning has been tied to government support for the construction of affordable housing. Argus Properties supports new rental-only housing zones, similar to voluntary opt-in schemes that are tied to incentives or other positive support mechanisms.

We strongly believe that the biggest impediment to affordable housing is the proliferation of short-term vacation rentals, such as Airbnb in Kelowna. The City has lost thousands of rental units (basement apartments, carriage houses, condominiums etc.) that were once rented on a monthly/ yearly basis to these short-term rentals.

The City would be far better off promoting investment in new and existing affordable housing by limiting the use, promotion and concession of existing and proposed housing stock through these short-term vacation rentals.

The BC government recently pushed through new measures that *drastically* strengthen the Residential Tenancy Act and is the further disincentive for much-needed investment in affordable rental housing stock, which *continues* to be in short supply. The City must be cognizant of how detrimental and draconian the cumulative effect is of its support of short-term vacation rentals and of BC's recent strengthening of the Residential Tenancy Act.

City council and senior staff have openly and rightly decried the federal and provincial downloading of responsibility to provide affordable housing onto municipalities. It seems odd for the City to further download this responsibility onto investors and private landlords. Adding more restrictions at a local government level will only serve as further disincentive to offer rental housing, and it will prevent reinvestment in existing buildings. In other cities, this and other forms of rent control act as significant barriers to the creation of new rental housing, and only offer modest short-term benefits to a few existing renters, at the long-term expense of reduced quantity of new rental units for everyone else.

D. Proposed Policies 4.3.3 and 4.6.1 - Supported Building Heights

The tallest buildings in Kelowna have been located north of Prospera Place since construction of both the Dolphins and Sunset towers starting nearly 30 years ago. This pattern continues with Skye tower 7 years ago, One Water Street - under construction at 29- and 39-stories high, and Landmark 7- 23-stories; under construction, completely contrary to the original land-use contract. The draft 2040 OCP goal of tapering downwards from downtown towards Knox Mountain is completely inconsistent with the past several decades of development approvals and the reality of Kelowna's downtown skyline that we see today.

Argus made a zoning application in 2014 for a 26-story mixed-use tower at 1000 Manhattan Drive, near the existing Skye tower. This process was stopped at the time due to the exorbitant demands that the City was requiring for our proposed development. Our lands on Manhattan Drive are consistent with the other towers on the same block, and on adjoining neighbouring lands.

Kelowna needs Class A office space in its downtown area if it is to achieve a true work-live-play balance mix. It cannot rely solely on local coffee shops and retailers. There are only an exceptionally few retail national brands in the downtown area, due to the lack of national tenants that would employ well-paid workers in Class A office stock. Class A offices are sorely needed in the downtown area, especially considering the huge latitude given to Landmark et al.

E. Proposed Development Permits Guidance 2.1.1 and 2.1.1 - Stepping Back Upper Stories of Buildings

We recommend that requirements for stepping back in building design, be reviewed on a case-by-case basis, taking the local neighbourhood characteristics into consideration. The following all contribute to design inefficiencies related to step-designs:

1. Interference with the BC Building Code that requires placement of emergency egress stairways near the ends of hallways. Step backs can also prevent building lobbies from facing the street, as elevators need to travel to the top floor, and may require the added height of an elevator structure on the roof.
2. Interference with the design of HVAC systems and efficient delivery of heating and cooling from rooftop units to apartments below.
3. Reduce energy efficiency and increase environmental impact, due to inefficiencies in weatherproofing, drainage and overall lower building volume compared to the building surface area.
4. Add cost and complexity to the structural design and construction. Stepping back upper floors can require more load bearing walls and load transfer strategies.

F. Proposed Development Permit Guidance 4.1.4 Curb-Cuts

Many existing properties have more than one curb cut per site. A requirement to eliminate existing curb cuts at time of infill development or partial redevelopment needs to be site specific and appropriately phased. Large truck-dependent sites with multiple frontages may need to maintain multiple entrances due to existing one-way transport truck access behind buildings, lack of turn-around areas on site and separated parking areas.

Online shopping will continue to grow exponentially, driving demand for more warehousing, order fulfillment & logistics in our industrial and mixed-use developments. Ingenuity in property design will need to include multiple curb cuts in order to accommodate e-commerce demand, increase the efficiency of our tax base, and affordability.

G. Proposed Policy 5.3.3 Strategic Densification

While Argus Properties welcomes densification, we feel that it would be best achieved via positive up-zoning similar to the approach taken for the RU7 zone. We are concerned about limiting infill development along transit corridors to 1-hectare sites, and the resulting requirement for large land assemblies as a prerequisite for some types of infill and redevelopment. Since a 1-hectare site would require the purchase of more than 20 typical 0.1 acre urban lots, project timelines could be prolonged, impeding the creation of affordable housing and densification. The City will lose significant tax and DCC revenues as a result.

Developers in other cities can deliver exciting projects in unusually small or oddly shaped redevelopments, and landowners in Kelowna should have the same opportunity. This bias towards large developments and master plans should be revisited and revised. Argus recommends that consideration be given to *include* small innovative, developments instead of *only* encouraging a limited number of large developments.

H. Proposed Chapter 3 - Future Land Use, Temporary-Use Permits (Page 40)

Core neighbourhoods appear to be excluded from the list of areas where Temporary Use Permits will be accepted. As this will exclude a large number of commercial and residential parcels, Argus suggests that Temporary Use Permits also be permitted on all properties within the permanent growth boundary that have industrial or commercial zoning.

I. Proposed Chapter 3 - Future Land Use, Regional Commercial

Proposed Policy 5.5.4 discourages residential development more than 200m from a mass transit station. This will significantly and further burden our transit costs (already operating at a deficit) and limit the City's densification efforts. Instead, the City should provide leadership and encourage a greater walking distance of up to 800m from mass transit stations- more in line with other North American cities.

It should be noted that our request for increased bus service and a covered bus stop along Airport Way and Highway 97 has been outstanding and repeated for over seven years.

J. Proposed Map 18.1 Urban Design Development Permit Areas

The draft 2040 OCP proposes that the Form and Character Development Permit (DP) be extended across the entire city, with no exemptions listed for urban design DPs. As such, the number of DPs will be greatly expanded, resulting in substantial increase in council and staff time and resources, unnecessary delays and added costs to many projects that only require a building permit today.

The existing OCP has a rationale for including only commercial and multi-family areas in the DP process, and we see no reason to change. The list of exemptions on pages 14.2 and 14.3 of the 2030 OCP needs to be maintained (see Schedule B).

K. Proposed Objective 8.1 Protection of Agricultural Land

Blanket statements to protect the ALR are inappropriate considering our transportation needs, recreation needs, other community and business needs. Agriculture although important, contributes significantly to the unaffordability of our city.

The blanket protection for ALR land and prohibitions on removing ALR land should be considered on a case-by-case basis. If lands have a strong economic or social rationale for removal, then this same rationale should be applied to any other ALR lands in the city, as fairness and highest-and-best-use are important principles in land use.

L. Closing Comments

The draft 2040 OCP envisages the creation of a number of detailed plans for the various neighbourhoods and city sectors. This overly prescriptive and heavy-handed approach lacks the necessary flexibility to adapt to as conditions change. It would be better to offer fair flexibility within predetermined envelopes, thereby reducing the number of permits required and allow the City to be more innovative and flexible.

In closing, we support the City's efforts in preparing this significant development document that is intended to guide the City's growth over the next 20 years. However, this can only be achieved if all stakeholders, including the community-at-large and the business community are meaningfully and properly consulted and heard.

We note that we are still in the middle of COVID restrictions, and cases of COVID variants are on the rise in BC, fueling concerns over a third wave and a potential lock-down.

As a major developer and property owner in Kelowna, our concerns are both legitimate and real. We reiterate, the City *must* in fairness delay the 2040 OCP review until we can have meaningful and wide-spread in-person

community dialogue and engagement. Without this, we will not build a strong foundation for the future, and the plan will have little legitimacy with the community-at-large or with the business community.

We thank you for your consideration and look forward to discussing these important matters with the City at the highest level.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laurence Sie', is positioned above a horizontal line.

Laurence Sie, Managing Director
ARGUS PROPERTIES LTD.

cc Robert Miles, Project Manager



March 26, 2020

File: 0280-30

Tracy Guidi
City of Kelowna
1435 Water Street
Kelowna BC V1Y 1J4
E-mail: tguidi@kelowna.ca

Dear Tracy Guidi:

Re: City of Kelowna Draft OCP version Fall 2020

Thank you for providing B.C. Ministry of Agriculture staff the opportunity to comment on the City of Kelowna's draft Official Community Plan. Overall ministry staff consider the objectives and policies affecting agriculture to be positive given the emphasis on protecting agricultural land and minimizing conflict. We offer the following comments that may help to provide increased clarity and suggestions for wording or additional objectives or policies that may support agriculture in the City:

Chapter 8 – Rural Lands

8.1 Objectives – The objectives in this section are very strongly in support of agriculture. The one area of note is Policy 8.1.11 – Conservation Tools. In this section, it may be beneficial to note that conservation covenants in the ALR need to be approved by the Agricultural Land Commission (ALC) before they are valid.

Chapter 22 Farm Protection Development Permit Area

A. Farm Protection DP for development on lands adjacent to ALR

Properties Affected – this should apply to all residential, commercial and industrial properties within 300m of the ALR as described in the [Guide to Edge Planning](#), although only certain guidelines will apply to those that are not immediately adjacent. Also, in s. 1(b), you may want to check that local governments have the authority to require a DP on rezoning, as it is my understanding that the requirement for a DP for this category is only for subdivision or construction or alteration of buildings.

Objectives – “Minimize the impact of urban encroachment on ALR land” makes it sound like there is support for encroachment into the ALR. This might be better if it read “To minimize the impact of urban development on ALR lands” or similar. The rest of the objectives are good; however, it may be beneficial to add “to provide greater definition of

the boundary of the ALR". In addition, it may be valuable to include an objective regarding stormwater management, and to include some guidelines regarding this further down, particularly in the buffer design sections as stormwater retention features may be incorporated into buffer areas.

Exemptions – "A lot is separated from agricultural uses due to a slope greater than 30%" – we have a large number of complaints in the Okanagan Valley where residents are upslope from agricultural operations, particularly noise complaints. While buffering may not be overly effective in these instances, there are still some guidelines which should apply, including requiring a notice on title that specifies the lots are near a farming area and that disturbance may be an issue. Stormwater retention may also be beneficial to include for these properties. I recommend removing this exemption and instead exempt these lots from needing to follow all the guidelines.

A. Guidelines for New Subdivisions – Figure 1 appears to be missing. In any case s. 2.1 is the opposite of what is specified in the ministry's Guide to Edge Planning. We typically would like to see a policy that avoids large suburban residential lots along the ALR boundary as our experience has shown that owners of these lots are most likely to complain about farm practices. I understand that the experience in the Okanagan may be somewhat different, with strata developments also being a large source of complaints; however, I think it is still worth specifying that a gradual reduction in density does not mean an end result of large suburban residential lots abutting the edge. Agrologists with the required expertise to comment on the potential for residents to be aggrieved by farm practices are few and far between.

Section A 2.2 – 1st bullet: "A modified separation distance may be considered based on the recommendations of a professional agrologist report". It is unclear what the professional agrologist would need to be looking at and reporting on. Is this to determine what types of agriculture could potentially be located in the ALR in the future? This could be rather challenging for an agrologist to report on. They would typically be able to determine capability of the land and what types of agriculture might be suitable for a site, but may have limited capacity to be able to predict what could happen in the future. If this guideline remains, it would be useful to spell out exactly what should be in the report. In addition, the 30 m setback area should be viewed as a minimum for mitigating impacts, not a maximum that can be lessened.

2nd bullet: "as described in section 2.0" – should this read "section 3.0", i.e. is this referring to the Vegetated Buffer section below?

Section A 3.1 – 1st bullet: the minimum 8 metre vegetative buffer only applies to industrial and commercial areas that abut the ALR. For residential areas, the minimum is 15 metres. This is the minimum buffer that has been shown to mitigate a wide range of impacts along areas of the edge with highly incompatible uses such as residential. In areas where a 15 metre buffer is not possible, additional guidelines should apply, including attention to the height of the buffer, requirements to have a mature screen in place prior to occupation, species selection to reduce spray drift, etc.

Section A 3.2 – It may be beneficial to include a guideline recommending that species selection include consideration of those that are more deer resistant.

Section A 3.3 – Although drought tolerant planting material is mentioned, many species, including those that are drought tolerant benefit from irrigation to become established and healthy. We recommend including guidelines requiring irrigation for the first 2 years after planting, and that the City require a letter of credit equal to 150% of the cost of the landscaping and installation work that will only be returned after 2 years if the landscaping has survived.

Guidelines for Development on an Existing Lot – the Figure numbers appear to be off in this section.

Section B 1.1 – While we recognize that the reduced setbacks mentioned in this section are due to the many smaller lots already developed along the edge that may not be able to meet the 30 metre recommended setback in the Guide to Edge Planning, allowing this reduced setback for every property that is already developed along the edge regardless of whether or not there is room for the full 30 metres or not, seems like a missed opportunity to get fully effective edge planning in place for those lots that can support it. Therefore, we recommend that the default position be the 30 metre setback, with guidelines outlining the circumstances under which this could be reduced or a variance issued.

Section B 1.5 – Recommend changing “Consider designing” to “Design”.

Section B 3.1 – As in sections A 3.1 and B 1.1, the reduced buffer should not be the default and there should be other guidelines stipulating the circumstances under which it could be reduced and extra guidelines put in place for a reduced buffer as mentioned above.

Sections B 3.2 and 3.3 – As above for sections A 3.2 and 3.3.

B. Farm Protection DP for Development on Agricultural Lands

Properties Affected – This section needs to be amended. The DPA should apply only to parcels that are within 300 m of the Urban/ALR boundary and are adjacent to an Urban or Suburban designation. It should not apply to all land considered agriculture as this will not be readily accepted by the farming community and represents unnecessary red tape for industry if a permit is required even though most of the guidelines may not apply to someone further than 300 m from the edge.

Justification – The justification in the urban-side DPA is stronger. Something similar here, but which emphasizes that this is implementation of a farm bylaw for farm-side edge planning in order to promote shared responsibility for reducing conflict along the edge would make this section stronger. The impacts in this case would be those felt by urban residents, i.e. noise, odour, dust, pests, etc.

Objectives – Include in the objective regarding conflicts a statement about shared responsibility for reducing conflict along the edge.

Exemptions – “intensive impact agriculture” does not appear to be defined, and it would be helpful to do so. Does this include structures for manure and compost storage, for instance? A further exemption that may fit here after the Properties Affected section is

amended is to exempt any construction that is greater than 300 m from the Urban/ALR boundary. This would provide clarity and incentive for owners of parcels with land that is further than 300 m to build further from the edge and not have to apply for a DP.

Guidelines

Section 1.4 – “Locate new manure and compost storage and operations...” It is unclear what is meant by “and operations”. Is this referring to all farm operations? If so, this is overly restrictive. Replacing “and operations” with “structures” may make more sense.

Section 2.1 – Parking pads may be constructed from permeable materials; however, loading bays and high traffic access area may benefit from being paved in order to reduce dust that would impact neighbours and dust and mud being tracked onto the roads.

Section 3.1 – landscaped buffers consistent with the Guide to Edge Planning may not be appropriate or beneficial in all cases on farms. Farmers may wish to have a view of the farm yard or livestock areas from the house for security and animal welfare reasons. It is unclear what “offensive agricultural activities” may consist of and this seems to be something that could be rather subjective. It would be better to specifically mention which operations and activities should be screened. For instance, a vegetative buffer may be useful to help mitigate the impacts of dust.

C. Farm Help Housing Permit

This section appears to be consistent with the Temporary Farm Worker Housing Bylaw that was previously approved by the Minister as a farm bylaw.

Thank you again for the opportunity to review the draft OCP. We look forward to continued engagement as you move this project to completion. If you have any questions, please contact us directly at the email addresses or numbers below.

Sincerely,



Alison Fox, P.Ag.
Land Use Agrologist
BC Ministry of Agriculture, Food and Fisheries
Alison.Fox@gov.bc.ca
(778) 666-0566



Christina Forbes, P.Ag
Regional Agrologist
B.C. Ministry of Agriculture, Food and
Fisheries – Kelowna
E-mail: Christina.Forbes@gov.bc.ca
Office: (250) 861-7201

Email copy: Sara Huber, Regional Planner, Agricultural Land Commission

Re: OMRA/KVNA Meeting with OCP Team 17-March-2021

David Jenkins

Tue 2021-03-30 8:39 AM

To: Danielle Noble-Brandt

Robert Miles

Cc: Stephanie Frid

Rusty Bracken

Chris Lapointe

Rafael Perini

Mary Broadland

, Len

McFarlane

Bryan Redford

Dave Cartwright

CAUTION: External email - Check before you click!

Danielle / Robert

Following up on our March 17th meeting, below are some comments to reinforce the points we discussed.

Neighbourhood Associations

- We jointly see NAs as a cooperative relationship that will help bring focus to City OCP initiatives on at the community level.
- We recognize that the City is rethinking the role of NAs and are very willing to work with you in refining how they can work better for both parties.

Suburban Housing Mix

- We agree that the impact of COVID on housing demand in the suburbs - both in quantity and mix - is an evolving situation.
- However, WFH was already a significant trend prior to the pandemic and appreciate that the OCP process is closely monitoring this to evaluate if adjustments are required in terms of housing mix and the need for local commercial services.
- The need for 'Aging-in-Place' is becoming more important, both in terms of healthcare and sense of community for our aging population. This has implications for:
 - Housing design & functionality
 - Potential 'communal/collective' living arrangements
 - Access to primary healthcare within suburban areas

Village Centres

- We agree that more needs to be done to find the right balance between VCs as commercial (transactional) and community (relational) areas.
 - Role of community schools?
 - Incorporation of open green spaces?
 - Community services - health, libraries, meeting spaces?
- We agreed that this needs its own discussion and are happy to work with you.

Transportation Infrastructure

- With Thomson Flats and the SPR Phase2 off the table, solutions for congestion getting out of the Upper Mission are still urgently needed.
 - Is the Okaview/Frost Road intersection project still a potential?

- The Transportation Master Plan will deal with specific projects and this will be forwarded to them for more discussion.

Again, we appreciate the time and attention you gave us during the meeting; we look forward to working with you on the implementation of the OCP in our communities.

David Jenkins
Board Member



Website: <http://www.omra.ca>

Facebook: <https://www.facebook.com/OMRAKelowna>

On Mar 18, 2021, 16:16 -0700, Robert Miles, wrote:

Thanks David, it was a pleasure meeting with you and the other representatives from OMRA and KVNA. I look forward to your feedback and if there's any additional information you need, please don't hesitate to get in touch.

Regards,

Robert

From: David Jenkins

Sent: March 18, 2021 9:11 AM

To: Danielle Noble-Brandt

Robert Miles

Cc: Stephanie Frid

Rusty Bracken

Chris

Lapointe

Rafael Perini

Mary Broadland

Len McFarlane

Bryan Redford

Dave Cartwright

Subject: OMRA/KVNA Meeting with OCP Team 17-March-2021

CAUTION: External email - Check before you click!

Danielle / Robert,

On behalf of OMRA/KVNA, thank you for meeting with us yesterday: your explanation of the OCP intent and process and the discussion of the issues we had raised in our discussion paper were very helpful. I believe both parties demonstrated that a strong partnership relationship between the City and NAs will be mutually beneficial.

Over the next few days we will go over our notes and come back to you with a refinement of our thoughts on moving ahead.

D

David Jenkins

Board Member

[cid:9916B45E07854517AD7D3173CDAE0947]

Website: <http://www.omra.ca>

Facebook: <https://www.facebook.com/OMRAKelowna>

**Agricultural Land Commission**

201 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000 | Fax: 604 660-7033
www.alc.gov.bc.ca

March 31, 2021

Reply to the attention of Sara Huber
ALC Planning Review: 46687

Tracy Guidi
Sustainability Coordinator, City of Kelowna
tguidi@kelowna.ca

Re: City of Kelowna 2040 Official Community Plan (Draft Version, Fall 2020)

Thank you for forwarding a draft copy of City of Kelowna's (the "City") 2040 Official Community Plan (the "2040 OCP") for review and comment by the Agricultural Land Commission (ALC).

The 2040 OCP proposes an update to the previous 2030 OCP, reviewed by the ALC and adopted by City Council in 2011 (Planning Review File 45731). While portions of the 2040 OCP are undergoing review by the ALC's Executive Committee, this letter serves as ALC staff's review of the remainder of the 2040 OCP with suggestions to ensure the 2040 OCP is consistent with the ALC Act, the ALR General Regulation, and the ALR Use Regulation.

Chapter 1 – The Big Picture

This Chapter includes the City's community vision for 2040 which is:

"In 2040, Kelowna is a thriving mid-sized city that welcomes people from all backgrounds. We want to build a successful community that honours our rich heritage and also respects the natural wonders that contribute to our identity. As a place with deep agricultural roots, Kelowna understands the need to protect our environment, manage growth and be resilient as our future unfolds."

ALC staff appreciate the City's acknowledgement of its agricultural roots and need to protect its environment and manage growth.

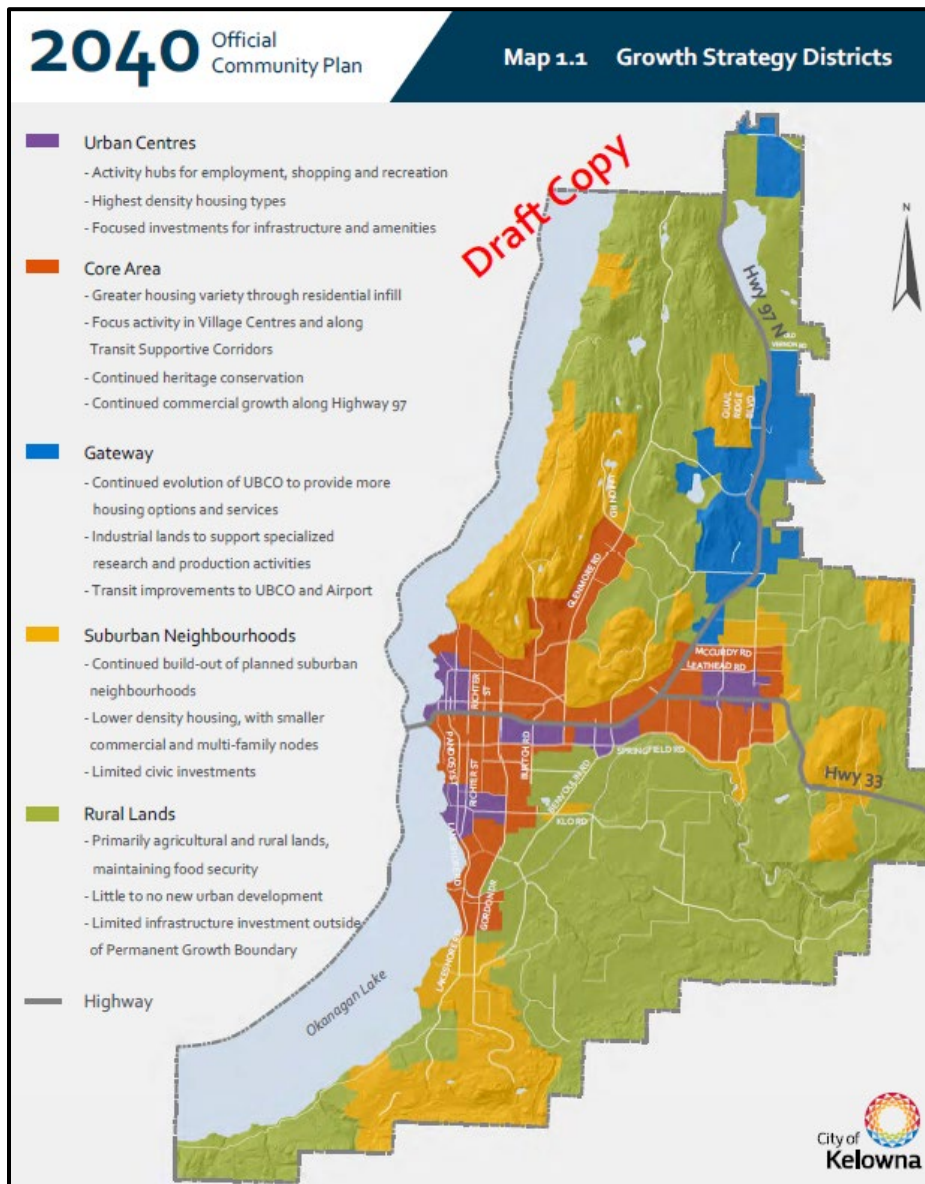
The OCP establishes 10 pillars to realize its community vision, including the following:

Focus Investment in Urban Centres	Stop Planning New Suburban Neighbourhoods
Target Growth Along Transit Corridors	Promote More Housing Diversity
Incorporate Equity into City Building	Strengthen Kelowna as the Region's Economic Hub
Protect Agriculture	Prioritize Sustainable Transportation and Share Mobility
Protect and Restore our Environment	Take Action on Climate

Under the pillar to "Protect Agriculture", the 2040 OCP recognizes the scarcity of agricultural land and the role that it has played in the local economy. The 2040 OCP supports the ALR and avoids further intrusion of urban development into the ALR. To that end, the 2040 OCP outlines

how development is to occur in the five Growth Strategy Districts of the City: Urban Centres, Core Area, Gateway, Suburban Neighbourhoods, and Rural Lands.

Growth Districts:



This section also states that rural lands are located outside of the Permanent Growth Boundary and are not to be supported for further urban development beyond areas already zoned and designated in the 2030 OCP (further comments regarding ALR lands within the Permanent Growth Boundary are provided later). ALC staff support the goals articulated in Chapter 1 noting that the “rural lands” with some minor exceptions, include, but are not limited to ALR.

Chapter 2 – Planning Context

The housing and population projections in the 2040 OCP project an average growth rate of 1.43% each year, resulting in approximately 45,000 new residents by 2040, for a total population of 180,000. The 2040 OCP further specifies that the majority of new housing units

are expected to be accommodated in Urban Centres and the Core Area (roughly 73%), preserving rural lands outside of the Permanent Growth Boundary. The majority of new housing units (approximately 76%) are also expected to be multi-family.

The Industrial Land Projections note that 85 to 95 ha of land will be needed for industrial use over the next 20 years. However, the OCP does not specifically indicate that sufficient lands are already identified in the OCP, or whether additional lands need to be identified. ALC staff note that there may be desire for industrial uses on flat, relatively undeveloped ALR land, but staff encourage the City to look elsewhere.

Chapter 3 – Future Land Use

The City has identified Future Land Use (FLU) designations for properties within its jurisdiction. These designations establish a general land use vision, but the City's Zoning Bylaw regulates specific uses and densities.

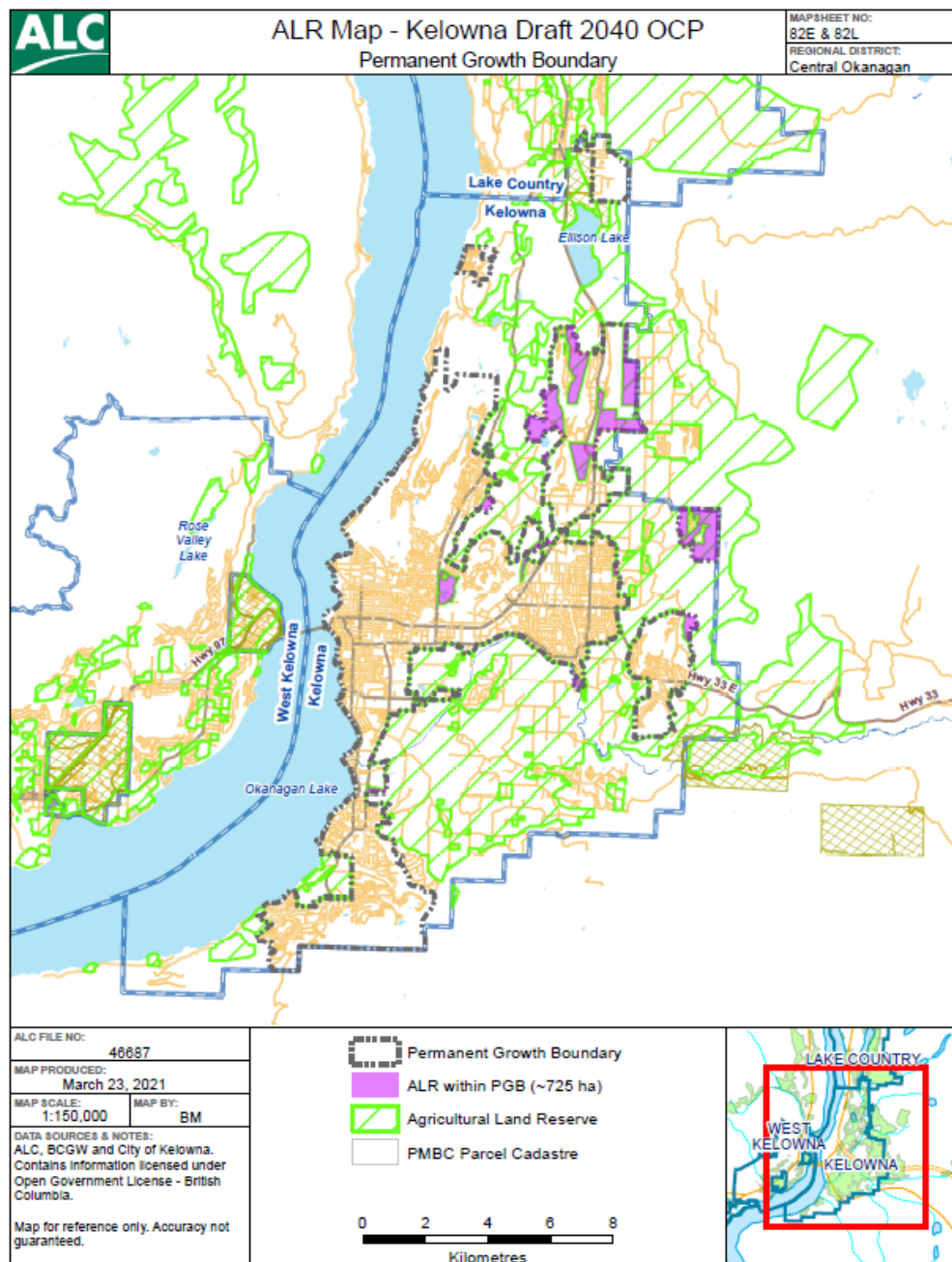
The OCP FLU designations include the following:

- Urban Centres (i.e. Downtown, Pandosy, Capri Landmark, Midtown, and Rutland)
- Village Centre
- Core Area – Neighbourhood
- Core Area – Health District
- Suburban – Residential
- Suburban – Multi Unit
- Regional Commercial
- Neighbourhood Commercial
- Industrial
- Educational / Institutional
- Rural – Residential
- Rural – Agricultural and Resource
- Parks
- Natural Areas
- Private Recreation
- Public Services / Utilities
- Transportation Corridor
- First Nations Reserve

The 2040 OCP also includes a Permanent Growth Boundary. Lands within the Permanent Growth Boundary may be considered for urban uses within the 20-year planning horizon, while lands outside of this boundary, will not be considered.

The 2040 OCP also specifies that lands outside of this boundary, and not within the ALR, will not be supported for any further parcelization. The City may wish to consider extending this policy to ALR lands to not support parcelization/subdivision of lands outside of the Permanent Growth Boundary and within the ALR (unless there is an agricultural reason for the subdivision) to strengthen Council decision-making when ALC subdivision applications are submitted.

ALC staff note there are approximately **725 ha** of ALR land within the City's Permanent Growth Boundary. The majority of these ALR properties are located near YLW Airport and UBC-O, and some of which are being addressed by the ALC's Executive Committee. Generally speaking, ALR lands should not be included within the Permanent Growth Boundary, unless previously supported by a resolution of the Commission.

Permanent Growth Boundary – Context Map:

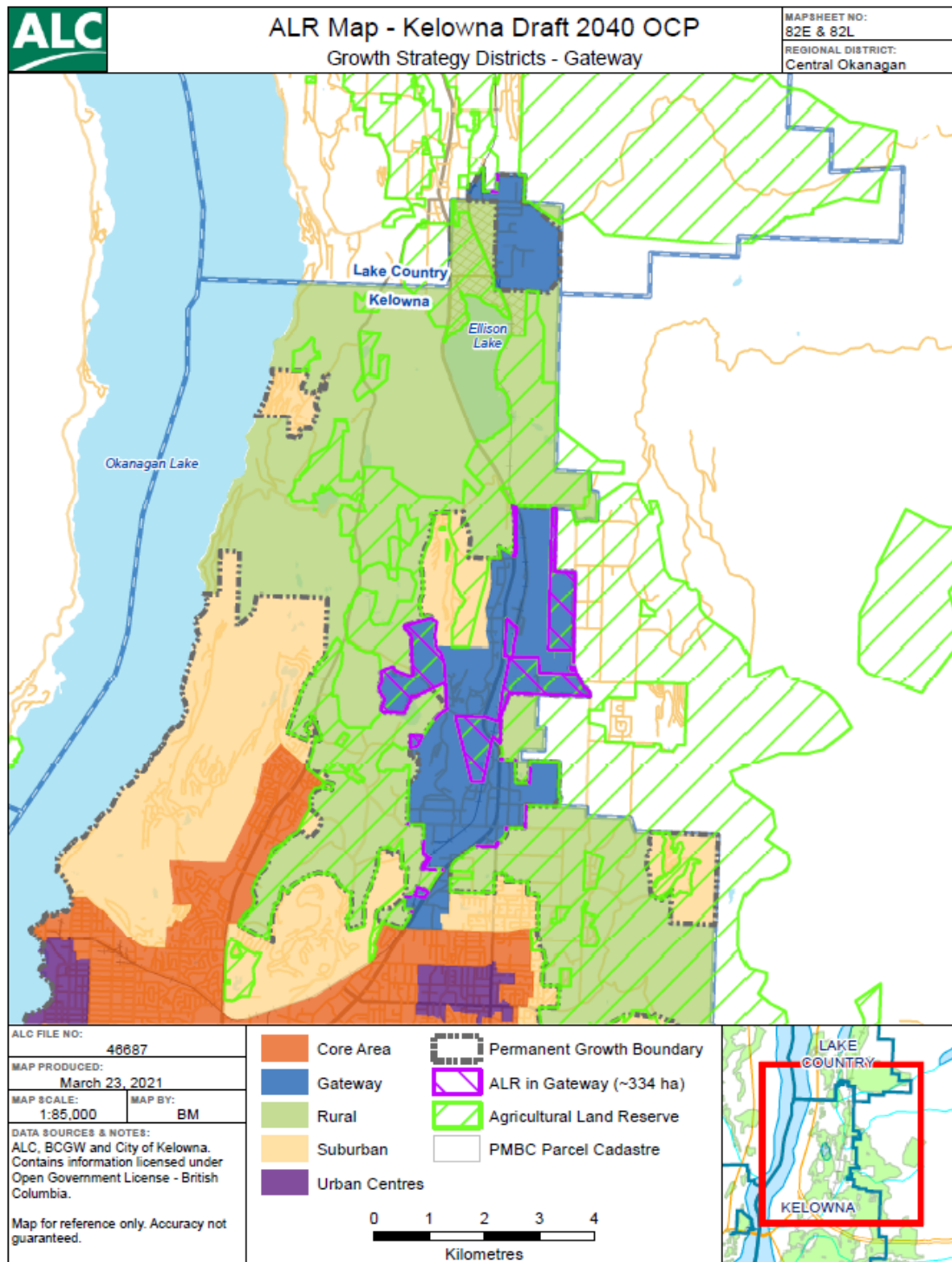
This section also addresses Temporary Use Permits (TUPs), noting that TUPs may be considered on lands outside of the Permanent Growth Boundary, designated Rural – Agricultural and Resource, for a period of “considerably less” than the three year maximum, and identifies that requirement to receive approval from the ALC in order to do so. ALC support the reference to ALC approval for such TUPs.

Chapter 6 – The Gateway

The Gateway District includes the Kelowna International Airport (YLW) and the University of British Columbia-Okanagan (UBC-O). Land use directions generally focus on rapidly diversifying

UBC-O and associated commercial/residential uses, YLW airport, and industrial lands along Highway 97 and the North Kelowna Industrial Park.

Gateway – Context Map:



The Gateway District includes approximately 334 ha of ALR, approximately **129.1 ha** of which is currently under review by the ALC's Executive Committee (equivalent to approximately 38% of

the ALR lands within the Gateway District). Depending on the outcome of the ALC Executive Committee's review, some policies under this section may require amendment.

For example, Policy 6.1.1 includes the City's support for the expansion of university facilities on Educational and Institutional lands (some of which fall in the ALR). As well, Policy 6.3.5 supports the exclusion of ALR lands at YLW, as identified in the YLW Airport Master Plan 2045 to allow for airport expansion and development.

The Gateway District also includes objectives and policies which are intended to support agriculture, including the following:

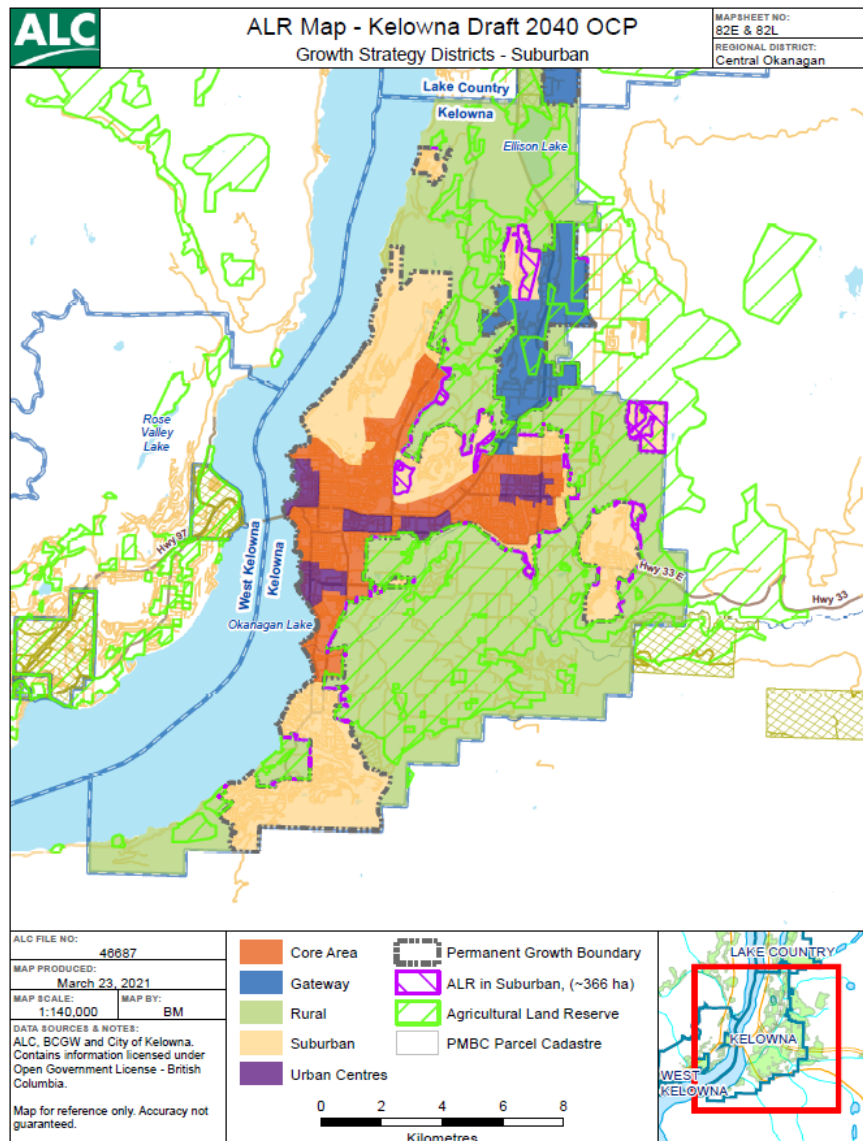
- Objective 6.5 to strengthen the local food system to increase food security, equitable access to healthy food and social connections.
- Objective 6.7 to protect and preserve agricultural land and its capacity.
- Objective 6.8 to ensure a compatible urban-rural interface.
- Objective 6.18 to maintain roads that support agricultural uses.

Under Objective 6.7, there are several policies which affect the ALR, including policies regarding exclusion, subdivision, non-farm uses, agri-tourism, secondary suites, farm help housing, homeplating, conservation tools, and alternative energy. Generally, these policies do not support future exclusion or subdivision of the ALR, and restrict non-farm uses unless the proposal is beneficial to agriculture.

However, Policy 6.7.10 also promotes the use of conservation covenants on agricultural land in order to protect species and environmentally sensitive areas. Under s. 22(2) of the ALC Act, a covenant that restricts or prohibits the use of agricultural land for farm purposes has no effect until approved by the Commission. Given this, the City may wish to clarify that any conservation covenant that would preclude agriculture, requires the approval of the Commission.

Chapter 7 – Suburban Neighbourhoods

The OCP notes that suburban neighborhoods are generally comprised of low-density, single-family homes which are expected to continue to accommodate growth but are not prioritized for further growth beyond what is identified in local area plans.

Suburban – Context Map:

There are approximately **366 ha** of ALR in the Suburban Neighbourhoods District, including the Tower Ranch subdivision, Black Mountain subdivision (partially within ALR), and Kelowna Golf and Country Club as well as some of the ALR periphery. Generally, these areas have existing residential development and/or have been approved by the ALC.

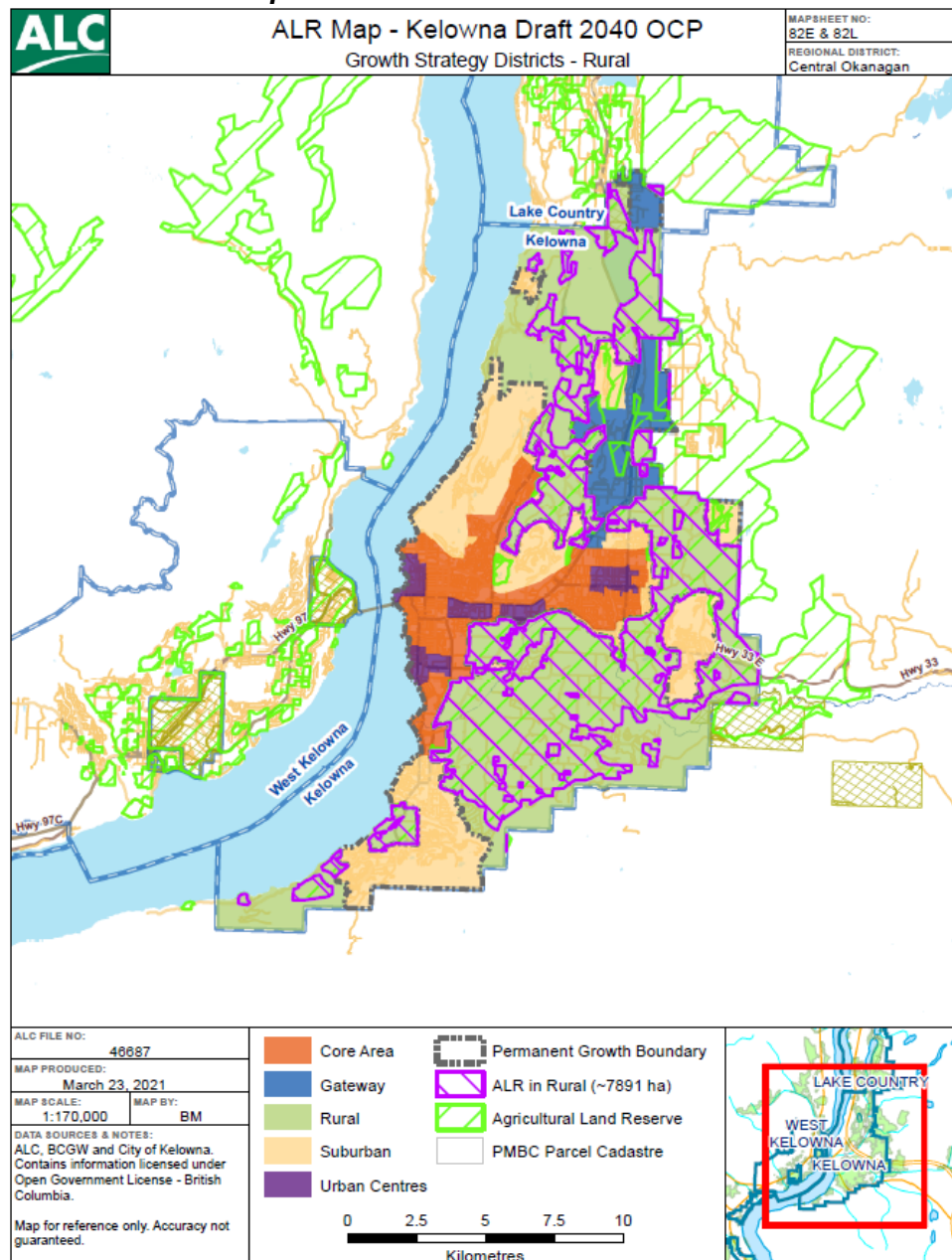
This section includes Objective 7.4 to ensure a compatible urban-rural interface that protects agricultural uses by encouraging compatible uses adjacent to the ALR and requiring buffering. ALC staff support this objective, recognizing that compatible uses and adequate buffering will help alleviate potential farm/suburban conflicts and permit farming to occur without interference adjacent to the ALR boundary.

Chapter 8 – Rural Lands

Over 55% of the City's land base is dedicated to agriculture and rural uses, equating to approximately **7891 ha** of ALR in the Rural Lands District. The OCP's approach is to contain

urban growth to existing “urban” districts within the Permanent Growth Boundary to preserve the rural lands for agricultural and rural purposes.

Rural – Context Map:



This section includes various objectives and policies to preserve the rural lands for agricultural and rural purposes, including the following:

- Objective 8.1 to protect and preserve agricultural land and its capability.
- Objective 8.2 to ensure a compatible urban-rural interface that protects agricultural uses.
- Objective 8.3 to strengthen the local food system to increase food security and social connections.
- Objective 8.4 to stop urban sprawl into Rural lands.

- Objective 8.5 to ensure the long-term viable use of the Glenmore Landfill.
- Objective 8.6 to minimize impacts of transportation infrastructure on agricultural and Rural lands.
- Objective 8.7 to support artistic and cultural expression in Rural lands.

Policy 8.1.9 requires farm help housing, as a first option, to be located within the Permanent Growth Boundary. ALC staff note that the majority of the Rural Lands are located outside of Permanent Growth Boundary. However, there may be circumstances where farm help housing is proposed for and permitted (by the ALC) on Rural Lands. For example, temporary farm worker housing. There may be merit in identifying this possibility in the OCP bylaw.

Policy 8.1.11 promotes the use of conservation covenants on agricultural land in order to protect species and environmentally sensitive areas. As previously mentioned, under s. 22(2) of the ALC Act, a covenant that restricts or prohibits the use of agricultural land for farm purposes has no effect until approved by the Commission. Given this, the City must clarify that any conservation covenant that would preclude agriculture, requires the approval of the Commission.

Chapter 10 – Parks

There are some ALR lands that are designated as park in the OCP which are not yet developed as park, and other lands permitted by the ALC for park purposes. ALC staff confirm there are provisions in the ALR Use Regulation for specific park uses (i.e. s. 16 and 22). Moreover, ALC staff advises that the Executive Committee is currently reviewing an OCP request which involves the conversion of 23.6 ha of ALR land for active recreational park use, (e.g. Mission Recreational Park, Rutland Recreational Park, and Belgo Pond). Depending on the outcome of this review, amendments may be required to the Future Land Use Map for parks should the Executive Committee not support such requests.

Chapter 13 – Infrastructure

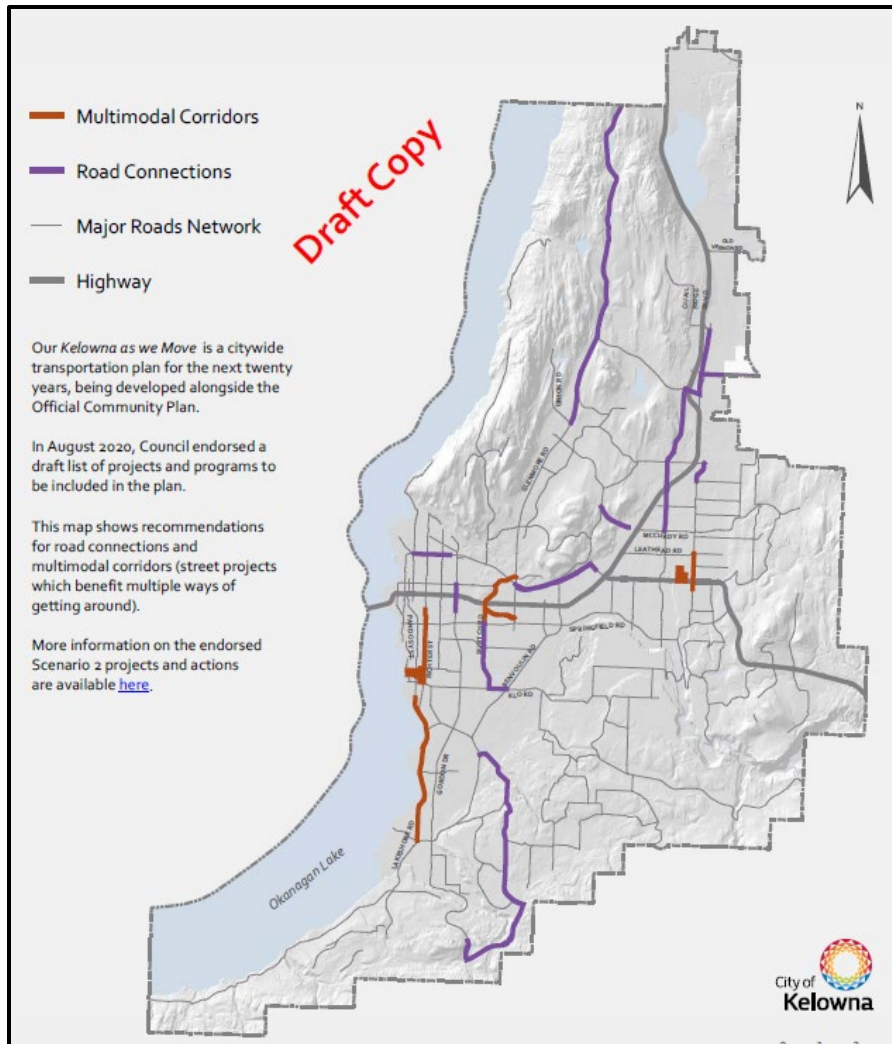
This section outlines the City's plans for managing growing infrastructure challenges. Specifically, the City aims to focus new development in Urban Centres and the Core Area to reduce long-term maintenance and costs.

Policies under this section include Policy 13.3.4 to ensure water availability for agriculture. ALC staff support the inclusion of this policy, recognizing the water scarcity issues in the region and the importance of water supply to agriculture.

Policy 13.6.3 also proposes to restrict expansion of sewer to rural lands unless needed to address public health issues or for the protection of natural assets. ALC staff support this policy

Map 13.1 outlines the road priority projects, some of which are under review by the ALC's Executive Committee. Based on the outcome of the ALC Executive Committee's decision, this map may require amendments.

Map 13.1 – Road Priority Projects:



Chapter 17 – Definitions

This section provides definitions for key words within the 2040 OCP.

For the “ALC” definition, it specifies that the ALC is responsible for administering policies and regulations related to the preservation of the ALR. ALC staff note that the ALC is actually responsible for administering the ALC Act and its associated regulations. The definition also doesn’t specify that the ALC is an administrative tribunal. For this reason, the City may wish to revise this definition to the following:

*An autonomous **provincial agency administrative tribunal**, independent of the provincial government, that is responsible for administering **policies the ALC Act** and **its** regulations with its goals as the preservation of agricultural land and the encouragement of farming in the ALR.*

Chapter 22 – Farm Protection Development Permit Areas

Three different farm protection development permit (DP) areas are proposed, as described below:

A. For Development on Lands Adjacent to ALR

This DP applies to development (i.e. subdivision, rezoning, or building permit) which abut, are contiguous to the ALR, or would be contiguous if not for a street, lane, walkway, stream, utility lot, underground pipeline, power line, etc.

The DP provides guidelines for subdivision design, buildings, site layout, landscaping and buffering and is intended to promote compatibility between land uses.

As identified by Ministry of Agriculture, Food and Fisheries (AFF) staff, the objective to “minimize the impact of urban encroachment on ALR land” does sound misleading, and ALC staff concur with AFF’s suggestion of “To minimize the impact of urban development on ALR lands”.

Many of the comments raised by AFF staff in their response, dated March 26, 2021, are shared by ALC staff with respect to the DP’s consistency with the Minister’s Bylaw Standards, specifically:

(A) Guidelines for New Subdivisions:

- DP should apply to all residential, commercial, and industrial properties within 300 m of the ALR, with only certain guidelines applying to lands that are not immediately adjacent to ALR.
- DP should avoid recommending suburban lots adjacent to the ALR.
- The 30 m setback should be viewed as a minimum for mitigating impacts, not a maximum to be lessened based on agrologist opinion.
- DP minimum vegetative buffer should be 15 m or 8 m, depending on proposed activity and should include alternatives where full buffer may not be possible.

(B) Guidelines for Development on an Existing Lot

- Default position should require 30 m setback for residential uses and a 15 m wide vegetative buffer, and outline circumstances under which this could be reduced.

B. For Development on Agricultural Lands

Development Permits must also be issued for farm, building permits, soil permits, or alteration of land, on lands classified as farm by the BC Assessment Authority; land less than 30% slope, designated Rural Agricultural and Resource in the 2040 OCP, and zoned A1 in the Zoning Bylaw; and lands that are within the ALR.

ALC staff echo AFF’s concerns and the farming community’s perspective of the DP being unnecessary red tape and thus would concur that the DP could be limited to agricultural areas near the urban/suburban edge.

The DP does not apply to:

- Agricultural structures (not including alcohol production facilities, farm retail sales, intensive impact agriculture, facilities for storing, packing, preparing, and processing farm products).

- Building permits for a single-family dwelling or accessory structure if a Farm Residential Footprint covenant has been registered and meets the prescribed residential footprint guidelines.
- Construction, addition or alteration not exceeding 50 m² where no variance of the Zoning Bylaw is required.

The DP includes siting and building design guidelines (e.g. keep residential structures in contiguous area), parking (e.g. parking must be permeable), and landscape buffers (e.g. requires buffer which protects from sprays and dust).

ALC staff generally do not object to the guidelines of the DP but note the concerns highlighted by AFF.

C. Farm Help Housing

Development Permits are required for r farm help housing (both temporary and permanent) with the intention to minimize development impacts on agricultural neighbours.

In order for a Development Permit for Temporary Farm Help Housing (TFHH) to be issued, all existing dwellings on the farm unit should be utilized prior to new construction (or should be removed, decommissioned, etc.), the TFHH footprint should be contiguous with the residential footprint and adjacent to the road, and should include a 3 m wide vegetated buffer for screening adjacent property lines.

For permanent farm worker housing, a covenant must be registered restricting use of the housing for farm workers only that shall be removed if no longer needed, housing must be located on same lot as the principal dwelling, should be contiguous with farm residential footprint (i.e. up to 1000 m² and be registered on title, and all underground services are located within the residential footprint), and should include a 3 m wide vegetated buffer for screening adjacent property lines.

ALC staff have no objection to the criteria (noted above) for the issuance of the development permit for Farm Help Housing.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.

This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-3258 or by e-mail (Sara.Huber@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION



Sara Huber, Regional Planner

Enclosure: Referral of City of Kelowna 2040 OCP

CC: Ministry of Agriculture – Attention: Alison Fox (Alison.Fox@gov.bc.ca)

46687m3

Submission to Kelowna City Staff

Draft OCP - Park Designation Watt Rd Area

On behalf of the undersigned residents of Watt Rd. we respectfully request that Kelowna City Staff set aside the proposed designation of Park over eight (8) homes mid-block on Watt rd. (see Figure 1) at this time.

It is our view that the designation is premature, unprecedented, and will lead to the degradation of our neighbourhood and enjoyment of our property. All citizens of our City deserve the quiet enjoyment of their property and neighbourhood and any negative impacts on those neighbourhoods should be taken seriously by Staff before submitting the Draft OCP to Council.

Staff Rationale:

“The City had identified South Pandosy as having one of the lowest rates of local parks per population, second only to the downtown.

The 2040 OCP focuses on providing more of these community-based parks and amenities in South Pandosy to offset the shortage and support future population growth. Also, we know there is a strong demand for more beach parks and access to Okanagan Lake as a city-wide asset. The addition of a beach park at Watt Road will address both of these demands efficiently, which is consistent with our strategy of expanding on existing parks whenever possible, to save on infrastructure costs and better focus our resources on providing new amenities. “

Neighbourhood’s Response:

1. The Need for community or neighbourhood park

The first point Staff should consider is need and how it has been derived. Depending on how something is defined there could be the appearance of a shortage however neighbourhood boundaries are administrative constructs, and most people would not know they exist. If one took a 650 m radius from the corner of KLO/Cedar and Pandosy/Lakeshore there are two major beaches Strathcona (technically in a different neighbourhood) and Boyce- Gyro.

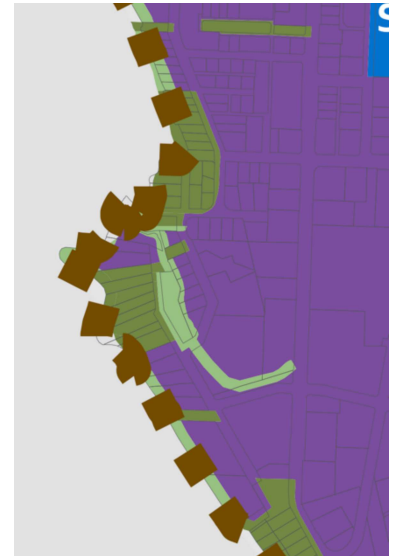


Figure One

Within the South Pandosy area but further away you also have Rotary Beach. In terms of green space, you have the Mission Greenway, Cameron, Munson Pond, and Osprey parks, Mission Sports Fields, Roxby Boardwalk, Cedar Avenue and the new Pandosy Waterfront Park to name a few. You also have KSS and OK College which both have large open green spaces in the heart of the neighborhood.

These extremely costly acquisitions on Watt Rd, which would in the words of City Staff function as a “community-level” beach (serving tourists) miss the mark on achieving neighbourhood-level green spaces and respite areas for residents. As we have seen during COVID people often want quiet areas to relax and enjoy the fresh air and sun as opposed to crowded beaches. If the goal is more green space for residents, then surely the money that would have to be spent acquiring these mid-block isolated parcels would be better spent acquiring lots for local level parks throughout the area.

If the goal is more waterfront beaches for the greater community and tourists like Gyro and Rotary, then Watt Road is also a poor location with limited access and no parking. Cars routinely fill Watt Road despite a large gravel lot near Gyro and the angle parking that will soon be eliminated by density condominiums. The new Pandosy Waterfront Park will attract even more vehicles. Adding a legacy park along Watt Road will in total overwhelm the already limited parking in the area.

2. No background studies or plans.

Normally when the City allocates funds to acquire or develop major capital studies plans or research is backing the recommendations. Before Cedar Avenue was designated in the OCP and funds allocated to develop it, the land was acquired, and a series of plans were undertaken each with substantial involvement and engagement of the residents and general public. Where is the City-Wide Parks Master Planning which would indicate that this particular designation is needed, and a higher priority than other areas of the City like the Downtown which we are led to believe is even more deficient? Where is the study of beach usage and need throughout the City?

The residents have yet to be given any research, plan, or studies that indicate why these isolated mid-block properties warrant an OCP designation at this time. All we have received to date is anecdotal information about the shortage of park space which we understand was developed to justify the change in the Parks DCC bylaw.

Figure 2. illustrates a portion of the Future Land use Map presented to Council on September 24, 2020.

You will note that only a single Watt Rd Property was designated. When Mr. and Mrs. Petrin the owners were notified of the proposed designation in July 2020 before the above-noted report to Council it was made very clear that the City wanted their lot and only their lot for access. Two of the designated properties were on the open market as late as August 2020.

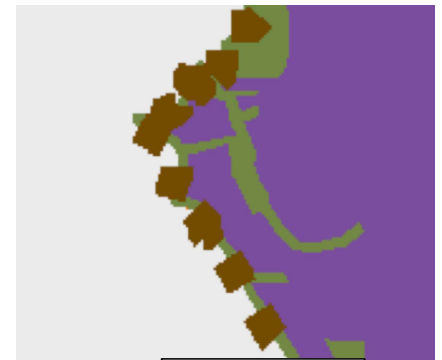


Figure 2.

Mr. Steve Dobler - 3152-Watt Road had a conditional purchase agreement signed on August 31, 2020. The subject removal date was September 8, 2020. His realtor (Jane Hoffman) notified him of the potential intent of the City to purchase Norm's property as beach access, but she didn't think it was likely to happen. Mr. Dobler spoke with the City and they didn't have any knowledge about the proposed beach access through Norm's property (never mind any info about purchasing 8 lots!). Based on the information that the City didn't even have any info on the beach access, Mr. Dobler proceeded with removing his conditions and then subsequently Closing on September 18, 2020.

If the City had a plan for a **"legacy park"** why were the lots not purchased and why was only one lot designated as late as September.

At some point in time between September 24, 2020, and December 2020, (three months) staff did an abrupt change and decided without previous intent, plans, research, or studies to commit the City purchase of eight (8) properties with a current assessed value of twenty-eight 28 million dollars.

Although it is acknowledged that the properties have a nice beach, they are mid-block, isolated on a dead-end street with limited parking. They are not adjacent to Cedar Avenue as the City does not intend to purchase the lots adjacent to Cedar Ave. One of the criteria cited is that the lots are adjacent to the existing park. A close examination of Watt Rd. park reveals that it is in effect a stream protection area and at best a passive green space with little ability to make it a usable part of a larger Community level beach park. Does this acquisition solve the neighbourhood park shortage for South Pandosy? Is there a need for another beach here for tourists? Is it worth the money?

Before the announced expansion from one to eight properties, the neighbourhood questioned Petrin's single property for neighbourhood beach access, essentially arguing the proposed beach access would be located further from what any nearby resident already had access to. Yet, this was the reasoning given. Furthermore, providing it as an access point to the entire Watt Road beachfront was also not rational because the rest

of the area is private property, leaving only the foreshore (underwater during the summer). With no demarcation or fencing allowed within a Riparian zone, the public would be encouraged to trespass.

3. Unprecedented Action:

Under normal circumstances private property is designated Park in the OCP Future Land Use Map after detailed planning for example in an Area Structure Plan or Neighbourhood Plan or after it is acquired, and detailed site planning is undertaken, and capital budgeting for. There is only one case of the Park designation being placed on private property before purchase and without the agreement of the owner and that is Mara Lumber. The property was included due to a severe shortage of parks in Rutland. Ironically the Mara Lumber site will no longer be designated as Park in the new OCP.

Instead of designating the eight (8) lots as proposed without any research, studies, plans or public process would it not be more prudent to truly determine need? The last three major waterfront acquisitions (Bluebird, Manhattan Point, and the Lightbody property) came about by acting on an opportunity. In the interim, the City could develop a waterfront acquisition policy that sets out criteria to consider when the opportunities become available. This would provide everyone with a good understanding of what the rules will be moving forward and provide the City with more flexibility than an OCP designation. The properties are not going anywhere.

4. Degradation of the neighbourhood

The residents of Watt Rd. understand that the OCP is a planning policy document of Council and that the Future Land Use Map is an indication of what Council deems to be an acceptable land use at some time in the next 20 years. Property rights are derived from zoning and the homeowners have a right to use their land for residential purposes until Council rezones the properties. The residents acknowledge that the City will purchase their homes when needed for an amount to be negotiated and at the very least fair market value. Although it has rarely been undertaken for park purposes (as in the case of designating private property) the City also has the power of expropriation.

Although the homeowners have been told that the designation is “nothing to worry about” we are worried. Once designated the properties in question will have an “encumbrance” that other waterfront properties do not have impacting the designated properties and adjacent properties. For example, if someone wanted to move here and buy a waterfront property to build a dream home on a large lot, would they pay the same amount for a lot with no designation as one that the city hopes to buy in 20 years and make into a park? Would that same person want to live next to a beach with limited parking serving it? The designation does impact the homeowners and in all likelihood

the value of our properties. Eventually, the only buyer will be the City, which will in turn harm “fair market value”. Should the City treat citizens in this manner?

Second, the City has not been good landlords and neighbours when they have acquired waterfront property in the past. The Cedar Avenue area is a great example of how a neighbourhood was destroyed due to the slow acquisition and development of that park. Are we expected to live through a similar degradation of our neighbourhood?

Third, although no one is guaranteed the right to densify their properties and everyone has the right to apply, in reality, it would be difficult and probably impossible for a Council to change a Park designation to even a slightly higher density designation. Hence the designation is an encumbrance with real undeniable negative impacts another waterfront owner would not have.

There is a reason why the City has not designated properties, except for Mara Lumber or areas in an ASP as Park before acquisition and that is because there are real and definable present-day negative impacts with only a potential for compensation at some time in the next twenty years or more.

Summation

Every citizen of Kelowna regardless of neighbourhood deserves the right to the quiet enjoyment of their homes and neighbourhood. Part of the duty of the City is to try to preserve that right for its citizens. It is not always easy in a fast-growing city to balance the rights of the individual with the greater common good. The roads must be built, neighbourhoods densified, and amenities built. Often those that benefit are not the same people that are impacted by the change. At the very least the City should strive to mitigate the imbalance and first try “to not harm.”

Before this designation negatively impacts our neighbourhood, we the residents of Watt Rd. request that Staff NOT designate the eight (8) lots in question at this time.

If Council or staff wish to have another “Legacy” it should be done after careful study and presumably following a Parks Master Planning exercise to be sure it is needed and it is a priority taking into account, all other park’s needs in the city. It shouldn’t be dreamed up seemingly out of the blue in a few months.

We ask why now, why is this designation being rushed? The land is not going anywhere, and the City is many years from acquisition let alone development. Like the Mara Lumber site will this too be reversed years from now after it has negatively impacted our neighbourhood? As we have pointed out this unprecedented designation will in our opinion impact our lives and degrade our neighbourhood over time. It is a decision that should not be taken so lightly.

If this area is the ideal location to deal with a parking shortage in Pandosy then we are asking staff to provide the evidence as part of a comprehensive planning process with full public engagement BEFORE the parcels are designated.

Thank you for your consideration,

The residents of Watt Rd.



April 7, 2021

Robert Miles
OCP Project Planner
City of Kelowna

RE: OCP COMMENTS

Robert,

As per our conversation of March 25th, URBA's Board of Directors are pleased to submit its comments regarding the updating of the city of Kelowna's Official Community Plan 2040. Generally speaking, URBA is very pleased to see the city's vision with regards to densification rather than urban sprawl by identifying Rutland as one of the city's Urban Centres. It will create a vibrant 'downtown Rutland' with appropriate amenities, infrastructure and transportation networks.

URBA looks forward to partnering with the city of Kelowna, School District 23, Ministry of Transportation and Infrastructure to make this vision come to reality, as per Maps 4.6 (Building Heights) and 4.7 (Street Character).

URBA is encouraging the city to add more detail to explain why it is encouraging development to 12 storeys on Rutland's high streets. As it was explained in the March 25th meeting, the rationale was designed to encourage developers to use timber framing as it is more cost effective – this should be identified within the OCP. In addition, the OCP (or perhaps in another document), should encourage developers to apply for more than 12 storeys, possibly up to 16 storeys so they can make their profit accordingly. Yes, it would also mean Council would have to amend the OCP to accommodate these additional storeys.

Furthermore, URBA is pleased to see the city give Rutland Urban Centre priority focus as it begins the roll-out of the OCP.

Below is a summary of comments for your review.

CHAPTER 4

- 1) **Policy 4.1.5 – Post Secondary Institutions & Policy 4.2.4 & Policy 4.3.2 – Major Civic & Cultural Facilities – Urban Centre school sites:** URBA can support by continuing to facilitate between the city & school district re: Rutland Middle School & a **community theatre & possibly a study hall for UBCO students** (ie. Lake Country's high school & community theatre a success).

Related to above, there is opportunity for URBA to establish and manage a collaborative workspace within its office space although it must be noted this would not occur within its current office space.

- i. **URBA does not encourage the city and School District 23 to allocate the Mara Lumber property on Highway 33 for future school property. It will create intense traffic and safety issues for children and parents who must drop off and pick up their children.**
- 2) **Policy 4.1.7 – Temporary & Mobile Uses & Policy 4.9.2:** URBA would support establishing a farmer's market or something similar. Parklets along Highway 33 would beautify it and provide desperately needed green space which aligns with one of URBA's official mandates of beautification as outlined the province's Community Charter of Business Improvement Associations.
- 3) **KEY FOR URBA TO BE INVOLVED; ASSIST WITH MARKETING RUTLAND TO DEVELOPERS LOCALLY, PROVINCIALLY, NATIONALLY:**
 - i. **Objective 4.6** – Focus new development in Rutland strategically to create a new high-density hub to support improved services & amenities.
 - ii. **Policy 4.6.3** – Revitalization Tax Exemption: URBA can assist to market this to developers. Also, the recently increased Floor Area Ratio for Rutland.
 - iii. **Policy 4.12.2** – Displacement effects of regentrification & **Policy 4.13.1** – Protection of existing rental stock
- 4) **Policy 4.14.1** – Streets as gathering places: URBA can support restaurant patios, pop up parks, parklets
- 5) **Policy 4.17.2** – Highway Permeability & **Policy 4.17.3** – Transportation Networks: URBA can keep Highway 33 on both CofK & MOTI on their radar; send supporting letters when necessary.
 - i. **Regular maintenance, including beautification**, of the highway is critical to building and attracting business and people to Rutland.
 - ii. **For city consideration: Movement of commercial goods along McCurdy & Rutland Roads; Highway 33, as a higher priority.**
- 6) **Objective 4.18** – Create urban streets that are attractive to live, work & shop on – **HUGE FOR URBA! How can URBA facilitate street closures, if possible? What street(s) would work, if any? What could be the alternative in Rutland?**
 - i. **Emphasize FREE PARKING IN RUTLAND**
 - ii. **Street trees & planted boulevards – high priority – similar to Ethel, Abbott Streets, Granville Street in Vancouver**
- 7) **Objective 4.23** – Cultural infrastructure – URBA will continue with Murals and create a Mural Festival...but what can URBA do when they are completed?

CHAPTER 16

1) Objective 16.3 (Strategically deliver on implementation actions); **Policy 16.3.2**

IMPORTANT for URBA to be involved: **Neighbourhood Planning Prioritization**: KEY for Rutland:

a) expected level of development b) community amenities c) define civic priorities

- Questions: How will the prioritization of these items above be accomplished?

Define what a civic priority is?

URBA advocating for community theatre attached to Rutland Middle School;
possibly include UBCO study hall.

2) Re: Figure 16.1 Implementation Actions:

- i. **Item #12 & Policy 4.6:** When should the city & URBA consider an expansion of the BIA? It would be worth considering aligning it with the boundaries of the Rutland Urban Centre, as identified Map 4.7. URBA could research and possibly present to council Spring 2023 budget review cycle as URBA's fifth year in the five-year budget cycle ends 2022.
- ii. The BIA boundary has never been expanded; this exercise would be a first for both the city & URBA. The research could be conducted by summer students from both organizations.

3) Figure 16.1, Item #15: Similar to this item, will there be, or is there already, a similar plan for the industrial area at the North end of Rutland Road & Sexsmith area? For further industrial development. During the March 25 meeting, Robert confirmed the city will be focussing on the Winfield Industrial Park for future industrial development. **URBA supports industrial development as it will mean investment in Kelowna which leads to increasing employment.**

4) Figure 16.1, Item #20 & Policy 5.3.3

URBA would be pleased to be involved to develop a Terms of Reference guide for developers for the Rutland area. And help market it and be a support or partner however the city deems it most appropriate.

Highlight the value of developing in Rutland:

- i. Tax exemptions
- ii. Floor Area Ratio
- iii. Water table higher can build more stories
- iv. Other? To be discussed

5) Item #31, Policy 4.6.3 Rutland Tax Exemption Bylaw

Updating the Revitalization Tax Exemption Bylaw – please keep URBA in the loop!

6) Items #34-40 Housing & Community Well-being

URBA will offer support to the city on these initiatives to help 'get the word out' to the business community as necessary.

7) Item #49 – Transportation Safety Strategy

URBA can assist with identifying neighbourhoods & streets within Rutland that need attention most.

- 8) URBA can offer assistance to the city, based on URBA's experience re: gathering data for the OCP moving forward.
 - i. Encourage the city to start manipulating current data available & furthermore, creating meaningful databases for future analysis. ie) suggest adding a line on Business License application re: number of FT & PT employees.

Thank you for giving URBA the opportunity to submit its comments as part of the process to updating the Official Community Plan. The Board of Directors looks forward to hearing from the city of Kelowna regarding collaboration on the bright future of Rutland.

Sincerely,

Jamie Needham, President
On behalf of the Board of Directors, URBA

cc. Councillor Brad Sieben

Agricultural Advisory Committee Minutes

Date: Thursday, April 8, 2021
Time: 6:00 pm
Location: Virtual Meeting - Teams

Members Attending Virtually John Janmaat (Chair), Yvonne Herbison (Vice Chair), Derek Brown (Alternate), Aura Rose, Domenic Rampone

Members Absent Jill Worboys, Keith Duhaime, Avi Gill, Peter Spencer (Alternate)

Staff Present Alex Kondor, Planner Specialist; Tyler Caswell, Planner; Wesley Miles, Planner Specialist; Tracy Guidi*, Sustainability Coordinator; Robert Miles*, OCP Project Planner; Danielle Noble Brandt*, Policy & Planning Department Manager; David James*, Planner Specialist; Clint McKenzie, Legislative Coordinator (Confidential)

* Denotes partial attendance

1. Call to Order

The Chair called the meeting to order at 6:09 p.m.

Opening remarks by the Chair regarding conduct of the meeting were read.

2. Minutes

Moved By Yvonne Herbison/Seconded Aura Rose

THAT the minutes of the March 11, 2021 Agricultural Advisory Committee meeting be adopted with the addition of the anecdotal comment to the application for Hwy. 97N 4690, A20-0008:

"The Committee would like to emphasize that support for the application was rejected based on the principle of not wanting to take a large track of land out of the ALR for a municipal infrastructure project."

Carried

3. Applications for Consideration

3.1 East Kelowna Road, 3652, A21-0003 - Gurmail Dhillon and Manjit Dhillon

Staff displayed a PowerPoint presentation outlining the application and responded to questions from the committee.

Staff confirmed area of the building and the adjacent parking lot.

Purveet Dhillon, Applicant's daughter:

- Spoke to the retail sales volume throughout the year.
- Provided an overview of the type of products that would be sold at the facility.
- Provided a background to the herbs and vegetables. being planted for future retail.

Jasdeep Dhillon, Applicant

- Spoke to how the excess fruit was sold in the past.
- Staff responded to questions from the committee.
- Spoke to the enforcement of required sale of farm products and limitations of offsite retail items.
- Staff to confirm if product outside of the Kelowna area would qualify as 51% of the required local sales.
- Farm unit us within City limits and if produce was coming from outside the city proper it would not qualify.

Anedotal Comments

- Concerned with setting a precedent as less than 50% of product for a period of each year would be from offsite sources.

Moved By Aura/Seconded By DerekBrown

THAT the AAC recommend Council not support the application for nonfarm use on the subject property.

Carried

3.2 Agriculture and Kelowna's Draft 2040 Official Community Plan (OCP)

Staff displayed a PowerPoint presentation outlining the development of the 2040 OCP with an emphasis on the following:

- details on how public engagement has occurred
- a general overview of the proposed 2040 OCP
- an overview of the growing sustainability section of the plan
- an overview of agriculture policy
- an overview of farm protection development permits
- a review of changes in future land use

Discussion ensued regarding water rates on agricultural properties and the importance of providing reasonable rates.

Anedotal Comments

- The committee strongly recommends language be included in the OCP 2040 review to highlight the importance of affordability of water for agriculture.
- The committee would like to see more alignment within the proposed OCP in regards to plans for increased densification but also then providing the ability to allow a second dwelling to an agriculturally zoned property.
- Staff reminded the committee that zoning bylaw updates will also be coming to the committee for review at the next AAC meeting.
- The committee emphasized that it does not support the changes in Appendix F related to future land use. They recommend bringing forward each individual change at the time of application for the committee to evaluate.

The Committee expressed appreciation to staff for the work completed in updating the OCP.

Moved By Yvonne Herbison/Seconded Domenic Rampone

THAT the Agriculture Advisory Committee supports the Urban-Ag Interface Policy as outlined in Attachment B in the proposed 2040 Official Community Plan as presented by City staff on April 8, 2021.

Carried

Moved By Yvonne Herbison/Seconded Domenic Rampone

THAT the Agriculture Advisory Committee supports the agriculture land policy as outlined in Attachment C in the proposed 2040 Official Community Plan as presented by City staff on April 8, 2021.

Carried

Moved By Yvonne Herbison/Seconded Aura Rose

THAT the Agriculture Advisory Committee supports the farm protection development permit guidelines as outlined in Attachment D in the proposed 2040 Official Community Plan as presented by City staff on April 8, 2021.

Carried

Moved By Yvonne Herbison/Seconded By Domenic Rampone

THAT the Agriculture Advisory Committee does not support the changes in future land use as outlined in Attachment F in the proposed 2040 Official Community Plan as presented by City staff on April 8, 2021.

Carried

4. ALC Decisions - Update

The Longhill Road nonfarm use application for soil fabrication was recently considered by Council and received a decision of nonsupport.

5. New Business

Committee member advised City staff of a recent announcement by the Investment Agriculture Foundation regarding grant funding that is earmarked to assist in implementing community agricultural strategies . Funds up to \$40,000 are available for application.

6. Next Meeting

The next Committee meeting is scheduled for April 29, 2021.

7. Termination of Meeting

The Chair declared the meeting terminated at 8:25 p.m.

John Janmaat ,Chair



URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER

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Kelowna, BC, V1Y 1P3, Canada
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udiokanagan@udi.org
www.udiokanagan.ca

May 7, 2021

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

Attention: Robert Miles

Subject: Summary of Final Feedback on Official Community Plan (OCP)

UDI Okanagan is appreciative of the extensive amount of consultation that we have had with the City of Kelowna over the last two years as part of the City's OCP review process. We have included an Appendix that lists the major touchpoints that we have had with the City during this review process to illustrate the amount of effort that has gone into this review. We hope our collective efforts result in a better document and that staff continue to value industry's perspective on the many complex issues that our City faces as it grows.

The purpose of this letter is to provide a high level summary of the key issues that we have identified during this consultation process that remain our top priorities.

Before summarizing these issues, we want to first recognize that there are a lot of positive elements in the draft OCP document. This includes but is not limited to policies that promote higher density, corridor planning, encouraging urban housing diversity, and many others.

While we are supportive of many of the policies contained within the OCP, we believe that it was initially envisioned to remain a high-level guidance document but has grown to hundreds of pages of details that staff and industry alike are challenged to navigate and interpret. There are extensive interpretation issues, including many areas where the guidance conflicts with itself elsewhere in the document. The way it is currently structured, staff and industry will be challenged to have OCP compliance and thus, technically, could see a significant spike in OCP amendment applications.

We suggest simplifying and reducing the key policies for inclusion in the OCP bylaw while keeping the more in-depth details in a lower order document for guidance.

One of our primary concerns is that the land use signals through the OCP are not conducive to bringing on a high enough amount of supply to the market sufficient to meet the demand. On the one hand, new suburban neighbourhoods are discouraged yet at the same time, there are recent examples of Council not approving density where it needs to exist in order to bring on the intended supply. This situation

raises a red flag that affordability may be permanently lost in the City and chased out to other Okanagan communities.

We also believe that the messaging surrounding suburban development needs to be reconsidered. We suggest reframing the message from ‘stopping’ suburban development, to ‘doing it better’. Industry is receptive to doing it better such as by maximizing infrastructure in the ground, applying more sustainable construction techniques, implementing higher levels of the Step Code, adding a broader mix of housing uses, etc. but staff, too, need to remain receptive. The entire suburban development segment warrants a revisit at ‘doing it better’ versus just not doing it at all.

In order for both the core and suburban areas to meet the density demanded by the market and the OCP, a robust and ambitious housing supply implementation strategy is required. We implore staff to move forward with a full toolkit of options in this regard. If not, the risks of implementing the plan will fall on private industry to accept the development risk. Options such as pre-zoning, fast-tracking applications, delegating permit approval authority, incentive programs and waiving public hearings for OCP compliant applications require serious consideration. For example, Council could direct staff to propose pre-zoning area suggestions. Otherwise, it will be virtually impossible to schedule the number of applications required for the desired growth.

There will inevitably be OCP amendments once the new bylaw is adopted and these could be streamlined into two categories. One category for significant changes in land use being proposed, with the other category for boundary adjustments that do not have a material impact on land use policy. This would help provide industry certainty, consolidate public commentary, and reduce application workload by staff and council. Benefits for all stakeholders.

Finally, we believe on-going monitoring and practical implementation steps will be critical to the plan’s ultimate success. The housing projections used for developing the OCP are not necessarily reflective of more recent trends in Kelowna’s maturation, as the plan extrapolates from historic trends rather than anticipating a different growth trajectory for Kelowna. For example, population growth in excess of the proposed plan would be a significant indicator to trigger needed review. While the implementation plan considers a number of new lower-level plans to be completed, commitments to more direct and practical ways to implement additional housing supply in keeping with the OCP is critical.

Once again, as community development partners, we are appreciative of the opportunity to provide important input on the Official Community Plan. Thank you in advance for your consideration.

Sincerely,

URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER

Andrew Gaucher
UDI Okanagan OCP Committee Chair

Luke Turri
UDI Okanagan Chair

Cc: Ryan Smith, City of Kelowna
City of Kelowna Mayor and Council



APPENDIX A: List of Key OCP touchpoints with City of Kelowna

- **Feb. 14, 2019** - UDI letter to City of Kelowna on Growth Scenario 3
- **Mar. 14, 2019** - UDI Thank you letter to City of Kelowna Mayor & Council – OCP Growth Scenario 3
- **Nov. 29, 2019** - UDI meeting with City of Kelowna on draft OCP Land Use Maps
- **December 10, 2021** – UDI meeting with City of Kelowna – 2040 OCP Session #1
- **December 20, 2019** - UDI memo to City of Kelowna on draft OCP Land Use Maps
- **January 10, 2020** - UDI letter to City of Kelowna on OCP Land Use Mapping.
 - **January 23, 2020** – City of Kelowna response letter to UDI.
- **Dec. 10th, 2020** - OCP Committee meeting with City of Kelowna to discuss OCP Review
- **Feb. 2, 2021** – UDI/City meeting - Kelowna 2040 OCP Urban Centres and Core Area Workshop #1
- **Feb. 4, 2021** – UDI/City meeting - Kelowna 2040 OCP Suburban Neighbourhoods and Rural Lands Workshop #1
- **Feb. 26, 2021** – UDI/City meeting - Kelowna 2040 OCP Indicators and Monitoring Workshop #1
- **April 7, 2021** – UDI/City meeting - Kelowna 2040 OCP Urban Centres and Core Area Workshop #2
- **April 13, 2021** – UDI/City meeting - Kelowna 2040 OCP Suburban Neighbourhoods and DPA Workshop #2
- **April 20, 2021** – UDI/City meeting - Kelowna 2040 OCP Indicators and Monitoring Workshop #2
- **April 22, 2021** – UDI/City meeting - Kelowna 2040 OCP Form & Character DP Guidelines

The logo consists of four overlapping, curved, leaf-like shapes in various shades of orange and peach, arranged in a circular pattern around the text.

Kelowna Chamber

Submission to the City of Kelowna

RE: OCP 2040

May 14, 2021

Growing the people who power the Okanagan



ABOUT THE CHAMBER

The Kelowna Chamber of Commerce is a federally incorporated not-for-profit organization that is dedicated to connecting, serving, and empowering the regional business community. The Chamber provides numerous services to its 1,000 members and the broader business community including educational seminars, major events, member benefits, and government advocacy.

The Chamber invests 100% of the revenue it receives back into programs and services that continually add value to members and the communities we serve. The Board is elected from the membership and is comprised of a diverse set of business and community leaders who operate under a policy governance model supporting a team of dedicated professional staff. The Board and staff work in harmony to ensure strategic outcomes that create better business today and a more prosperous community tomorrow.

In 2021, the Kelowna Chamber celebrates its 115th year and it continues to be recognized as one of BC's leading business associations and among the leaders in the Canadian Chamber network.

OUR MISSION

We exist to foster a positive business environment by providing members and the community with leadership, advocacy, and services of value.

COMMENTS - OFFICIAL COMMUNITY PLAN 2040 CITY OF KELOWNA

The Kelowna Chamber recognizes the draft Official Community Plan for the City of Kelowna represents the culmination of an extensive community engagement process and the Chamber applauds the City and its staff for the years of work and community engagement that have gone into crafting the new OCP.

We appreciate the numerous opportunities that the Chamber and the business community have had to participate in various engagement processes over the last several years. These have included:

- The opportunity for our members to provide input through both qualitative (open houses) and quantitative (surveys) engagement processes.
- Numerous presentations on the OCP provided by City staff directly to our Board.
- Having staff and Chamber Board members participate in various workshops the City has hosted.

The Kelowna Chamber, as the key business organization locally, representing broad business and economic interests, is pleased to provide this comprehensive submission. We recognize that certain industries have specific industry concerns, particularly the Urban Development Institute Okanagan Chapter (UDI) and the Canadian Home Builders Association Central Okanagan (CHBACO) and we defer to their expertise in those specific areas. For the most part, we concur with the content of and spirit of their comments. With our 115 years of experience helping represent the interests of local business, we look forward to an ongoing relationship with City planning staff as the OCP is implemented.

The Chamber's solid relationship with the City is one we value. We know that City representatives understand that we are showing respect for the process when we need to disagree with certain statements that will be contained in the OCP.

Overall, we hope our thoughts and comments conveyed both formally and informally have resulted in a better final product, and upon review of the draft we recognize that the many positive aspects of the draft plan far outweigh any of the concerns we continue to have. With that said though, as the City moves closer towards finalizing the plan, we wish to summarize a few key points we believe require further reflection.

We are also more than willing to assist in any meaningful way if and as our assistance is required. We will be pleased to be involved in implementation of the OCP and recognize that adoption of the OCP is only the beginning of a process. We look forward to continued collaboration as the plan is implemented over the next twenty years.

This submission is provided on behalf of our Policy Advisory Committee, our Board of Directors, and our members.

Affordable Housing

There is a need for ongoing effort to address the high cost of housing (market based) and we believe part of that effort should be to examine the government costs associated with development with the goal of greater cooperation among all levels of government to not treat housing as a cash cow. As development costs are inevitably passed on to the eventual buyer, it is not surprising that new housing costs are climbing and as a result are influencing market forces that are also leading to escalating costs for existing housing.

We believe a significant rethink on how urban infrastructure is paid for is required although we appreciate getting there will require significant cooperation and willingness among the three levels of government if progress on this issue is to be achieved. Currently urban infrastructure to support housing is financed to a large degree by development costs which are applied by local government then borne by consumers in an asset-based funding model; but if infrastructure were financed to a greater degree by the senior levels of government through income-based revenue streams, the burden on the housing sector would be reduced as costs would be shared more broadly and perhaps more equitably across all taxpayers.

As an example of how this could be achieved, we are submitting a policy to our BC Chamber colleagues in May that calls for the Province to provide increased infrastructure grants to growing urban centres like Kelowna that could help reduce the need for local governments to continually increase development cost charges (DCCs). [*“Urban Mayors Caucus Blueprint for BC’s Urban Future: A Business Perspective”*]

As noted in previous meetings with City planning staff, the Chamber supports reducing and/or capping Development Cost Charges, and better tying them to amenities in the immediate neighbourhood, rather than adding to the cost of new housing by continuously escalating DCCs. (Refer to the City’s 20 Year Servicing Plan, and the new DCC Bylaw, 2020.)

Stronger policies that acknowledge the need to specifically reduce the cost of market-based housing would be worth including in the new OCP, otherwise the future of the Okanagan will look very much like the lower mainland where people drive out towards the rural areas until they qualify for a mortgage, leading to other challenges related to urban sprawl, something that leads to the next significant issue we wish to raise which is transportation.

We also acknowledge that addressing the need for more affordable housing is a complex issue and time and space do not allow us to elaborate on the positive policies and initiatives being undertaken by various levels of government to help, such as: subsidized housing for non-market housing; allowing for secondary suites in all residential zoning districts; and enabling diverse housing to be considered across the city from co-op housing initiatives to high density mixed use projects in urban development areas.

We do note, though, that ensuring enough developable land for suburban housing is available to meet future needs is an issue that may require more focus by the City, as identified in UDI's final letter to the City on the OCP dated May 7, 2021.

Transportation

We appreciate the significant policy focus on active transportation and the importance of transit as noted under the OCP's transportation section but believe as the economic hub for the entire region, there could be additional policy focus on ensuring infrastructure that better serves the movement of goods within and through the city.

We observe that in the Commercial and Industrial Projections, the OCP identifies a trend towards online shopping. The trend is framed in the context of lowering the need for commercial retail space; if that is the case, however, would there not then be an equal increase in the amount of vehicular movement to get those goods to the consumers who purchase them? We acknowledge the consumer trend towards more e-commerce. This is one of the rationales which signals the City of Kelowna growth as a commercial logistics hub for the entire region. We believe adding one or more policies which recognize the need for an integrated transportation system that has as a top priority, the efficient movement of goods, should be considered.

We note that the Transportation Goods & Services Plan slated for completion in 2021 needs to be completed within the next 12-18 months with the results then incorporated into the 2040 OCP.

We applaud the City for including in the OCP Policy 4.17.1. (Highway 97) that recognizes the role that Harvey Avenue plays as a mass transit corridor and in facilitating the movement of goods and services for the region, as well as Policy 4.17.2. (Highway Permeability) that references the need to work with the Ministry of Transportation and Infrastructure to improve access across provincial highways for all transportation modes to promote neighbourhood connectivity to and within urban centres. However, we believe there would be value in including policy statements that stress the importance of the efficient movement of commercial vehicles within and through urban centres and additionally, a policy that identifies the need to work with the Ministry of Transportation and Infrastructure to reduce the number of controlled intersections on Highway 97 (through the entire region).

To further build on the rationale for this suggested additional policy, we observe that if a strategic goal within the OCP is to reduce greenhouse gas emissions (GHGs) (Objective 12.2), there would be merit in a policy statement that identifies the need to work with the Ministry of Transportation and Infrastructure to develop a long-range plan that eliminates or at minimum reduces the need for transport trucks to stop at numerous controlled intersections along Highway 97. Within the legislation taking BC to a 2030 lowered emission target under CleanBC, it is noted that trucks idling at controlled intersections is an issue that needs attention in any OCP which includes a provincial highway such as Kelowna. Transport vehicles

spewing potentially noxious fumes into the air each time they are forced to stop (and start) at a controlled intersection contribute to GHGs.¹

Major metropolitan centres across North America have recognized this GHG health issue and that recognition has led to those jurisdictions pursuing alternative traffic management models (i.e., bypasses, express lanes, overpasses and underpasses, roundabouts, etc., as an alternative to controlled intersections.

The Chamber strongly suggests that the need to include policies highlighting the importance of transportation of goods (and services) is equal to encouraging active transportation and mode shift. We believe a robust transportation system must:

- Serve a regional workforce – recognizing those in the service sector often can't afford to live and work in the same area, so that the only option is to have robust public transportation systems which allow those who work in one community to live in another: a trend that is likely to continue.
- Allow for greater and more efficient movement of commercial vehicles around and through the city/region; that means working to encourage the Province to improve the highway corridor to allow for greater fluidity of transport trucks through the Kelowna/West Kelowna corridor up to and including planning towards a second crossing of Okanagan Lake.
- Recognize active transportation corridors which link the City to the adjacent municipalities of Lake Country and West Kelowna: something the draft OCP does recognize in noting the value of the Rail Trail as a critical transportation corridor.
- Allow for parking needs, particularly at growing urban hubs so that business growth isn't constrained.
- Acknowledge the innovations of electrification of highways and, introduction of hydrogen and other alternate fuels, and the impact of all on commercial transportation.

Industrial Lands

The Chamber sees value in a diversified tax base and would like to ensure Industry isn't forgotten and, that there is enough identified developable industrial land set aside for future needs. This industrial land base will generate jobs for a growing Kelowna and is essential to our future stability as a jobs centre. It is critical that these industrial lands both be zoned and be kept industrial, and then serviced to meet growing business needs. We also encourage the City to work cooperatively with the District of Lake Country as industrial (and residential) land growth will require negotiation which goes beyond the north borders of Kelowna. One example might be cooperating in extending service networks across municipal boundaries,

¹ Re-engaging a diesel engine to resume speed is when a commercial vehicle emits significant emissions that have been identified as carcinogenic. *"The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO), classified diesel engine exhaust as carcinogenic to humans (Group 1), determining that exposure to diesel exhaust emissions increases the risk for lung cancer and possibly bladder cancer"*

such as the District of Lake Country providing water, Kelowna providing sewer services. This cooperation would lower costs for developers who need to pay to bring these services to lots in Kelowna.

Based on market trends and forces, we feel that the City may need to be open to expediting the North Glenmore Sector Study which would examine adding housing volume north of the City to better service growth needs; increased employment at both the airport and UBC; and the potential increase in the area's viability if and when the Commonwealth Interchange is completed. Referring to the OCP's Map 2.2, the low population growth numbers will also be affected as industrial lands adjacent to and north of the airport undergo build-out and affect employment numbers. On the Growth Scenario 2040 map, University South and Airport North are burgeoning areas of growth in Kelowna, with greater numbers in the years ahead, and we understand these numbers may be adjusted upward, which we strongly support.

We also suggest, referencing Map 6.1 "Airport Noise Buffer Areas" that as equipment (aircraft) continue to reduce noise emitted, and change take-off and landing flight path needs (less time at low altitudes) that the buffer areas in the future might be reduced and dedicated to industrial or housing. By the same token, referencing Map 13.6, "Landfill Impact Buffer Area", we suggest this buffer zone could change as technology advances are made around current GHG and other landfill emission issues.

Pro-growth Plan/Land Use

There is value to current residents inherent in growth and that value should be recognized within the OCP, such that the financial benefits that flow to a community from new investment are recognized (*i.e.*, assist factor incorporated into DCCs recognizing the benefits that flow to all current citizens from new growth).

A Growing Urban Region

We recognize that in the long term there will be no separation between municipalities in the Central Okanagan. Current municipal borders will become irrelevant – despite the provincial Speculation Tax – and give way to the need for greater cooperation, planning and development across the Central Okanagan, potentially seeing the formation of Greater Kelowna, an amalgamation with Lake Country, West Kelowna, and Peachland.

Trends are showing that as urbanization continues in Canada and around the world, transportation systems are becoming the backbone that is driving development. The evolution of TransLink in metro Vancouver is a good example as increased density and development at hubs along the route are creating opportunities for growth and investment from Burnaby to Coquitlam and further afield. Thus, regional growth strategies likely should lean towards a more linear development where municipal borders become irrelevant – *i.e.*, greater focus on development along the north-south transportation corridors particularly towards the north as that appears to be where current and near-future demand is most evident.

Regional Growth Management/Planning

The Chamber is a strong supporter of updating the current regional planning document, that, while less than ten years old, could be incorporated into the 2040 OCP in a more tangible way if it were up-to-date based on currently available data. We appreciate that the City is comfortable with the current regional growth strategy, but we would encourage consideration of an update within the next five years given the accelerated pace of growth we are currently seeing in the Central Okanagan. We will encourage the Regional District's Board to consider requesting an update to the current Plan under the requirements of the Local Government Act.

In growing metropolitan areas around the world there have been numerous examples where parochialism defined by artificial municipal boundaries has trumped broader regional thinking that would lead to more effective community planning and more efficient public expenditures. From a blue-sky thinking perspective, one OCP covering the entire Central Okanagan would make much more practical sense than having each local government design their own OCP that may or may not conflict with their neighbour.

Over time the municipal boundaries between adjacent communities in the central Okanagan will only be relevant to those who directly gain by their existence. By being prepared to relinquish power and consider a unified regional municipality (*i.e.*, Greater Halifax) we would avoid the waste of public dollars in duplicated services, inconsistent regulations, over-governance, and political power struggles between neighbouring municipalities that exist in growing regions like the lower mainland and in south Vancouver Island.

Reluctance to address fundamental democratic governance issues and systems will fuel unnecessary growth in bureaucracy and regulations for which, unfortunately, Canada is becoming too famous. This path will make us less competitive globally and in the long term, negatively impact the quality of life many of us currently enjoy.

ALR Lands

The City is encouraged to continue its development of strong relationships with the agricultural industry and commit to ongoing full-time agricultural land planning on its staff, while maintaining a consistent presence at ALR hearings. We support Kelowna City Planning when it says it is not enough to recognize the importance of agriculture to our economy and our City, but also to acknowledge that agriculture needs to be viable going forward. It is crucial that those in the farming and orchard business earn decent livelihoods therein, and that succession planning in their industry does not reflect any sort of 'twilight' industry flight of jobs and viability. Our Chamber has numerous provincial policies adopted around these issues.

Regulatory Burdens – Policies that work for residents

We understand that UDI has raised concern about the breadth of the OCP document and the potential for conflicts within the document or by those who attempt to interpret it. While the OCP is sensibly broken into pertinent sections, it is possible that staff and industry alike could be challenged to navigate and interpret it adequately. There are extensive interpretation issues which could cause future concerns.

We also support UDI's reference to availability of developable lots for new homes to meet suspected demand. We suggest that there needs to be methodology for fast-tracking development, otherwise it may be numerically impossible to schedule the number of applications required for the projected growth.

A Question in Closing. . .

Impacts of COVID-19

Should the OCP include a specific section on "understanding and recognizing potential lasting changes from the pandemic"? This might consider the effect of recent lifestyle changes: will there be a lasting shift to more remote workers, greater reliance on private automobiles, and growth rate increases because of an acceleration of retirees/younger workers moving from elsewhere (lower mainland and elsewhere in Canada) to Kelowna and the Okanagan, thus putting permanent and greater demands on services? Will residents seek to move out of the core and onto acreage? Will the importance of bricks and mortar business establishments wane? Will commuting and transit suffer a lack of popularity? Will e-commerce continue to impact our goods and services transportation needs? What about tourism and inbound travel? We feel the pandemic issue needs to be captured in the 2040 OCP as the way ahead is unclear at this point.

On behalf of the Kelowna Chamber of Commerce, thank you for your consideration of these points.



2040 Official Community Plan

Purpose of Phase 4 Engagement

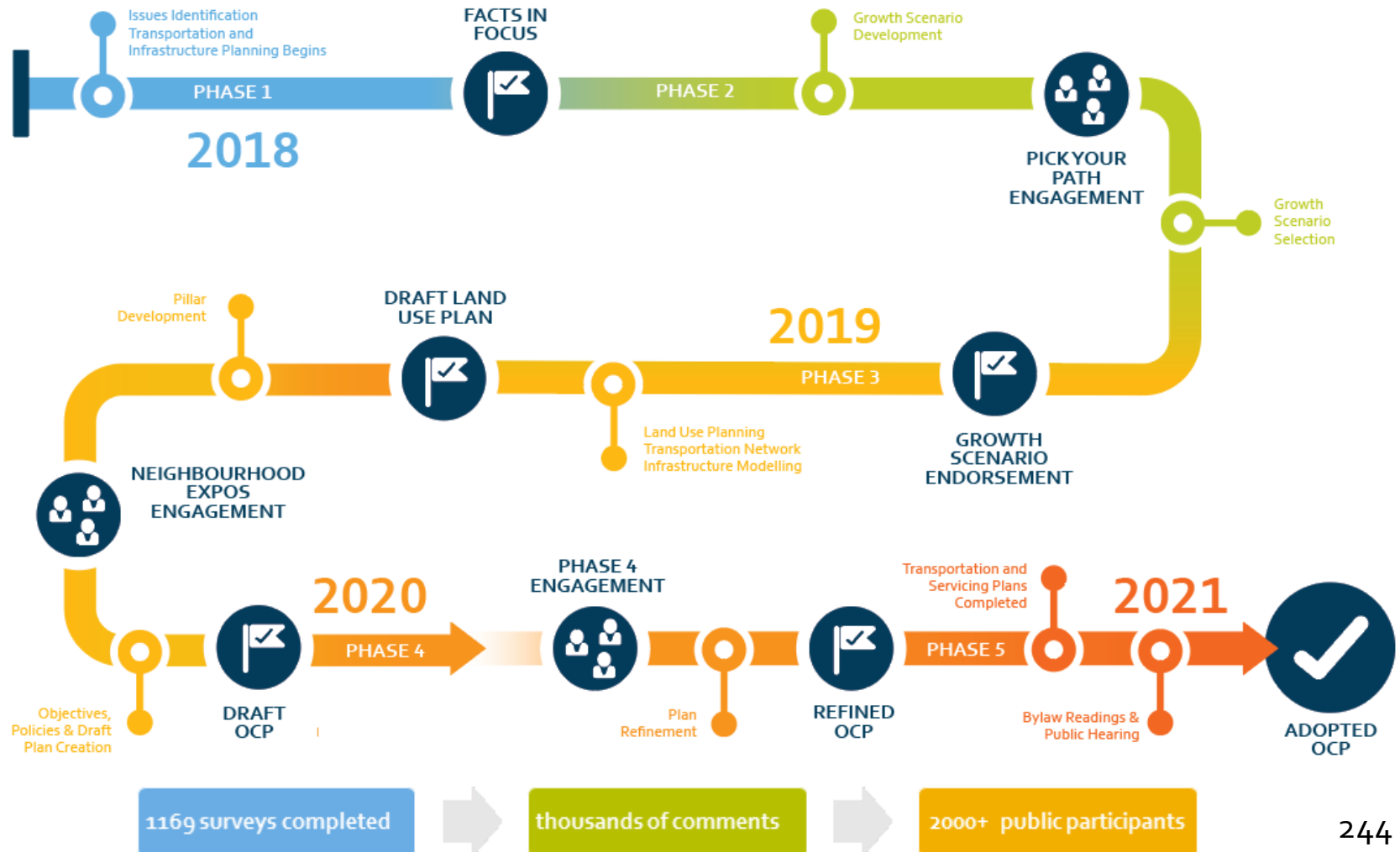
Inform and consult on the following:

- Key directions for Urban Centres
- Key directions for residential infill in the Core Area
- Key directions for Suburban Neighbourhoods and agricultural lands
- Key directions for climate action and environmental preservation





Process & Engagement Overview



Phase 4 Engagement Approach



2040 OCP engagement site

Survey, Q&A, Discussion Forum

Jan 29-March 31

3x virtual focus groups

Feb 11: Climate action & environment

Feb 25: Urban Centres & infill

March 11: Agricultural lands & suburbs



Stakeholder meetings

Jan-May

City Hall interactive display

March 17-31



Stakeholder Engagement

School District #23
Urban Development Institute
Kelowna South-Central Association of Neighbourhoods
Tourism Kelowna
KLO Neighbourhood Association
Okanagan College
University of British Columbia
Regional District of Central Okanagan (RGSSC)
Kelowna Business Associations
Regional District of Central Okanagan (Staff)
Heritage Stakeholders
Equity and Inclusion Stakeholders
Ministry of Transportation and Infrastructure and BC Transit
Ministry of Agriculture
Environmental and Climate Stakeholders
Agricultural Land Commission Executive
Okanagan Mission Residents Association
Kettle Valley Neighbourhood Association
Agricultural Stakeholders
Kelowna Downtown Knox Mountain Association
Uptown Rutland Business Association
Engel and Volkers
Kelowna Arts Council
Agricultural Advisory Committee
ReMax Kelowna
Kelowna Chamber of Commerce



31
Stakeholder
Meetings

Get Involved Site



Online Focus Groups

Focus Group #1: Climate action and environment

DO MORE TO LIMIT SPRAWL DENSITY/CENTRALIZED GROWTH
PROTECTING SENSITIVE LANDS/SPECIES AT RISK AG EMISSIONS
GREENER CONSTRUCTION METHODS REDUCING CAR-DEPENDENCY
SOLAR PROJECTS VALUES-ALIGNED REGIONAL APPROACH
PRESERVING OKANAGAN LAKE STRONGER WORDING/CLARITY
TREE COVER CAR-FREE ZONES ENHANCING BIODIVERSITY
MORE AGGRESSIVE TIMELINES ADDRESSING ENERGY POVERTY
ACTIVE TRANSPORTATION STRONGER EMISSIONS TARGETS
ONGOING EDUCATION/OUTREACH/PROGRAMMING DATA/MONITORING
EV STATIONS IN NEW BUILDINGS PASSIVE HOUSE DESIGN
IMPLEMENTATION/FOLLOW THROUGH/STICK TO PLAN

Focus Group #2: Urban Centres and residential infill

COMMUNITY GARDENS ADHERENCE TO OCP WALKABILITY
UNIQUE APPROACH FOR EACH CENTRE GREAT STREETSCAPING
SUPPORT INDEPENDENT BUSINESS VS. 'BIG BOX' COMMERCIAL DENSITY
DIVERSE HOUSING TYPES/TENURES CO-HOUSING/ALTERNATIVE HOUSING
MIXED USES TRAFFIC CALMING HOUSING DIVERSITY IN CORE AREA AMENITIES
SENSE OF COMMUNITY/CONNECTION LIMITS ON BUILDING HEIGHTS HEIGHT MAPS
ACTIVE TRANSPORTATION COMPLETE THE BOULEVARDS FOR CORE AREA STREETS
CALIBRATING DCC RATE TO SQUARE FOOTAGE COMPLETE COMMUNITIES
PARKS / PUBLIC SPACE CLARITY AROUND APPROVAL PROCESS
BUILDING THAT REFLECT THEIR NEIGHBOURHOODS / VISUALLY INTERESTING

Focus Group #3: Agricultural lands and suburban neighbourhoods

HOUSING VARIETY DENSER SUBURBS
DISCOURAGE BIG CORPS IN VILLAGE CENTRES
MORE WALKABLE SUBURBS INFILL INCENTIVE
SUPPORT SMALL FARMERS VILLAGE CENTRES
TRAFFIC MITIGATION STRONGER LANGUAGE PLAYGROUNDS
PROTECTING AG LAND BROADER RANGE OF USES ON AG LAND
LIMIT NON-FARM USE OF AG LAND TRANSPORTATION OPTIONS
MORE COMPLETE SUBURBS TRAIL PRESERVATION COMMUNITY GARDENS
SMALLER FOOTPRINT FOR HOUSES SUSTAINABLE BUILDINGS
GREENER LANDSCAPING/DISCOURAGE LAWNS LIMITING NEW SUBURBAN DEV.

Engagement Results



Common themes

- Heard throughout the process
- Continued from previous phases

Targeted comments

- Not common throughout the process
- Important for refinement

The foundations of the plan continue to be supported.



Some areas of the plan will require further refinement.

OCP Pillars



Focus Investment
in Urban Centres



Stop Planning New
Suburban Neighbourhoods



Target Growth Along
Transit Corridors



Promote More Housing
Diversity



Incorporate Equity Into
City Building



Strengthen Kelowna as
the Region's Economic Hub



Protect Agriculture



Prioritize Sustainable Transportation
& Shared Mobility



Protect & Restore
Our Environment



Take Action on Climate Change

Overall Document and Implementation



Plan foundations and OCP pillars

Comprehensive document with wide scope



Pillars need some “plain language”

Plan could be condensed

OCP Implementation commitment

Urban Centre Development



Focused employment and residential density

Urban Centres as activity hubs

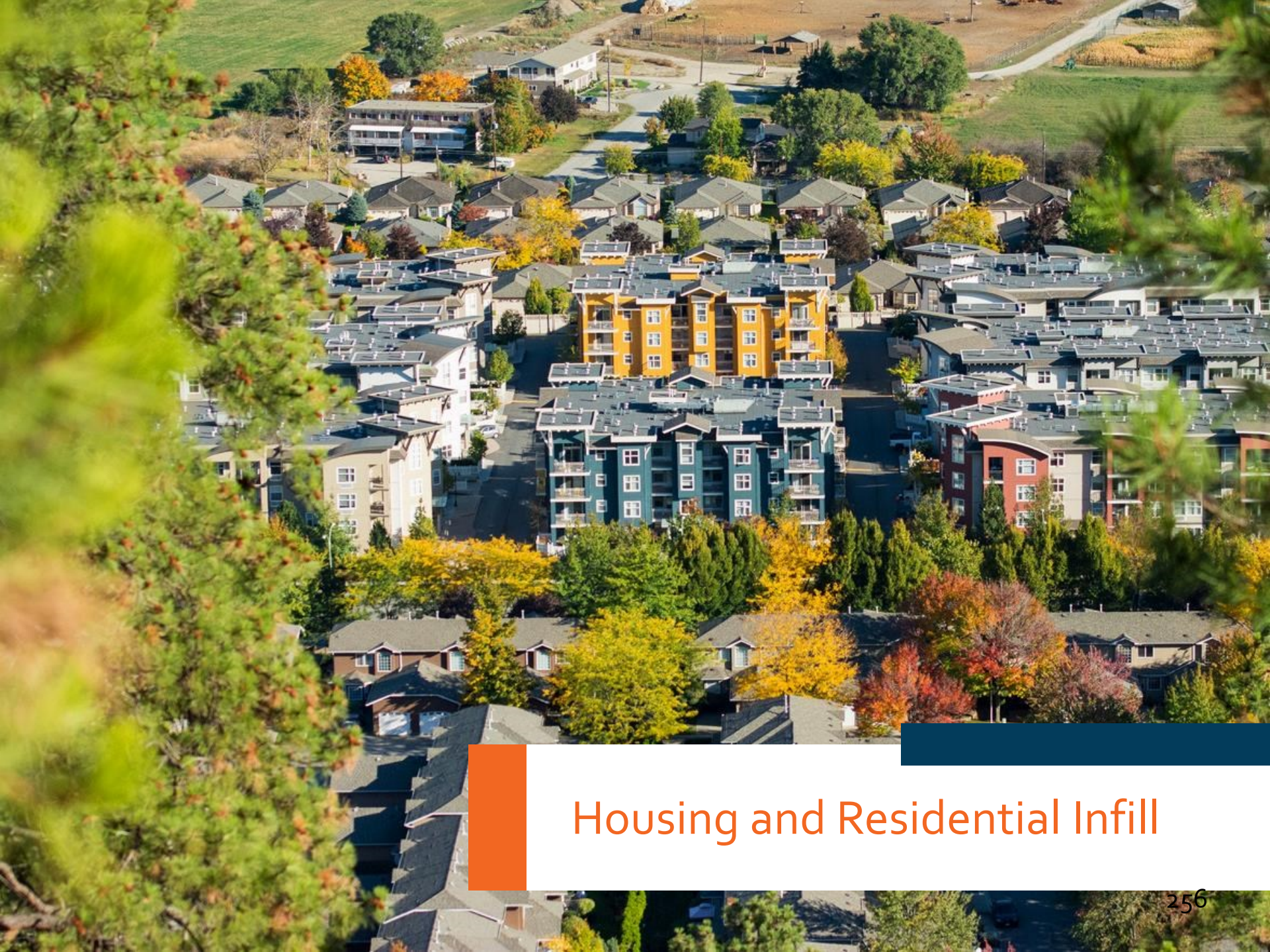
Transit Supportive Corridors



Building heights

Public safety

Mixed use along corridors



Housing and Residential Infill

Greater housing variety in the Urban Centres and the Core Area

Context sensitive approach to infill



Housing affordability

Infill form and character

Heritage protection

Suburban Neighbourhoods and Rural Lands



Slowing suburban growth
Completing existing neighbourhoods



Housing variety and affordability
Role of suburban growth
Complete communities and Village Centres

Equity and Inclusion



Focus on equity and inclusion throughout the plan



Lack of detail on how equity and inclusion will be implemented



Transportation, Parks and Infrastructure

Emphasis on transit, active transportation
Park investments in growing neighbourhoods
and along the lake



Investments to keep up with growth
More greenery in Urban Centres and Core
Area



Climate Action and Environment

Climate mitigation and adaptation
Land, water and air protection



More aggressive targets
More decisive action
Meaningful impact needed

Key Refinement Areas

The Big Picture and
OCP Pillars

Equity and Inclusion

Future Land Use
Refinements

Transit Supportive
Corridors

Building Heights

Plan Readability

Housing variety and
supply

Plan Implementation

Development Permit
Guidelines



Phases 4 & 5





2040 Official Community Plan

Report to Council



Date: May 31, 2021
To: Council
From: City Manager
Subject: Scope of the Climate and Environment Review
Department: Planning and Development Services Division

Recommendation:

THAT Council receives, for information, the report from the Planning and Development Services Division dated May 31, 2021, with respect to a Project Plan for the Climate and Environment Review.

Purpose:

To introduce Council to the Champion of the Environment position and the work that is proposed for the Climate and Environment Review.

Background:

One of the six focus areas of Council's 2019-2022 priorities is Environmental Protection, which includes four results:

1. Community and corporate greenhouse gas (GHG) emissions are decreasing;
2. Neighbourhoods and city infrastructure are resilient and adaptable to climate change;
3. Predictive modelling and forecasting is improving; and
4. The City's response to extreme weather events minimizes disruption to delivering regular operations.¹

In 2020, Council was provided a report on the progress the City is making on each of Council's six priority areas (May 25, 2020 PM Council Session, item 5.8).² This report indicated that three of the four Environmental Protection results (numbers 2-4 above) were trending in the right direction; however, "community and corporate GHG emissions are decreasing" was not trending in the right direction. As

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

² COK. 2020. May 25, 2020 PM Council Session, Item 5.8. Retrieved from: <https://kelownapublishing.escibemeetings.com/Meeting?Id=02e474dc-9345-4f03-aba8-f83436fade95&Agenda=Agenda&lang=English>

Council recently heard as part of the “Reporting Progress on Council Priorities report” (March 15, 2021 PM Council Session, item 5.1),³ the most recent data from 2017 suggests that trend has continued.

On the community side, despite steady progress on implementing the 2018 Community Climate Action Plan (CCAP)⁴ (e.g., Over 78 per cent of the 47 actions are in progress, ongoing or complete), the most recent data for community GHG emissions from 2017 showed a 5.9 per cent increase compared to the 2007 baseline year. While variations in GHG emissions are noted from year-to-year due to various factors (e.g., weather – cold years will use more natural gas or electricity for heating; pandemic restrictions will reduce vehicle travel and fuel use), it is concerning that the community is trending away from our targets.⁵

On the corporate side, the Corporate Energy and GHG Emissions Plan indicated that while the City saw a 17 per cent increase in population growth from 2007 to 2017, the City mitigated an increase to its corporate energy usage resulting from this growth, and reduced annual corporate GHG emissions 7 per cent below 2007 levels.⁶ Since that time, staff have uncovered some errors in the billing data, indicating that the data recorded since 2017 may not be accurate. Staff are currently reviewing current and historical data related to all City accounts and will be able to more accurately report on how the City is trending as a corporation later this year.

The other three results that address Council’s Environmental Protection Priority focus on forecasting, modelling and adapting so the community will be resilient to climate change. Each of the Environmental Protection priority results relate to adaptation are trending in the right direction as various departments undertake initiatives to prepare our community. However, the City does not yet have a Climate Adaptation Plan to provide comprehensive direction to prepare the community for the anticipated changes (e.g., increased frequency of wildfires, flooding, and hot days). Further, some of the existing set of performance criteria for Council’s environmental priorities related to climate adaptation are difficult to measure and will require additional review and improvement as our ability to measure/monitor improves.

It is also recognized that all the Council priorities related to environmental protection focus on climate mitigation (reducing GHG emissions) and adaptation (preparing for the impacts of climate change). To have a more robust understanding of the state of the environment in Kelowna and the City’s progress on protecting the natural environment, issues beyond climate change must be considered (e.g., biodiversity, habitat loss, water resources, and air quality). The City needs to have a clear vision at the corporate level to ensure coordinated progress related to climate and the environment (C&E). This approach will also help staff maintain alignment with our Imagine Kelowna community vision, which includes the principle of being a Responsible community, through four environmental protection related goals.

³ COK. 2021. Mar. 15, 2021 PM Council Session, Item 5.1. Retrieved from: <https://kelownapublishing.escribemeetings.com/Meeting?Id=7d93fobo-a79a-45b6-94e4-652011bd2b85&Agenda=Agenda&lang=English&Item=40>.

⁴ 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.

⁵ COK has the following GHG emissions reduction targets relative to the 2007 baseline year: 4 per cent by 2023; 25 per cent by 2033; and 80 per cent by 2050.

⁶ COK. 2018. Corporate Energy and GHG Emissions Plan. Retrieved from: https://www.kelowna.ca/sites/files/1/docs/community/corporate_energy_and_ghg_emissions_plan_2018.pdf

Recognizing some of these gaps, in October 2020, Council supported staff recommendations to implement a series of initiatives to accelerate climate action in 2021 (October 19, 2020 PM Council Session, item 5.3).⁷ To further support C&E progress, at the 2021 Budget Deliberations, Council also supported the hiring of the two-year term Champion of the Environment (COE) position starting in 2021 to **lead a comprehensive review of the City's C&E related policies, programs, actions, resource, and systems, and complete a report with a series of recommendations for improvements and coordination. The COE will also provide expert advice, guidance, and support to existing C&E related initiatives to support Council's Environmental Protection priority in the short-term.**

Discussion:

The COE commenced work on April 5, 2021 and has been working with the Director of Planning and Development Services and the City Manager to create a Project Plan summarizing the COE's work over the next two years.

Key Components of the Climate and Environment Review are summarized below.

Objectives

The main objectives of the project are the following:

- Establish, through staff and community engagement, a corporate vision, key priorities, and objectives related to C&E.
- Determine the effectiveness of the City's current C&E related policies, programs, resources, actions, and systems relative to the established corporate C&E vision, priorities, and objectives.
- Determine the gaps of the City's current C&E related policies, programs, resources, actions, and systems relative to the established corporate C&E vision, priorities, and objectives.
- Provide a series of recommendations to advance the corporate vision, priorities, and objectives related to C&E.

Project Benefits

There is corporate recognition that improvements can be made for the C&E portfolio at the City to advance the applicable Council Priorities and Imagine Kelowna goals. Therefore, the main benefit of the review will be to generate progress on these community and Council priorities and goals. The review will also:

- Provide clarity (at both a corporate and community level) on the City's overarching long-term direction for C&E.
- Enable community leaders and local decision-makers to better understand the challenges and opportunities to take more significant steps forward in the areas of C&E.
- Identify an efficient path/plan to ensure ongoing corporate progress in the areas of C&E.

⁷ COK. 2020. October 19, 2020 PM Council Session, Item 5.3. Retrieved from: <https://kelownapublishing.escrimemeetings.com/Meeting?Id=gdf5543b-92e4-4260-bof1-4b239e4fc3a8&Agenda=Agenda&lang=English&Item=24>

Project Team

The review will be led by the Champion of the Environment with support and oversight from the Divisional Director of Planning & Development Services and the City Manager.

One of the key components of the review is a comprehensive multi-stakeholder review. This will include facilitated staff/community engagement activities and reporting related to key findings.

This review will include several touch points with Council, and engagement with many internal City staff and external community stakeholders.

Project Scope and Plan

The review includes identifying gaps and developing recommendations for improvement for the following:

- Aspects of the City's corporate and community operations that have a clear link to Climate/Environment.
- Climate/Environmental aspects within the City of Kelowna geographic or authoritative boundaries.
- Recommendations to groups outside of direct City control, but who impact the City's progress on climate and environment objectives (e.g., other levels of government).

The scope of this project includes the key phases presented in Figure 1.

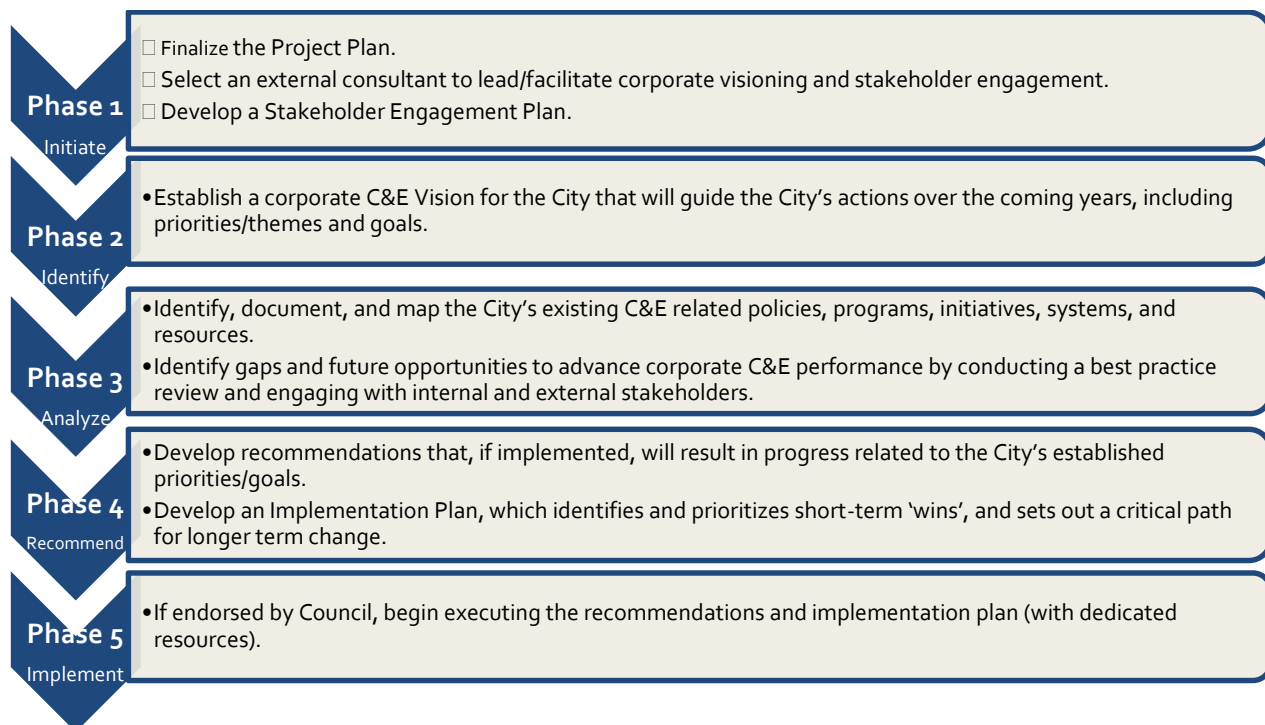


Figure 1: Project Phases

Deliverables

The main deliverable of the project is a report outlining recommendations to take more significant steps forward in the areas of Climate and Environment (expected Q3 2022). Other interim deliverables may include:

- Stakeholder Engagement Plan: Q3 2021
- Summary of Corporate Visioning (Climate and Environment Framework/Charter): Q4 2021
- Report to Council – Summary of C&E Corporate Visioning: Q4 2021
- Report to Council - Summary of Stakeholder Engagement: Q2 2022
- Recommendations Report & Implementation Plan: Q3 2022
- Recommendations and Implementation Plan Report to Council: Q3 2022

Conclusion and Next Steps:

Climate action and environmental protection are priorities and values of Council and Kelowna residents, as expressed through Imagine Kelowna. While the City has made some progress in these areas, there is recognition that a more coordinated effort is needed. The Climate & Environment Review by the Champion of the Environment will assist with these efforts by establishing an organizational vision/direction; determining the gaps of the current policies, programs, actions, resources, and systems; and providing recommendations for improvement. It is anticipated that the project will result in a roadmap that will guide the City's climate and environment efforts in a coordinated, measurable, and impactful way.

Next steps are to engage a consultant to lead/facilitate internal and external community engagement and finalize a stakeholder engagement plan. The Champion of the Environment will also begin a Best Practice Review of other local governments and review current C&E policies, programs, actions, and systems to identify gaps.

Internal Circulation:

- Communications
- Development Planning
- Infrastructure Engineering
- Infrastructure Operations
- Integrated Transportation
- Policy & Planning
- Purchasing
- Real Estate (Parking Services)
- Utility Services

Existing Policy:

The project and COE are directly related to the Council priority of Environmental Protection, which includes the following results statements:

- Community and corporate greenhouse gas (GHG) emissions are decreasing;
- Neighbourhoods and city infrastructure are resilient and adaptable to climate change;
- Predictive modelling and forecasting is improving; and
- The City's response to extreme weather events minimizes disruption to delivering regular operations.

The project will also help achieve the Imagine Kelowna vision for Kelowna to be collaborative, smarter, responsible, and connected. In particular, the project and COE will advance multiple goals identified by the community through Imagine Kelowna:

- Protect land, water & air
- Protect agricultural land
- Preserve Okanagan Lake as a shared resource
- Take action in the face of climate change⁸

Submitted by:

C. Ray, Champion of the Environment

Approved for inclusion:



Ryan Smith, Director of Planning & Development Services

⁸ 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.



Scope of the Climate and Environment Review

May 31st 2021

PROGRESS ON CLIMATE COUNCIL TIMELINE

2019

April
2020

June
2020

Oct.
2020

Dec.
2020

Environmental protection

Resiliency & adaptability to climate change

Greenhouse gas emissions are decreasing

Predictive modelling & forecasting

Emergency response & preparation

Greenhouse gas emissions are decreasing



Click or scroll down for details on this result.

COUNCIL REPORT

- **Topic:**
Enviro Priority Update
- **Result:**
Investigate financial & resource implications

COUNCIL REPORT

- **Topic:**
Proposed ways to accelerate climate action
- **Result:**
Endorsed accelerated climate actions for 2021

2021 BUDGET

- **Results:**
 - **Champion of Environment position approved**
 - 2021 Accelerated Climate Actions

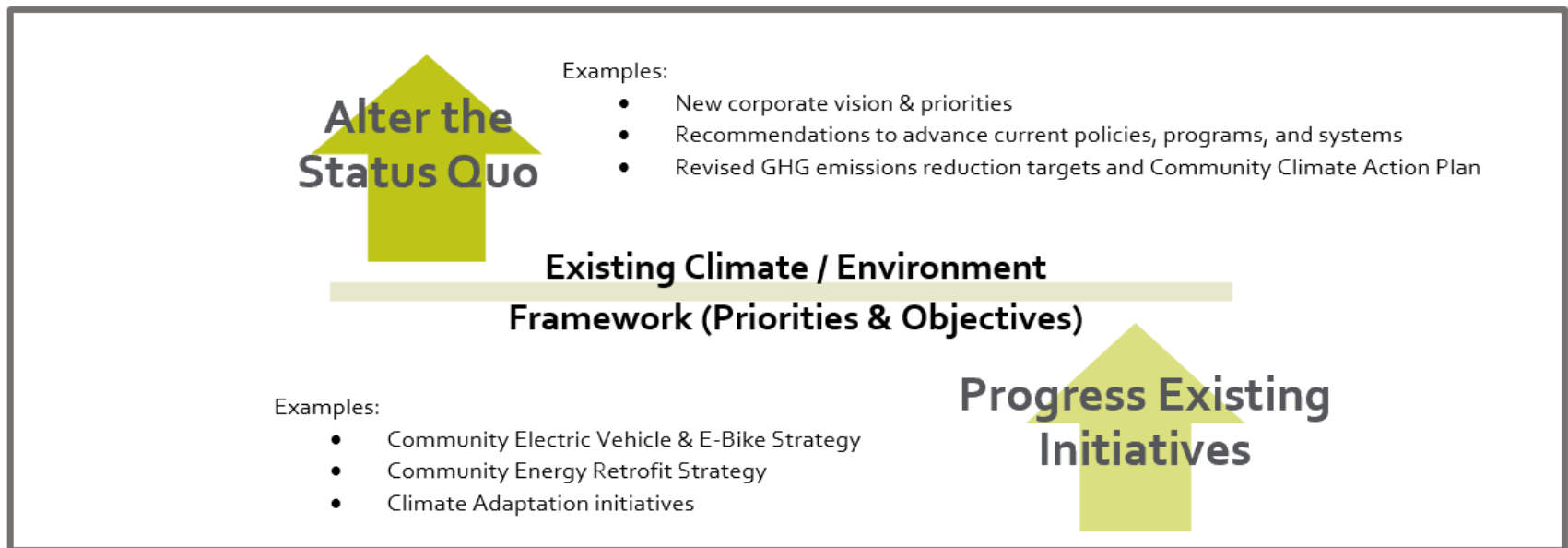
Gaps Identified



- ▶ Not meeting GHG emissions reduction targets
- ▶ Other 3 results statements: hard to measure progress
- ▶ No priority for natural environment (e.g., biodiversity, habitat loss)
- ▶ Lack of framework to ensure coordinated effort and alignment between action and priorities

Responsibilities of the COE

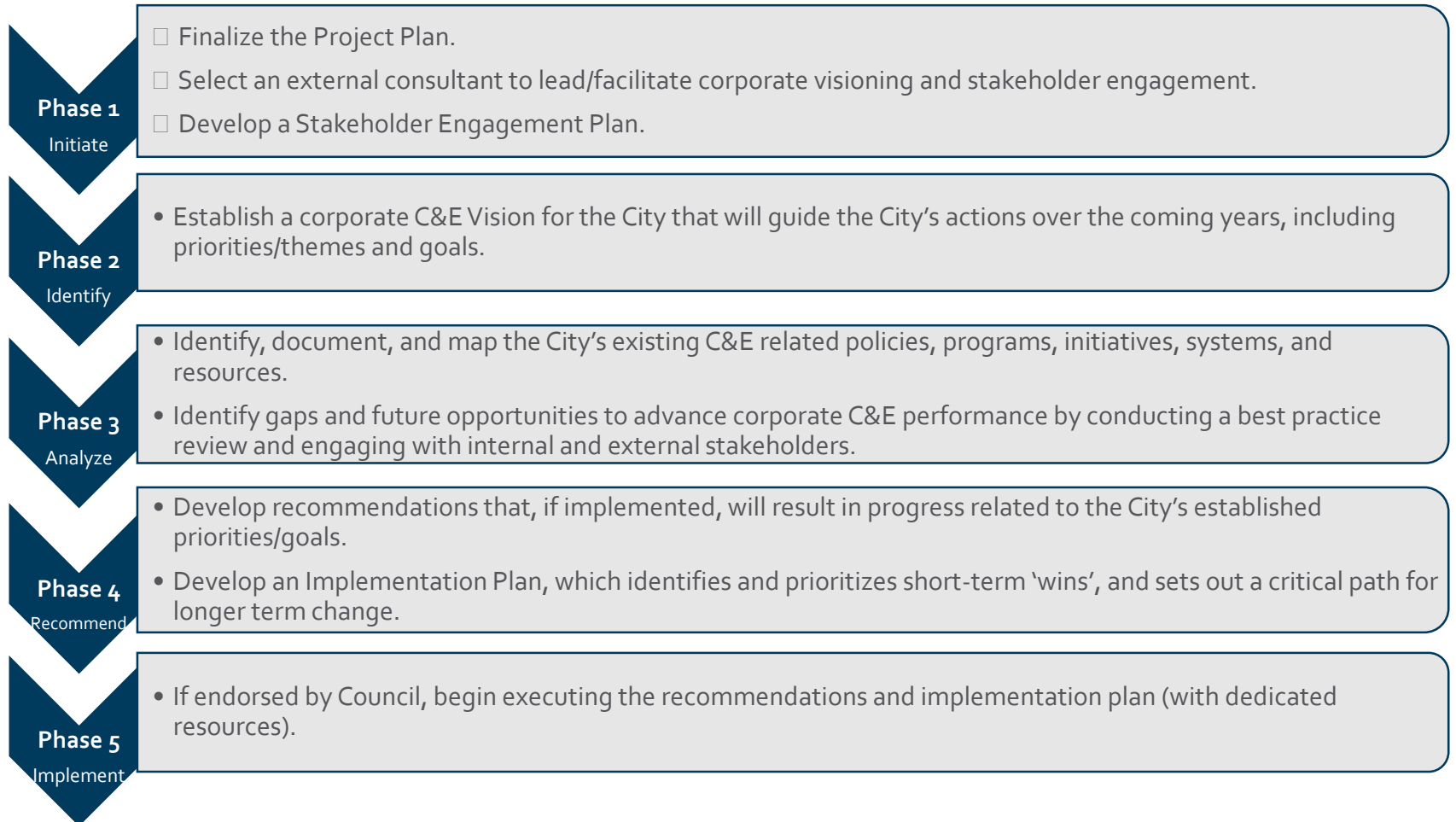
- ▶ Lead a comprehensive review of the City's Climate and Environment (C&E) related policies, programs, actions, resources, and systems.
- ▶ Provide expert advice, guidance, and support to existing C&E related initiatives in support of Council's Environmental Protection priority.



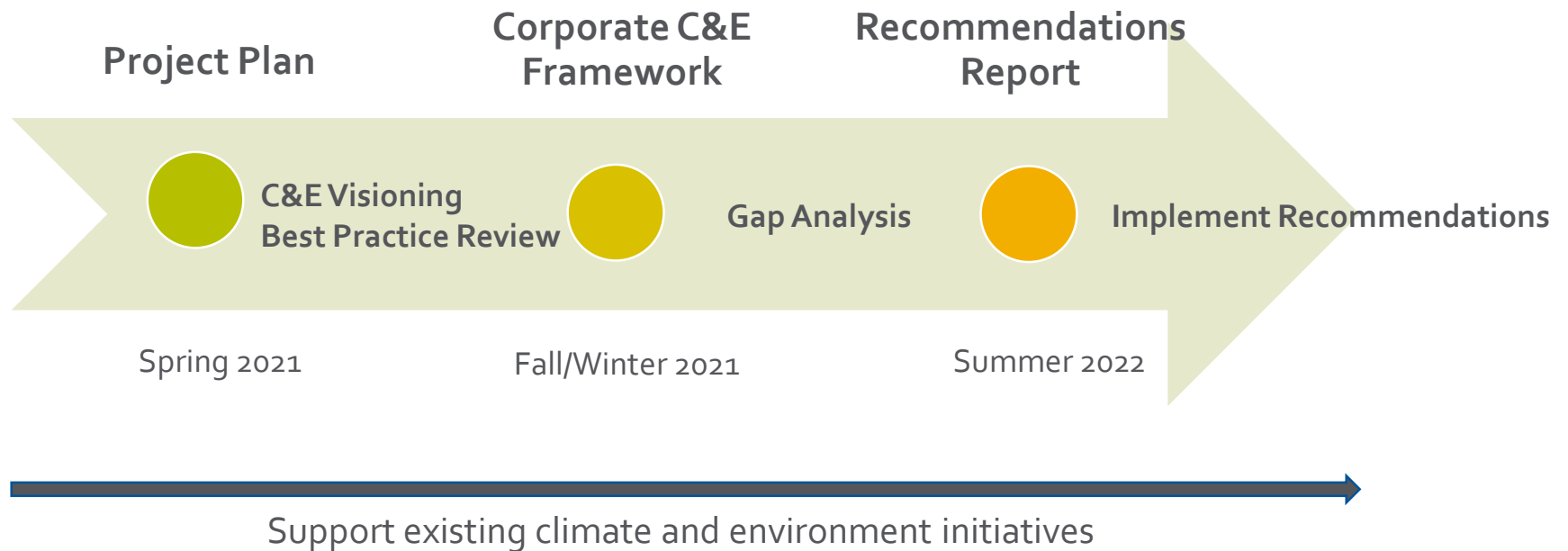
Objectives

- ▶ Establish, through staff and community engagement, a corporate **vision, key priorities,** and **objectives** related to C&E.
- ▶ Determine the **effectiveness** and **gaps** of the City's current C&E related policies, programs, actions, systems, and resources.
- ▶ Provide a series of **recommendations** to advance the C&E priority.

Scope of Work



Timeline



Next Steps

C&E Review

- ▶ Stakeholder Engagement Plan
- ▶ Engage consultant
- ▶ C&E Visioning
- ▶ Best Practice Review
- ▶ Review current City C&E policies, programs, systems, and resource

Support Current C&E Initiatives

- ▶ GHG Modelling
- ▶ Energy Step Code Implementation
- ▶ Community EV/E-Bike Strategy
- ▶ Finalize OCP Climate Change and Natural Environment Chapters
- ▶ Sustainable Procurement Policy



Questions?

CITY OF KELOWNA

BYLAW NO. 12207

Amendment No. 36 to Airport Fees Bylaw No. 7982

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Airport Fees Bylaw No. 7982 be amended as follows:

1. THAT **Schedule A, 1. AIRCRAFT LANDING FEES** be amended by deleting the following:
 - "1.1(a) Effective April 1, 2015: Landing fees for Jet and Turbine aircraft will be \$6.13 per 1,000 kgs or fraction thereof, of maximum take-off weight.
 - 1.1(b) Effective January 1, 2017: Landing fees for Jet and Turbine aircraft will be \$6.31 per 1,000 kgs or fraction thereof, of maximum take-off weight.
 - 1.1(c) Effective January 1, 2018: Landing fees for Jet and Turbine aircraft will be \$6.41 per 1,000 kgs or fraction thereof, of maximum take-off weight.
 - 1.1(d) Effective January 1, 2019: Landing fees for Jet and Turbine aircraft will be \$6.50 per 1,000 kgs or fraction thereof, of maximum take-off weight.
2. AND THAT **Section 2.0 GENERAL TERMINAL FEES** be amended by deleting

	<u>Effective Jan. 1/17</u>	<u>Effective Jan. 1/18</u>	<u>Effective Jan. 1/19</u>	<u>Effective Jan. 1/20</u>
Number of Passenger Seats in Aircraft	Cost per Aircraft per use	Cost per Aircraft per use	Cost per Aircraft per use	Cost per Aircraft per use
01 – 09	\$12.96	\$13.15	\$13.35	\$13.62
10 – 15	\$30.88	\$31.34	\$31.81	\$32.45
16 – 25	\$47.72	\$48.44	\$49.16	\$50.14
26 – 45	\$83.75	\$85.01	\$86.28	\$88.01
46 – 60	\$119.25	\$121.04	\$122.86	\$125.32
61 – 89	\$190.29	\$193.15	\$196.04	\$199.96
90 – 125	\$262.03	\$265.96	\$269.95	\$275.35
126 – 150	\$309.83	\$314.48	\$319.20	\$325.58
151 – 200	\$428.29	\$434.72	\$441.24	\$450.06
201 – 250	\$558.31	\$566.69	\$575.19	\$586.69
251 – 300	\$688.20	\$698.53	\$709.01	\$723.19
301 – 400	\$822.58	\$834.92	\$847.44	\$864.39
Over 400	\$1,013.97	\$1,029.18	\$1,044.62	\$1065.51

and replacing it with

Effective Jan.
1/20

Number of Passenger Seats in Aircraft	Cost per Aircraft per use
01 – 09	\$13.62
10 – 15	\$32.45
16 – 25	\$50.14
26 – 45	\$88.01
46 – 60	\$125.32
61 – 89	\$199.96
90 - 125	\$275.35
126 - 150	\$325.58
151 - 200	\$450.06
201 - 250	\$586.69
251 - 300	\$723.19
301 - 400	\$864.39
Over 400	\$1065.51

3. AND THAT **Section 4.0 FUEL CONCESSION FEES, 4.1, 4.2** be amended by deleting all reference to the word: "cents";
4. AND THAT **Section 12.0 LAND RENTAL RATES**, be amended by deleting
"plus annual increases of 2 percent per annum for the balance of the term beyond the first year"
and replace it with
"plus annual increases of 2% per annum for the balance of the term beyond the first year, with the ability to align land rental rates with current market value every five years";
5. AND THAT **Section 14. AUTOMOBILE PARKING FEES**, 14.1 PARKING LOTS (e) be added as follows:
"(e) Aircrew Parking - \$30.00 per month or part thereof"
6. AND THAT **Section 17. TAXI AND FIXED RATE WALK OUT LIMOUSINE LICENCES** be deleted as follows:

17. TAXI AND FIXED RATE WALK OUT LIMOUSINE LICENCES

Effective Date		Jan. 1/12	Jan. 1/13	Jan. 1/14	Jan. 1/15	Jan. 1/16
17.1	Taxi – per taxi per annum	\$525.00	\$551.00	\$579.00	\$608.00	\$638.00
17.2	Limousine – per limousine per annum	\$788.00	\$827.00	\$868.00	\$912.00	\$957.00

- 17.3 A fee of \$20.00 will be charged for replacement of lost or damaged decals.

and replacing it with

"17. TAXI, TRANSPORTATION NETWORK SERVICES AND LIMOUSINES

Effective Date		May. 1/21	Jan. 1/16
17.1	Taxi and Transportation Network Services (TNS) Annual licence fee – per vehicle	\$50.00	
17.2	Taxi and TNS pick-up fee – per pick-up for trips greater than 3 km	\$2.00	
17.3	Taxi and TNS drop-off fee – per drop-off for trips greater than 3 km	\$2.00	
17.4	Limousine – per limousine per annum		\$957.00

17.5 A fee of \$20.00 will be charged for replacement of lost or damaged decals."

7. AND THAT **Section 19. CREW TRANSFER BUS LICENCES** be amended by deleting the word "Kelowna";

8. AND THAT **Section 22. AIRPORT IMPROVEMENT FEES** 22.1, 22.2 be deleted as follows

"22.1 FOR SIGNATORY AIR CARRIERS TO THE AIRPORT IMPROVEMENT FEE (AIF)
MEMORANDUM OF AGREEMENT OR AIF AGREEMENT

A fee per departing passenger, less the handling fee provided for in the AIF Memorandum of Agreement or AIF Agreement is as follows:

For travel	Fee per departing passenger
Up To December 31, 2010	\$10.00
January 1, 2011 to December 31, 2012	\$12.00
January 1, 2013 to March 31, 2019	\$15.00
April 1, 2019 to February 29, 2020	\$20.00
March 1, 2020 on	\$25.00

22.2 FOR NON-SIGNATORY AIR CARRIERS

For travel	Fee per departing passenger
Up to December 31, 2010	\$10.00
January 1, 2011 to December 31, 2012	\$12.00
January 1, 2013 to March 31, 2019	\$15.00
April 1, 2019 to February 29, 2020	\$20.00
March 1, 2020 on	\$25.00

and replace it with

"22.1 FOR SIGNATORY AIR CARRIERS TO THE AIRPORT IMPROVEMENT FEE (AIF)
MEMORANDUM OF AGREEMENT OR AIF AGREEMENT

A fee per departing passenger, less the handling fee provided for in the AIF Memorandum of Agreement or AIF Agreement is as follows:

For travel	Fee per departing passenger
March 1, 2020 on	\$25.00

22.2 FOR NON-SIGNATORY AIR CARRIERS

For travel	Fee per departing passenger
March 1, 2020 on	\$25.00

This bylaw may be cited for all purposes as "Bylaw No. 12207, being Amendment No. 36 to Airport Fees Bylaw No. 7982."

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

Read a first, second and third time by the Municipal Council this 17th day of May, 2021.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk